

A BASE BALL SCREED

Pertinent Remarks Upon the Minneapolis Team For Next Season. The Men Who Have Been Engaged, Grounds and Other Matters. Foster Gives His Reasons For Having \$100 of Indianapolis Money.

"Black Diamond" Knocked Out by the "Black Pearl" in Five Rounds.

The GLOBE has already expressed itself at length on the probable status of the team St. Paul will play in the Western league of 1888, and now Minneapolis will come up for a whirl. "What will Minneapolis do?" is a question that has been propounded by ball cranks without number, and the answer will be found here, in so far as the conundrum can be answered. Minneapolis wants a team. It does not want a team that will rank last at the close of the season. It does not want one that will even close in fifth place. Minneapolis is too loyal to itself and to its reputation to want to be anything but first, even in a league that includes St. Paul, St. Louis and Chicago. It will not support a team that can do nothing better than to fight to keep out of last place, but it will support and coin money for a team that will go to the front in the beginning, and stay there so long and so close that the very name of the team will be necessary to determine the result. That is the kind of a ball club Minneapolis wants, and the investment that will result in such a club will yield a profitable return. Manager Foster is public spirited, and all that, but he does not play ball for fun; but unless he gathers around such a team a profit, he will not do it. He has a large amount of money on hand, and he will use it as he sees fit. He has a large amount of money on hand, and he will use it as he sees fit. He has a large amount of money on hand, and he will use it as he sees fit.

his five nights' engagement at Johnny Clark's theater in Philadelphia in 1886 he bested every man pitted against him each night, something that no man has ever done before or since. It was a well known fact that any one (barring Sullivan) who could do this at Clark's place had to be a good one and naturally excite both. In his first tour he met with a defeat, making draws with Jack Burke and Dominick McCaffery, when only twenty years of age, and when then taken by two men, Clow and Clow, who were only twenty-five years of age, and has fought some thirty-two battles since, and it goes without saying that he could not be any probability best either one easily at the present time. At Rawlins, W. T., he had a contest with Harry Hines, who was looked upon as a sure winner, and over \$15,000 was bet on the result, but Clow won easily by knocking Hines out in the sixth round. Clow has gained a reputation by his fair and manly conduct both in his ring and out of the ring, second to no pugilist living, and in Denver and Omaha can get backing to the extent of \$15,000 or \$20,000.

The Washington Races.

WASHINGTON, Nov. 1.—The weather at Ivy City was bright though raw and windy. The track was muddy, but the racing was good and the time fast under the conditions. First race, one mile—Starters: Young Duke, Ovid, Barnum, Glenmont, Al Reed, Young Duke won by two lengths, Glenmont second and Barnum third. Time, 1:34. Second race, selling, mile and one-eighth—Starters: Tony Foster, The Bourne, Orlando, Vinton, Nettle won by two lengths, The Bourne second, Orlando third. Time, 2:07. Third race, handicap, one and three-sixteenths miles—Starters: Richmond, Knight, Edler, Florence, Amy, Lejos, Harved, Ten Booker, Le Logos won by six lengths, Argo second, Florence third. Time, 2:05. Fourth race, handicaps for two-year-olds, three-fourths of a mile—Starters: King Crab won by two lengths, Salvini second, The Bourne third. Time, 1:54. Fifth race, three-fourths of a mile—Starters: Orlando, Hawley, Ned B. Grinnell, Frank Ward won by two lengths, The Bourne second, Edler third. Time, 1:54. Sixth race, three-fourths of a mile—Starters: Orlando, Hawley, Ned B. Grinnell, Frank Ward won by two lengths, The Bourne second, Edler third. Time, 1:54. Seventh race, three-fourths of a mile—Starters: Orlando, Hawley, Ned B. Grinnell, Frank Ward won by two lengths, The Bourne second, Edler third. Time, 1:54.

NOTICE TO STOCKHOLDERS

The Interstate Commission Gives the Northern Pacific a Friendly Tip, Regarding the Sale of Land Seekers' and Immigrant Tickets. The Canadian Pacific Is Determined on a Bloody Fight, And Will Make No Compromise With the Northern Pacific.

The Canadian Pacific Is Determined on a Bloody Fight, And Will Make No Compromise With the Northern Pacific.

WASHINGTON, Nov. 1.—A decision is rendered in the case of W. L. Smith against the Northern Pacific Railroad company, by the interstate commission, with a written opinion by Commissioner Walker, of which the following is a synopsis: The Northern Pacific Railroad company has been accustomed to sell tickets to land seekers or explorers, and to go out on the line of its road and inspect the land which it has for sale, at about one-half of the regular rate for round-trip tickets. It has also been accustomed to sell tickets to settlers passing through St. Paul with their effects, and to go out on the line of its road or public land at low rates. These explorers and settlers are carried on the regular trains. Under the interstate commission law went into effect, the sale of these special classes of tickets was for a time discontinued, but was resumed in the case of the Northern Pacific Railroad company. An investigation of the matter was had at Minneapolis and briefs were filed. The commission now decides that the interstate commission does not permit the sale of tickets to any class of people at rates different from those established for the general public, and that the fact that it is desirable for the defendant to make sale of its lands is not a reason for discriminating in favor of explorers or settlers. The same rule should apply to the railroad company should desire to stimulate its freight traffic or any other branch of its business by the use of reduced rates or free transportation to customers. That the claim that the Western territories should be promoted by special facilities of transportation is not a reason for discriminating in favor of explorers or settlers. That the interstate commission is not a legislative body, but not for consideration in interpreting in the present statute, and, moreover, the company is able, by excursion rates open to all, and making allowances upon the price charged for its land or part of it, to discriminate to a sufficient extent without violation of law. The means, occupation or purpose of parties are not proper considerations upon which to discriminate among them. The Northern Pacific Railroad company is, therefore, notified to desist from the sale of tickets at rates less than the regular rates charged to the public.

amounts to about \$10,000 annually, which was the total very nearly of the 120 claims passed for payment yesterday. The sum of \$10,000, however, is the sum of \$1,000,000 has been expended by the brotherhood since its organization in the direct relief of persons suffering above class. The mutual insurance company has paid out, in addition, over \$1,250,000, as stated in the address of the grand chief engineer. The convention is drawing to a close, but there remains a few important reports to be received and acted on, and the convention may not be concluded its labors to-day, as expected.

A Reorganization.

PITTSBURGH, Nov. 1.—Citizens issued to-day by the Pennsylvania company, controlling 3,000 miles of lines west of Pittsburgh, announce the following appointments and changes made for the purpose of reorganizing the system: James McClellan has been elected vice-president and general manager, with office at Pittsburgh. A gentleman from Yellow Medicine county, Minn., who came here with some stock for sale, seems to have had a varied experience. He is a stock raiser at Canby and wished to trade with the slaughterer at Duluth. He had some of the neighbors pooled issues and made up a herd of twenty-five cattle. After driving them to Benson he shipped them over the Manitoba road to Duluth. At Hinckley the troubles began. The car with the stock was sidetracked for several hours, and he could not feed or water them, get them into poor condition. When he reached Duluth he found the butchers stocked, and finding no sale he gave the proprietor of the slaughterhouse the cattle and slaughtered them. He hired a wagon and undertook to peddle the meat out by quarters. Soon after coming he was arrested for selling meat without a license, which cost him \$10. Nynhane says he came to Duluth to work up a trade with our people, and thinks that the treatment shown him is not such as to encourage him or his neighbors to come again. W. H. Parker, bookkeeper for the Duluth & Iron Range railroad, was in town to-day, and said that the contract for the stone for the Chicago court house was now being made. The job has taken very nearly 250,000 square feet of granite from these splendid quarries, and even this enormous amount of material has not been sufficient to make a suitable face upon one of the gray granite quarries. Work is now being pushed to fill the hole needed in the building. The Chicago's other great building, the Chicago auditorium, and sixty men are kept hard at work getting out large blocks of granite for the same purpose. It is little doubt but that these quarries will soon become as important a factor to the prosperity of Duluth as the iron mines. It is thought that the fact that inducements were offered to the quarry company they would locate large stone works at Duluth, but no steps have been taken to secure this great and growing industry. This morning the county auditor's office was well filled with lumbermen for the purpose of bidding on the sale of government pine lands, which had been advertised to take place. At 10 o'clock the terms of the bidding were announced. Bidding was started at \$1.14, the appraised value of the land. Bidding then active up to \$3 per 1,000 feet, where it was stopped by the county auditor. A large number of bidders did not go higher in their offers because they did not think the pine could be handled, sawed and shipped to Duluth at an expense small enough to guarantee a profit. McKinley has five years' experience in the lumber business, and thinks that by that time better facilities can be had for the transportation of lumber to Duluth. He has given security for the contract and will commence work the coming winter. McKinley, when asked whether he was acting as principal or agent, said he was acting as principal, but that he would not later just what his plans were, but that at present he could not give anything away. The opinion of most of the lumbermen present seemed to be that the price paid was very high and that the lumber scarcely warranted the price paid.

DULUTH MATTERS.

Yesterday's Record of Events in and About the Zenith City. Special to the Globe. DULUTH, Minn., Nov. 1.—Sam Brown, of the firm of Huntress & Brown, came in to-day upon the tug Record with the last lot of logs of the season from the south shore. These gentlemen have had a pretty tough time driving and unloading the logs, and have suffered through the low stage of water which has prevailed upon nearly every stream in the state, but they have managed to get 6,000,000 feet to Peck's mill at Duluth. At the United States land office this morning a large number of filings were made in the twenty to thirty and thirty to forty-acre tracts in the Northern Pacific road. These lands were decided by the secretary of the interior as forfeited by the railroad company, and filings were made to-day. The road announces that it will fight all claimants to its land as well as the decisions of the department. Filings were made to-day for the first time in the western limit of this land district. A gentleman from Yellow Medicine county, Minn., who came here with some stock for sale, seems to have had a varied experience. He is a stock raiser at Canby and wished to trade with the slaughterer at Duluth. He had some of the neighbors pooled issues and made up a herd of twenty-five cattle. After driving them to Benson he shipped them over the Manitoba road to Duluth. At Hinckley the troubles began. The car with the stock was sidetracked for several hours, and he could not feed or water them, get them into poor condition. When he reached Duluth he found the butchers stocked, and finding no sale he gave the proprietor of the slaughterhouse the cattle and slaughtered them. He hired a wagon and undertook to peddle the meat out by quarters. Soon after coming he was arrested for selling meat without a license, which cost him \$10. Nynhane says he came to Duluth to work up a trade with our people, and thinks that the treatment shown him is not such as to encourage him or his neighbors to come again. W. H. Parker, bookkeeper for the Duluth & Iron Range railroad, was in town to-day, and said that the contract for the stone for the Chicago court house was now being made. The job has taken very nearly 250,000 square feet of granite from these splendid quarries, and even this enormous amount of material has not been sufficient to make a suitable face upon one of the gray granite quarries. Work is now being pushed to fill the hole needed in the building. The Chicago's other great building, the Chicago auditorium, and sixty men are kept hard at work getting out large blocks of granite for the same purpose. It is little doubt but that these quarries will soon become as important a factor to the prosperity of Duluth as the iron mines. It is thought that the fact that inducements were offered to the quarry company they would locate large stone works at Duluth, but no steps have been taken to secure this great and growing industry. This morning the county auditor's office was well filled with lumbermen for the purpose of bidding on the sale of government pine lands, which had been advertised to take place. At 10 o'clock the terms of the bidding were announced. Bidding was started at \$1.14, the appraised value of the land. Bidding then active up to \$3 per 1,000 feet, where it was stopped by the county auditor. A large number of bidders did not go higher in their offers because they did not think the pine could be handled, sawed and shipped to Duluth at an expense small enough to guarantee a profit. McKinley has five years' experience in the lumber business, and thinks that by that time better facilities can be had for the transportation of lumber to Duluth. He has given security for the contract and will commence work the coming winter. McKinley, when asked whether he was acting as principal or agent, said he was acting as principal, but that he would not later just what his plans were, but that at present he could not give anything away. The opinion of most of the lumbermen present seemed to be that the price paid was very high and that the lumber scarcely warranted the price paid.

United States army, whether before, during or since the civil war.

Delayed Mails. ALBUQUERQUE, New Mexico, Nov. 1.—The people living in New Mexico and Arizona are clamoring for better mail service. The railroads are having more passenger business than they can handle and neglect mail. Recent mail bags, destined for points between La Junta, Col., and Silver City, New Mexico, were carried through to El Paso and returned. The roads have spent money to do it. It is claimed that an additional force of clerks is needed, and that the roads should be required to furnish better facilities for handling mail. A frequently mail is obliged to lie over here twenty-four hours for want of mail cars.

Have you a skin disease?

IF there is no system of treatment that offers the certainty of cure and economy of time and money as do the CUTICURA Remedies, we will send you a copy of "How to Cure Skin Diseases," 64 pages, 50 illustrations and 100 testimonials, every one of which repeats this story. I have been a terrible sufferer for years from the itching of my skin. I have been obliged to shun public places for reason of my disgusting nature; have had the best physicians have spent hundreds of dollars, and got no relief until I used the CUTICURA Remedies, which have cured me, and left my skin as clear and smooth as a child's.

Wish to announce that they have decided to close out their stock of Furnishing Goods! THE IMMENSE GROWTH OF OUR FURNITURE TRADE! And the desire to make room for that, and the increase in our WHAT DEPARTMENT, Has led us to this conclusion, and we are determined to sell every dollar's worth of Furnishing Goods at once. A GENUINE

Washing Catalogue. Is Now In Progress, Of our whole stock of Men's Furnishings, comprising first-class goods in Underwear, Shirts, Night Shirts, Hose, Neckwear, Handkerchiefs, etc. These goods we will sell in all cases At Cost To Us, and in many cases to much Below Cost. We do this early in the season to make the sale more rapid and get the stock out as quickly as possible. We are ready for any offer from any dealer for furnishings in a lot. SOME PRICES: Derby Knit Underwear.....\$5.75 Former Price. Warner Bros.' Camel's Hair..... 4.75 6.50 Heavy Rib Underwear..... 4.00 5.50 Night Shirts..... 1.00 1.50 Night Shirts..... 1.25 2.00 Night Shirts..... 1.50 2.50 Night Shirts, Flannel..... 2.50 3.50 Wilson Bros.' Shirts..... 1.15 1.50 Neckwear..... .40 .75 Neckwear..... .60 1.00 Neckwear..... .75 1.25 Neckwear..... .25 .50

TIPS AND ENTRIES

For the Races To-day at Washington and Nashville. At Washington to-day the entries for the five events on the card are: First race, one and one-sixteenth of a mile—King of Norfolk, 108; Pericles, 105; Ten Strike, 105; Barnum, 105; Bronzomare, 107; Roundabout, 99; Eldon, 99; Ten Pines, 107; Roundabout, 99; Eldon, 99; Ten Pines, 107. Second race, three-quarters of a mile—Bita R. King, 113; Umpire, 113; Joe Lee, 110; Vinton, 110; Regulus, 104; Welf, 101; Sight Unseen, 99. Third race, three-quarters of a mile, handicap—Swift, 115; Bess, 109; Banner Bearer, 109; H. H. and Joe Lee, third race, Swift and Banner Bearer; fourth race, Joe Colton and Wonderment; fifth race, El Mahdi and Miss Cleveland. At Nashville the entries are as follows: First race, seven-eighths of a mile, selling—Stokeloff, 102; Our Friend, 103; Wanderer, 107; Roundabout, 103; Brooklyn, 93; Roddy Pringle, 102. Second race, three-quarters of a mile, handicap—Joe Colton, 115; Theodosius, 110; Bellinger, 105; Vinton, 105; Frankie B, 105; J. J. Beck, 102; Roundabout, 99. Third race, one mile, handicap—Governor, 90; Gleaner, 113; Florence, 104. Fourth race, one mile, handicap—Governor, 90; Gleaner, 113; Florence, 104. Fifth race, one mile, handicap—Governor, 90; Gleaner, 113; Florence, 104. Sixth race, one mile, handicap—Governor, 90; Gleaner, 113; Florence, 104.

WAR TO THE KNIFE.

That is what the Canadian Pacific Says It Proposes for the Northern Pacific. Traffic Manager George Olds, of the Canadian Pacific, who was in Chicago a few days ago made some very warlike statements to a representative of the Times in regard to transcontinental lines. He said the Canadian Pacific would give it a fair share of the Pacific coast business, and that share it would have any way, whether it was peace or war. He said the Canadian Pacific would give it a fair share of the Pacific coast business, and that share it would have any way, whether it was peace or war. He said the Canadian Pacific would give it a fair share of the Pacific coast business, and that share it would have any way, whether it was peace or war.

The Canadian Route.

MONTREAL, Nov. 1.—The Standard Oil company, Calvin S. Bryce, John H. Shaw, Col. Payne and J. G. Moore, who left New York last week on a tour of inspection to the interior of the continent, returned to Montreal yesterday. They will start on their tour from Boston to Portland, Me., and thence to Quebec and Montreal, spending the latter part of their tour in leaving for New York last night. While here they examined the terminal facilities of the Canadian Pacific railroad for the purpose of determining the best route to be taken to the interior of the continent. They will start on their tour from Boston to Portland, Me., and thence to Quebec and Montreal, spending the latter part of their tour in leaving for New York last night. While here they examined the terminal facilities of the Canadian Pacific railroad for the purpose of determining the best route to be taken to the interior of the continent.

A Switchmen's Strike.

OMAHA, Neb., Nov. 1.—A general strike of all the switchmen in the city is threatened on account of the unpopularity of Yardmasters Meehan and Tighe, of the Union Pacific road. Grand Master Meehan, of the yardmen, has had a conference with Superintendent Blackensdorfer, of the Nebraska division of the Union Pacific road, and has agreed to accept of the new policy of the Burlington & Missouri, and submitted his ultimatum demanding the discharge of the obnoxious yardmasters. A decision was reached on the part of Superintendent Dickinson, who is expected here the latter part of the week.

Chips From the Ties.

The Northern Pacific people yesterday received information from Dakota that the wheat crop in the Puget Sound country was going up, and in effect there would be no wheat for the Northern Pacific to haul out after it perfected its connections. He thought that the Northern Pacific was in a bad way, and that the wheat crop in the Puget Sound country was going up, and in effect there would be no wheat for the Northern Pacific to haul out after it perfected its connections. He thought that the Northern Pacific was in a bad way, and that the wheat crop in the Puget Sound country was going up, and in effect there would be no wheat for the Northern Pacific to haul out after it perfected its connections.

An Old Journalist Dead.

CHICAGO, Nov. 1.—James O. Brayne, one of the oldest newspaper men in the West, and who has been connected with the press of Chicago over a third of a century, died Sunday morning at his residence. Mr. Brayne was born in Buffalo, N. Y., seventy-two years ago, and was a member of the press in that city, where he learned the printer's trade. Step by step he worked his way up the ladder until he had occupied editorial positions on the Chicago Tribune and on the Commercial-Advertiser. In 1854 he came to Chicago and became one of the editors of the Chicago Democrat, and in 1857 he was elected editor of the Standard, the Baptist organ of the Northwest, with which he has been connected ever since.

THE MERCANTILE AGENCY.

Confirmation of Assessment for the City of St. Paul, Minn., Oct. 29, 1887. The assessment of benefits, costs and expenses arising from the construction of an appropriation to an apartment avenue from Robert street, in the city of St. Paul, Minnesota, having been completed by the Board of Public Works in accordance with the act of the legislature, which time and place, unless sufficient cause is shown to the contrary, said assessment will be confirmed by said Board. The following is a list of the supposed owners' names, a description of the property benefited and the amounts assessed against the same, to-wit: Merriam's Rearrangement, St. Paul. Supposed owner and description. Lot. Benefits. W R Merriam.....24 \$300 00 Same.....20 200 Same.....22 200 Same.....21 200 Same.....20 200 Same.....19 200 Same.....18 200 Same.....17 320 00 Dawson & Smith's Enlargement of Dawson & Smith's Addition to St. Paul. Supposed owner and description. Lot. Block. Benefits. George Benz (except Stevens' part).....14 4 \$775 00 Supposed owner and description. Benefits. H. F. Stevens, Corner of Lot 4, Block 4, Dawson & Smith's enlargement of Dawson & Smith's Addition to St. Paul. Lot. Block. Benefits. Wily line of lot 19, 11, 12, 13 and 14, said block 4, to Sherburne avenue; thence NW 1/4 along NW 1/4 line of Sherburne avenue 4.375 feet; being parts of lots 9, 10, 11, 12 and 14, block 4, said Addition..... \$21 00 Dawson & Smith's Enlargement of Dawson & Smith's Addition to St. Paul. Supposed owner and description. Lot. Block. Benefits. H. F. Stevens.....15 4 \$275 00 Same (except Wily line).....16 4 253 10 Wily line of lot 19, 11, 12, 13 and 14, said block 4, to Sherburne avenue; thence NW 1/4 along NW 1/4 line of Sherburne avenue 4.375 feet; being parts of lots 9, 10, 11, 12 and 14, block 4, said Addition..... \$21 00 Same.....17 4 250 00 Same.....18 4 250 00 Same.....19 4 250 00 Same.....20 4 250 00 Same.....21 4 250 00 Same.....22 4 250 00 Same.....23 4 250 00 Same.....24 4 250 00 Dawson & Smith's Enlargement of Dawson & Smith's Addition to St. Paul. Supposed owner and description. Lot. Block. Benefits. John L. Merriam.....14 4 \$750 00 Same.....15 4 750 00 Same.....16 4 750 00 Same.....17 4 750 00 Same.....18 4 750 00 Same.....19 4 750 00 Same.....20 4 750 00 Same.....21 4 750 00 Same.....22 4 750 00 Same.....23 4 750 00 Same.....24 4 750 00 Dawson & Smith's Enlargement of Dawson & Smith's Addition to St. Paul. Supposed owner and description. Lot. Block. Benefits. Minnie L. Petsch, said assessment must be made in writing and filed with the Clerk of said Board at least one day prior to said meeting. R. L. GORMAN, President. Official: W. F. Eswin, Clerk Board of Public Works.

THE "BLACK PEARL" KNOCKS OUT THE "BLACK DIAMOND."

The ten-round contest between the "Black Pearl," of Minneapolis, and the "Black Diamond," of Duluth, at the Chicago Convention, Minneapolis, last evening, was a red-hot fight, with the outcome gloves, in which the Pearl won fairly in five rounds. The Diamond in the first two rounds made a plucky showing, but by his fourth round, and in the fifth, he was knocked out by the Pearl. The Diamond, who had previously been knocked off his feet, four times, was certainly "out" at the conclusion of the fifth round, but was brought back by his trainer and second to come to the front for the sixth round. At this juncture John M. Hoy, assistant superintendent of police, stepped to the center of the ring and ordered the proceedings, remarking as he did so that the contest was supposed to demonstrate the merit of boxing without descending into brutality. The contest ended the "Diamond" fairly vanquished, and so refused to let the fight proceed further. The Pearl won clearly on his merits, and what is more, after his previous training. Pat Killen acted as referee, and Hank Seeley held time.

WARREN AND WEIR TO FIGHT.

BOSTON, Nov. 1.—The twenty-four mile bicycle race was run to-night at 6 o'clock this morning. Hollingwater was the only one in the race at that hour, and as he had covered eighty miles more than any of his competitors he was declared the winner of the race and allowed him to stop riding.

PROMOTIONS.

S. L. Moore Made General Freight Agent—A New Position. S. L. Moore, assistant general freight agent of the Northern Pacific road, was yesterday promoted to the position of general freight agent, with office at St. Paul, the promotion to take effect at once. Mr. Moore has been with the road for more than eight years, and has thoroughly and abundantly earned this promotion. He is always at his post, and attends to his duties with unflinching industry. Besides this he has been a member of the legislature of Indiana in 1851-52, and later was clerk of the supreme court of that state. He was a member of the legislature of Indiana in 1851-52, and later was clerk of the supreme court of that state. He was a member of the legislature of Indiana in 1851-52, and later was clerk of the supreme court of that state.

LIQUOR MEN'S DEBTS.

CHICAGO, Nov. 1.—Thomas Parker, Jr., receiver of the insolvent wholesale liquor firm of Adams, Smith, Sherman & Co., filed a report yesterday before Judge Collins, showing the assets and liabilities of the firm. The liabilities are composed of unsettled accounts, \$18,300.92; H. Webster & Co., \$140,425.00, and notes and acceptances, \$50,000, making a total of \$208,725.92. The assets consist of cash, \$160; unpaid bills, \$18,300.92; bills receivable, \$2,702; unsettled accounts, \$1,000; and other assets, \$28,572, making a total of \$199,903.10. The receiver was also ordered to show cause in five days why 100 cases of liquor should not be sold for the benefit of the insolvent, should not be delivered up to them.

Chicago Printers Strike.

CHICAGO, Nov. 1.—Two hundred and fifty men, over one-half of the whole number of the union printers of the city, went to work this morning. They are confident of winning the fight which was inaugurated to-day for nine hours, and they seem careless as to its result. The printers are in the hands of an executive committee, composed of the officers of Union 16, and Archibald Robertson, S. E. Pinta, A. C. Webb, and M. P. Conroy. "We start into the strike in good shape," said a member of that committee, "for not only are we well organized, but we are the largest job office, such as the Jeffrey Printing company, P. D. Hanson, William Brown and others, have already yielded to our demands, and others will soon follow. A few days will settle it."

Chicago Printers Strike.

CHICAGO, Nov. 1.—It is announced to-day that a branch of the Society of Veterans of the Regular Army and Navy, the first in this state, has been organized in Chicago. The society was organized by William T. Sherman Command No. 1, Division of Illinois. The mustering in was done by Alexander B. Butts, the county clerk of Minneapolis. Why such a society should be organized in this city, and why it should be organized in this city, is a question that is being asked by many of the leading citizens of St. Paul, Minneapolis and the Northwest as well as the country at large. The society is a branch of the Society of Veterans of the Regular Army and Navy, and its object is to promote the interests of the veterans of the regular army and navy.

WEST HOTEL.

The Only Fire-Proof Hotel in Minneapolis. ABSOLUTE SAFETY FROM FIRE! Elegantly furnished and perfect in all appointments. Table and general attendance unsurpassed. Rates as low as any strictly first-class hotel. C. W. SHEPHERD, General Manager. MRS. FLORA O'VOUGH, Commission Merchant. GRAN ANTI PROVISIONS, Direct Wire to Chicago and Eastern Markets. 103-104 Boston Block, Minneapolis, Minn. Out-of-town Orders Solicited.