TAKES THE CORN CAKE.

All Persons wise
Will advertise
Where they can get the most replies.
The GLOBE has shown
By figures known
In that respect it "plucks the 'phone."

Daily ST. PAUL Globe.

WHY HE FAILED.

The bankrupt o'er his business wreck,
When creditors had fled,
There fingered a protested check
And wept his eyes blood-red.
He groaned aloud: "Oh, what a jay'
I've been! 'Twill drive me mad!
I'd not have failed had I each day
Put in the GLOBE an Ad."

VOL. X. SAINT PAUL, MINN. TUESDAY MORNING, FEBRUARY 28, 1888. NO. 59.

GENERAL TIE-UP.

C., B. & Q. Engineers Promptly Stopped Work at 4 Yesterday Morning.

No Freight Trains Running, and but Few Passenger Trains Moving.

Reports That the Rock Island Is Also Engaged in the Trouble.

No Personal Collisions, and the Day Passed Off Very Quietly.

The Knights of Labor Are in Sympathy With the Striking Engineers.

Brakemen Will Not Handle Trains Run by Strange Engineers.

Special to the Globe.

CHICAGO, Feb. 27.—Up to within a few minutes of 4 o'clock this morning there was the usual appearance at the Chicago, Burlington & Quincy yards. The early morning mail train had left on time and the switch engines were at work. One engineer took a switch engine to the Chicago & Atlantic junction shortly before 3 o'clock. He said he had heard nothing of an order to strike, and that he would certainly take his train to the junction and run the engine back to the round house. Other engineers of switch engines also said they had not been ordered to strike. At 3:30 o'clock there was the usual movement of cars at the freight and switching stations at Tenth street and Western avenue, where cars for the east end of the stock yards are handled. Just before the appointed time for the strike Trainmaster S. T. Pope issued an order that no trains should be moved west of Chicago. This was taken by the few trainmen in the yards as a confession that the company had secured no men worth mentioning and that the road would in a moment more be practically tied up. At 4 o'clock precisely switch engine 447 went into the Western avenue roundhouse. Three others soon followed it, and the engineers and firemen quit work. The strike was on in earnest. From all division headquarters of the road the same story comes. The men are all out and no trains are being moved, except by inexperienced men. The men are a unit in the strike.

THE FIRST DAY.

The Day Closes With the Company Having a Slight Advantage.

Special to the Globe.

CHICAGO, Feb. 27.—Taken all in all the first day of the bloodless battle between the Burlington system and its engineers and firemen has closed with the adventage rather in favor of the company. Yesterday the employes were prophesying and the officers of the road were fearing a general tie up, which would bring both the freight and passenger traffic to an absolute standstill. So far as freight is concerned the prognostications have been filled to the letter; not a pound of it has gone a mile, nor is any likely, according to the present outlook, for several days to come. But with the passenger traffic the operating department have had better luck, so much better, in fact, that to-night they are rubbing their hands and jubilantly declaring that within forty-eight hours, so far as human frieght is concerned, nobody will know that a strike has been declared against the road. "The map will show you how we have made out to-day," said General Passenger Agent Paul Morton this evening. "Four trains brought in the suburban passengers from the territory tributary to Chicago this morning, and four more will bring them back to-night. These trains may be a little longer and

A TRIFLE MORE CROWDED

than ordinarily, but I warrant you that not a man or a woman working in the city or residing on our line was left at home this evening. As to the through traffic, we sent out No. 5, which left at noon for Council Bluffs, in charge of a new engineer and fireman. The No. 1 Cannon Ball, which should have left here at 1 p. m., was suspended, but No. 15 left for Council Bluffs at 5:35 as usual. The 10:30 to-night will not be run. This disposes of the outgoing through trains; so far as the incoming ones are concerned our luck has hardly been so good. No. 2, due here at 8 this morning was stuck at Galesburg. So was No. 4, due here at 6:55 this morning. The passengers on these trains, as well as those of No. 16, will be in at 10 to-night on No. 6, which is also a through train. It will thus be seen that we have fairly handled all the through traffic during the day, and that there has been nothing approaching a tie-up in that direction. As to the local traffic, here are dispatches from our district superintendents which state that two trains are running on the Quincy branch, four on the Keokuk, four south from Des Moines, two for the Albia branch, one on the Hopkins branch, and all in the Sidney and Carson branch.

THE IMPORTANCE

of this information rests in the fact that these trains cover points not reached by other roads and which, consequently, in case of a general tie-up will be completely cut off from the outer world, except so far as telegraphic facilities are concerned. It is on such points, as well as our suburban traffic, that we are now concentrating our efforts. Through passengers to Western and Southwestern points have facilities for going by other roads, and we tell them so plainly. If they want to go with us we are ready to take care of them, but if they have any misgivings we would rather they went elsewhere for transportation." It was a motley and everchanging throng that beseiged the offices of General Manager Stone and Supt. Besler almost from daylight till long past dark. There were dude clerks, with hands as white and nails as transparent as those of a Langtry; weather-beaten individuals in peajackets, who, to all appearances, know better how to handle a sail than a lever; rusties fresh from the farm, and altogether about as general an assortment of the

OUT-OF-EMPLOYMENT CLASS

as could have been got together on a day's notice. One and all were certain that they could either manipulate a lever or keep up the requisite amount of steam, but very few of the number could answer the technical questions that were fired at them by the officials. Those that indicated in the slightest degree that they knew what they were talking about were turned over to other officials for a more searching examination. Just how many were engaged during the day could not be ascertained, but telegraphic inquiries were sent to the district superintendents on the main line and its branches, and a complete statement was promised for the public in the morning. Applications by wire for employment came straggling in throughout the day, Boston, Philadelphia, New York, Harrisburg, Buffalo, and Newark, O., being among the places represented. In every instant the local agents of the company were instructed to look up the applicant and, if competent, to send him along without delay. So far as indicated by the incoming reports the strikers have very generally observed the injunctions of their chiefs to preserve the peace and to stay away from the depots and yards.

THE ONLY TROUBLE

reported was late in the afternoon when a dispatch was read from the superintendent of the Hannibal & St. Jo to the effect that the strikers at Kansas City and St. Jo were jumping on the cars, setting the brakes and generally doing all in their power to obstruct and intimidate the new men. Down at the Grand Pacific, in one of the spacious parlors of which the striking employes have established headquarters, Chiefs Arthur and Sargeant held an all-day council of war. A continuous stream of strikers went to and fro, and there was a deluge of dispatches from the principal points upon the system, giving particulars the condition of affairs and breathing words of hope and encouragement. Some little surprise was expressed that the company had been able to do as well as it had on the first day of the trouble, and a published interview with General Foreman Griffith, of the Knights of Labor, in which he indicated pretty strongly by inference that the knights had nothing in common with the brotherhood was pretty freely commented on, but in general a conservative spirit prevailed and the general consensus of opinion was that the strike would be over before the end of the week. Late this evening General Freight Agent Ripley dictated a letter to the principal shippers of the Burlington, in which he stated that it would probably be a week or more before the company would be able to receive freight, and that in view of this fact it would be advisable, and for the public interest, to deliver all freight to such other roads as in the judgment of the shippers could most promptly send it to its destination. He added that the road would also be compelled for a few days to decline all freight for local stations, but that as soon as it was able it would give such freight the preference and first serve those places that are wholly dependent on it.

ARTHUR CONFIDENT.

The Chief of the Brotherhood Confident of Success.

Special to the Globe.

CHICAGO, Feb. 27.—Chief Arthur said to-night to a reporter: "All have struck. Over the whole system all have gone out. We have heard from all points of importance, and there is not a single break in our ranks. We are thoroughly united and full of hope. We expect to win the fight. Why, any one can see it is a complete tie-up. Where are the trains that were running? We shall use every honorable means within our reach and power to defeat the company. That is our position. Our men are determined and will fight. We realize what we have on our shoulders and can carry it to the end. We have positive information from all points of consequence on the whole system that all the men have gone out. There is not a single case of insubordination or discontent. The brakemen? Yes, we have an understanding with them. They gave us assurance of support and spmpathy and will be loyal to our organization to the last. This may be said of every other organization connected with the railroad service."

"Will the brakemen work with the non-union men whom the company propose to put on?"

"No, sir; they will not. We have not asked them this question direct, but have positive assurance to these points."

"What about the Knights of Labor?"

"We are not afraid of the knights. All the talk on that point is bosh. The knights will give us a moral support."

THE KNIGHTS' MANIFESTO.

No Knight to Fire an Engine or Pull a Throttle.

CHICAGO, Feb. 27.—The following was adopted at a meeting of District Assembly 24, Knights of Labor, to-night:

"To the members of District Assembly 24, Knights of Labor, greeting: During the last twenty-four hours the public press has been lumbered down with reports of the strike of the Brotherhood of Engineers and Firemen on the Chicago, Burlington & Quincy railroad, and in connection with this many rumors have been set afloat that this monopoly of corporate power would be aided in their contest against their employes by members of the Knights of Labor, who are reported as being anxious to take their places, actuated by feeling of retaliation for bad conduct of the Brotherhood is claimed to have been guilty of towards our order during similar contests in the past. Without getting into an examination as to whether this charge against the Brotherhood is false or true, the executive board of District Assembly No. 24, K. of L, unqualifiedly protests against any of its numbers taking the places of these striking workers, and we call on the members of our organization everywhere to refuse under any and all circumstances to become the tools of this corporation in their hour of trouble. If the members of the brotherhood have been guilty of any wrong towards our order, this wrong cannot be righted by committing another, but by the exhibition on our part of a higher and a nobler manhood in the cause of struggling labor, we may prove them our worth as Knights, thereby sowing the seed of that higher fraternity that should exist among all bodies of organized workers. Let no Knight fire an engine or pull a throttle on the Chicago, Burlington & Quincy.

The executive board of District Assembly 24, Knights of Labor.

GEORGE A. SCHILLING, Chairman.
WILLIAM TURNBULL, Secretary.

Due to Inexperienced Hands.

CHICAGO, Feb. 27.—The first accident to occur following the commencement of the strike took place this afternoon at Naperville, Ill. No one was killed, but the results could hardly be called trifling. Six men were more or less injured. Passenger train No. 2, on which C. F. Geyre, general foreman of the Burlington shops at Aurora, was acting as engineer, ran short of water about 3 p. m. The engine was cut loose from the train to run ahead, and then in coming back to again couple on to the train, became to a certain extent unmanageable, on a down grade, and collided with the cars. Acting Engineer General Foreman Geyre had his nose cut, and the temporary fireman, named Parsons, was cut on the shoulder and leg; George Clark, mail clerk, had his face cut and back injured; William Stenson, mail clerk, ankle injured; J. T. Burten, mail clerk, knee bruised; J. Foster, trainman, of Aurora, knee bruised. The rolling stock was severely rattled, but none derailed.

THE MEN CHEERFUL.

The Strikers Are Very Confident of Success in the End.

CHICAGO, Feb. 27.—While everything in the general offices of the railroad company was turned topsy-turvy and each official had several men's work to perform the headquarters of the striking engineers and firemen were as peaceful and unconcerned as a Sunday school convention. The hall in which the brotherhood was meeting, was crowded as early as 9 o'clock. A joint meeting of the firemen and engineers had been arranged yesterday and none of the employes could be found anywhere else. Chief Arthur, of the Brotherhood of Locomotive Engineers, and Mr. Sargent, of the Firemen's Brotherhood, are still in the city. Mr. Arthur said the striking engineers and firemen were a solid body and would hold together to the end of the fight.

"The publication by General Manager Stone," he said, "of all the propositions offered by the men might mislead the public. We were willing to discuss these propositions one by one, and in case we failed to convince Mr. Stone that they were just and fair we would have made concessions. The strike did not occur because the schedule we offered was not adopted but because when the question of wages was reached Mr. Stone refused to do anything at all. The fight is purely a question of wages. We receded from our first proposition and offered to accept 3½ cents, which Mr. Stone refused in the most positive manner. He made no propositions at all, and the fight now is purely on the question of pay. Mr. Stone says," continued Mr. Arthur, "that we want to put unskilled labor on a par with skilled labor. Now, we go on the assumption that there is no unskilled labor on the engine on any road in the United States. Does Mr. Stone mean to say that he had unskilled engineers on any branch of his road? Would he go into court, in case of a damage suit, and swear he had? Would Mr. Stone like to have the public believe that the engineers on the branch lines are inferior to those of the main lines? If one of the branch engineers would offer to run one of the big trains on the main line now, the company would be very glad to secure his services. If the engineer who runs the limited express is willing that the engineer who runs the accommodation train should receive the same pay that he does, why should the company object?"

THE KNIGHTS OF LABOR.

Mr. Arthur was asked what attitude he expected the Knights of Labor to assume toward the engineers during the strike.

"I don't see," he said, "why the knights should be hostile to the Brotherhood of Engineers, and I have no information that they will try to assist the company in any way."

"It is claimed that you sent men to take the places of the Reading strikers?"

"That is a lie. I don't know what individual members of the brotherhood may have done, but I never interfered in any way with any strike of the Knights of Labor. I would not do it. At the time of the Missouri Pacic strike I simply told the brotherhood engineers that we had a contract with the company, and to keep out of the strike. If a contract means anything at all, then we pursued the right course."

One of the members, who was asked if the brotherhood engineers thought the company could soon fill their places with reliable men, said: "Well, if you ask my personal opinion I don't think it can be done. That is what the boys all think. In the first place, this country is not loaded down with tramp engineers, and in the second place, if they were as thick as flies, they wouldn't do to be put in charge of a locomotive. Good engineers are a scarce article, because they are all employed."

"What are you going to do about the Knights of Labor?"

"Nothing. If they can fill our places let them do it. The company has a right to hire any one it pleases. We shall not interfere with anything they do. The public will find that we have enough to live on a little while, and if the company can do without us all well and good."

THE ROCK ISLAND.

A Tie-Up Ordered on the Rock Island.

CHICAGO, Feb. 27.—A special from Kansas City to-night says: "At 4 o'clock this afternoon the state committee telegraphed Chief Arthur that Rock Island engines were being used on the Chicago, Burlington & Quincy, and that Chicago, Burlington & Quincy cars were handled on the Rock Island trains. A reply came to tie up the Rock Island, and at this hour the trains of that road are at a standstill. The officers think they will be able to compromise before morning." Mr. Arthur was shown the above telegram this evening just as he was about to retire at the Grand Pacific hotel. He appeared much astonished at its contents, and said, after meditating a moment: "It's news to me." "There's not a word of truth in it," added Mr. Sargent. But beyond this the two chiefs did not seem inclined to talk.

Not a Train Moving.

CHICAGO, Feb. 27.—The union depot to-night, as far as concerned the Chicago, Burlington & Quincy passenger traffic, was decidedly black and solemn. Not a train left after 6:15 o'clock, and the one then had not been preceded by any since the morning. The unlucky holders of tickets over the system to points reached by no other road were in a helpless state. A number of these were compelled to sit in the depot all night, make pillows of overcoats and valises, and sleep on the benches as best they could. Supt. Howland said that these unfortunates would have no difficulty in redeeming their tickets at the general offices of the company tomorrow, if they wished, but further than that he could apparently give no assurance.

ANOTHER ACCIDENT

occurred near Council Bluffs, particulars of which reached Chicago late. It seems that Master Mechanic Bridenstein was ordered to take the Kansas City train out, and when near Pacific Junction was confronted by an engine standing on a crossing. He ran his engine into it. A warrant has been sworn out for his arrest for failing to stop at the crossing. No one was hurt by the collision.

None Will Go.

PHILADELPHIA, Feb. 27.—Secretary Hayes, of the general executive board of the Knights of Labor, says: "I don't believe any engineers will go from this city. If they do they are Knights of Labor in name only."

Freight Men Laid Off.

CHICAGO, Feb. 27.—This afternoon 600 of the freight handlers of the Chicago, Burlington & Quincy line were laid off, and every freight office in the

Continued on Fourth Page.

A PLUM FOR CARLAND

Nominated as Associate Justice of the Supreme Court of Dakota.

An Old Resident of the Territory and Will Be Received With Satisfaction.

Alaska Citizens Disapprove of the Bill for a Territorial Government.

Northwestern Members Do a Heavy Day's Work in Bills and Petitions.

Special to the Globe.

WASHINGTON, Feb. 27,—The president sent the following nomination to the senate to-day: John E. Carland, of Dakota, to be associate justice of the supreme of the territory of Dakota. Mr. Carland has been United States district attorney for Dakota the past three years, by appointment of President Cleveland, and has by his official service added to his reputation as an attorney of very high attainments and great ability. When named for this position the selection was pronounced by the Dakota press and people as one of the best that could be made, and there has been a concentration of public sentiment in the conviction that he should be promoted to the bench, which he will honor. The appointment will give special satisfaction to Dakota people from the fact that Mr. Carland is an old resident of the territory and thoroughly versed in its legal history and jurisprudence. The same influences which made John E. Carland United States attorney for Dakota have secured for him the appointment of associated judge of the supreme court. He has recommendation of Gov. Church also, and his appointment will please Maratta. He succeeds Judge Palmer.

ALASKA PETITION.

Disapprobation Expressed of the Bill for a Territorial Government.

Special to the Globe.

WASHINGTON, Feb. 27.—Representative Guenther, of Wisconsin, presented a petition of the district of Alaska expressing disapprobation of the bill providing a territorial form of government for Alaska. In support of their disapproval the petitioners allege that Alaska, comprising about 600,000 square miles of territory, is but sparsely settled, and that only on the western coast. A great majority of the inhabitants of Alaska are aborigines, who, from necessity, are industrious, yet have not received education tending to remove from their minds the barbarous customs of past ages, which state of mind should totally disqualify them to exercise the rights of elective franchise. That the scheme of "territorial government for Alaska" is impractical and will work great hardship to the people. They further represent that Alaska needs congressional legislation since vast interests are now growing up employing millions of capital, contributing largely to the prosperity and improvements of the whole country, and suggest that the land laws of the United States be extended to Alaska; that congress grant them proper mail facilities; that Alaska stands in need of public buildings, such as court houses, jails, school houses, and respectfully submit that an appropriation be made by congress to build. The present code of laws governing Alaska is anomaly and in most cases migratory owing to its inapplicability, and for these reasons they respectfully ask congress to pass laws applicable to their social and political condition. The petition is signed by nearly 700 citizens of Alaska, including several judges of the courts. Gov. Swineford says this petition is fraudulent and not deserving of consideration, as it is merely gotten up to defeat legislation sought by him for public good. The petition, however, excites considerable discussion, and Mr. Guenther stands ready to answer for its authenticity and character of signers.

ANOTHER PETITION.

Mr. Guenther also presented a petition of citizens of Ottawa and Genesee asking congress to re-establish the old rate of postage of 1 cent for each two ounces on seeds, plants, bulbs and scions by classing them as mailable matter of the third class. They claim that it will greatly promote dissemination of new improved and valued varieties of plants among our people; that it would add much to wealth and resources of the country and to the happiness and health of our people.

SABIN'S WORK.

Several Petitions and Resolutions ---A Bill Should Pass.

Special to the Globe.

WASHINGTON, Feb. 27. — Senator Sabin introduced a petition of the dairymen of Hector, Minn., to place foreign salt on the free list; also a petitions of veterans residing at Logan and Delaware, Minn., favoring the rated service pension bill; also a resolution of the chamber of commerce of Duluth, with reference to freight rates over lines between the East and West and entering Canada also resolutions of the board of trade, of Minneapolis, protesting against any and all legislation affecting the interstate commerce law; also resolutions of the same board indorsing the bill for the establishment of a naval reserve. Sentor Sabin introduced an amendment to senate file 1430, that in case of lands heretofore sold by proper officers and entered in good faith under homestead or pre-emption laws, or selected by any state in aid of any public work or improvement which had been fully completed, the right and title of all persons holding or claiming such land under sales, entries or selections and certificates shall be and are hereby confirmed.

Introduced by Davis.

Special to the Globe.

WASHINGTON, Feb. 27. — Senator Davis introduced a petition of the citizens of Northfield that more stringent legislation be enacted for the total extinction of Mormonism; also a memorial of the State Farmers' alliance for an appropriation for the enlargement of the Sault Ste. Marie canal so that ocean vessels may load and unload at Duluth and carry direct to foreign reports and return; also a memorial of the board of trade of Winona favoring the resolutions of the late convention at Dubuque; also a petition of Union veterans resident at Canby, Minn., for a rated pension bill.

Sawyer's Work.

Special to the Globe.

WASHINGTON, Feb. 27.—Senator Sawyer introduced a resolution of the chamber of commerce of West Superior, protesting against a bridge across Superior bay; also a petition of dairymen at Jefferson, Wis., for the removal of duty from foreign salt. Also petitions from importers of Milwaukee, asking favorable action upon the senate bill removing the limitation of ten days from the immediate transportation act, because the present law works great injustice to all importers except those at the first port of entry.

The Tariff Bill.

WASHINGTON, Feb. 27.—The Mills tariff bill has been completed practically, and will be laid before the house committee on ways and means to-morrow, barring changes of programme not now contemplated. Chairman Mills has notified the Republican members of the committee to this effect. It is expected that the bill will be reported to the house after the meeting to-morrow morning, ordered printed and recommitted to the committee. A final report to the house will likely be made within a week or ten days thereafter, and after that debate begins. The time to which debate is to be limited is mentioned casually as between three and four weeks. It is expected that the Randall and Republican tariff bills will make their appearance shortly after the house receives Mills' bill in complete form.

Done by Rice.

Special to the Globe.

WASHINGTON, Feb. 27.—Representative Rice introduced the following bills: A bill to authorize the secretary of the interior to procure and submit to congress a proposal for the sale to the United States of a part of the Crow Indian reservation in Montana; also a bill to provide for the payment of claims for Indian depredations, examined, allowed and reported to the congressman under provision of the act of March 3, 1885, and for final disposition of all other Indian depredation claims.

Spooner's Telegraph Bill.

WASHINGSON, Feb. 27.—Senator Reagan this morning reported back the "Spooner bill" to regulate commerce carried on by telegraph, from the subcommittee to the full committee on post-offices and postroads, and the latter entered upon its formal consideration by sections. Another meeting will be held to-morrow, at which it is expected the work will be completed and the bill prepared for report to the senate. This is the bill placing the control of the telegraphs in the interstate commerce commission.

Bridge Bill.

Special to the Globe.

WASHINGTON, D. C., Feb. 27.—Congressman Thomas, of Wisconsin, introduced a bill to authorize the construction of a bridge across the Missouri river in Monona county, Iowa, and in Burt county, Nebraska, and to make the same a post route, for the benefit of the Chicago, Milwaukee & St. Paul Railway company between Iowa and Nebraska, where the road is now constructed.

Wire Pulling by Letter.

Special to the Globe.

WASHINGTON, Feb. 27.—Hon. Thomas Carmichael, of Eau Claire, has written to Congressman Haughen, asking him to introduce a bill authorizing the administrator of the estate of deceased entrymen under timber culture laws to enter controverted lands at $1.25 per acre, and dispose of the estate for heirs if desirable. Haughen has the matter under advisement, but is not inclined to agree with his constituent, because it seems to him to be a claim for general legislation merely to fix certain cases which Carmichael now has on hand.

The Farmers' Alliance.

Special to the Globe.

WASHINGTON, Feb. 27.—Representative Nelson presented resolutions of the Farmers' Alliance of Minnesota, asking congress to appropriate such sums of money as may be necessary to enlarge the Sault Ste. Marie canal so that vessels from the ocean can load with produce at Duluth and carry it direct to Europe, free from the exactions of railroads of the United States which are now so grievously oppressing the agricultural population of the country.

Oneida Reservation.

Special to the Globe.

WASHINGTON. Feb. 27.—The mayor, aldermen, postmaster and all prominent citizens of Seymour, Wis., have petitioned all Wisconsin members of congress to approve and co-operate in the bill of Congressman Hudd for allotment of lands in the Oneida reservation, saying that the present form and status of the reservation is a drawback and serious detriment to Outgami county.

Service Pension Bill.

Special to the Globe.

WASHINGTON, Feb. 27.—Delegate Gifford presented a petition of H. E. Ward and other ex-Union soldiers, of Jamestown, Dak., for the passage of a service pension bill, and also the petition of ex Union soldiers, members of Ralph Ely Post No. 45, G. A. R., for the passage of the same bill.

Should Do It Again.

Special to the Globe.

WASHINGTON, Feb. 27.—The Voorhees and Vilas row was the one topic of interesting and exciting conversation at the capital all day. It is not generally known, but these distinguished gentlemen have quarreled before. They kiss and make up soon afterwards.

Politician MacDonald.

Special to the Globe.

WASHINGTON, Feb. 27.—Congressman MacDonald has again been acknowledged as the politician of the Minnesota delegation by being appointed a member of the executive committee of the congressional committee by Chairman Jones.

Public Land Bill.

WASHINGTON, Feb. 27.—The senate committee on public lands has substantially, though not formally, agreed upon a public land bill to repeal the timber culture and pre-emption laws, amend the homestead law, etc., similar in general features to the senate bill of last session. A meeting of the committee will be held next Saturday, at which it is expected formal action will be taken.

Cigars and Cheroots.

Special to the Globe.

WASHINGTON, Feb. 27.—Representative Hudd, of Wisconsin, presented a petition of citizens of Green Bay and Fort Howard against the repeal of the internal revenue on cigars and cheroots, as against the best interests of the workingmen of the United States.

Nominations.

WASHINGTON, Feb. 27. — Moses J. Liddell, of Louisiana, to be associate justice of the supreme court of the territory of Montana; Lucius B. Nash, of Washington territory, to be associate justice of the supreme court of the territory of Washington. Postmasters—Miss May C. Ballantine to be postmistress at Syracuse, Neb.

SKIPPED TO EUROPE.

A Professor of Music Finds St. Cloud Too Hot for Him.

He Is a Handsome Young German and Said to be a Masher.

Armour's Lobbyists Watching the Meat Inspection Bill at Des Moines.

Nathan Richardson, a Farmer, Found Dead Sitting in a Chair.

Special to the Globe.

ST. CLOUD, Feb. 27.—A case of "loved not wisely, but too well" has come to light here, and to-day is the sensation of the town. The man in the case is Prof. John Gans, son of Math Gans, one of the oldest residents and one of the first treasurers of this county. Prof. Gans is a rather handsome young man of twenty-two years. He received his education at Collegeville, and for some time studied theology with a view of joining the Catholic priesthood, but, falling in love with a wealthy and lovely young lady of this city, he gave up the study of divinity and came to this city. Here he opened a conservatory of music, being an excellent teacher of music. His classes were large, and included the children of some of the best people in the city. His love was, however, not to be found where he sought it, and with a sad heart he turned his attentions to other quarters. Now it has been developed that he has been intimate with a young lady named Barbara Waldorf. The parents of the young lady became aware of the state of things, and forthwith demanded a marriage or money. To this the young man agreed, and set Saturday as the day on which he would pay the demanded sum. Saturday came, but Gans was not to be found, and it was soon discovered that he had fled. It is supposed that he went to Europe.

Armour's Lobbyists.

Special to the Globe.

DES MOINES, Io., Feb. 27.—Benjamin F. Clark, of St. Louis, attorney for the Armour Packing company, and Mr. Conley, of Kansas City, confidential agent of Armour, are in the city looking after the millionaire packer's interests, as they may be affected by the meat inspection bill now before the Iowa legislature. Mr. Clark said to-night that the bill as passed the senate is clearly unconstitutional, as it is class legislation. The matter of inspection is not objected to, but discrimination against dressed meat, regardless of its quality, is the objectionable feature. Mr. Clark says if the house committee desire to report the bill as it is he will endeavor to get it amended so as to allow the importation of dressed meat to be inspected afterwards. This would remove the discrimination complained of. Mr. Clark further said that he was not here to make threats, but suppose this bill should pass, and suppose Chicago, Kansas City and Omaha should boycott Iowa hogs, who would be the loser? When the case is presented in that light to the house, which contains fifty-one farmers, they probably will not be so fast to pass the bill.

Found Dead.

Special to the Globe.

ST. CLOUD, Minn., Feb. 27.—Nathan Richardson, a farmer of Watab, Benton county, was discovered Saturday reclining in a chair, with his head and shoulders over on the table, dead. A half-eaten meal and empty lamp showed that Richardson died while eating supper. His mules were found starved in the barn, having nearly gnawed the manger to the ground. Richardson was a widower sixty years of age, and had lived alone for the last twenty years. It is not known how long he was dead, but had not been seen for three weeks previous to the discovery. Heart disease is surmised to be the cause, and an inquest will be held. A daughter living at Minneapolis is the only relative known.

Died of Cancer.

Special to the Globe.

HASTINGS, Minn., Feb. 27.—William King, a well-known and respected farmer of Vermillion, and a son-in-law to Patrick Casserly, of this city, who had an operation performed in St. Paul on Saturday for cancer, died yesterday morning, and his remains were sent home for burial. He was about forty-nine years old; had been a resident of the county for over thirty years, and leaves a wife and four children. The funeral takes place this morning from St. Agatha's church at 10 o'clock.

Storm Notes From Fargo.

Special to the Globe.

FARGO, Dak., Feb. 27.—Nine trainloads of twenty-five cars each of storm-delayed freight came in on the Northern Pacific this morning in rapid succession. A passenger train on the Fargo Southwestern was derailed this morning. No serious injuries are reported and the track is now clear. Lumber Merchant Green, on his way to Brainerd, met with an accident caused by the upsetting of a stove in the caboose. The stove fell upon his leg, seriously burning it.

Saloon Men Asking Licenses.

Special to the Globe.

SIOUX FALLS, Dak., Feb. 27.—A council of saloon men appeared before the city council this afternoon and asked them to grant licenses to saloons of $1,000 per year until the contest election case was settled. A council of the Law and Order league hotly opposed the proposition made by the saloon men on the ground that the law is valid until it is proven otherwise. After an unsatisfactory and confused meeting the council adjourned without having taken action.

Commuted to Five Years.

Special to the Globe.

RED WING, Feb. 27.—The sentence of Hiram Caldwell, of Belle Creek, this county, who was committed to the penitentiary for life in 1884 on the charge of shooting fatally Erland Lampa, while drunk, has been commuted to five years' imprisonment, and he will be released next February. The prisoner is over sixty years of age, and prison life has had a telling effect on his health.

Burt Still Alive.

Special to the Globe.

BRAINERD, Minn, Feb. 27.—The man Burt, whom Jim McKaig is reported to have killed with a sledge-hammer at McLaren's lumber camp, near Red Cedar lake, is still living and may recover. During a drunken carousal in the camp a row started up between Burt and Robert McLaren. McKaig, who is foreman of the camp, interfered, and Burt struck at him, when McKaig seized a small blacksmith's hammer and struck him twice, the last blow taking effect over the left temple, fracturing the skull. McKaig is still at large. The injured man was brought to Brainerd to-night.

In Self-Defense.

Special to the Globe.

HELENA, Mont., Feb. 27.—A Herald special from Billings announces the killing of D. C. Dye on Stinking Water river, Wyoming, 140 miles from Billings, on the 22d inst. Dye had a fight the day previous and went to Arland post-office, where he attempted to create a disturbance. Victor Arland attempted to interfere to preserve order, but Dye was armed with a Winchester and grew ugly. Finally Arland shot him. No arrests have been made, Arland claiming to have done the shooting in self-defense.

Sankey at Huron.

Special to the Globe.

HURON, Dak., Feb. 27.—The largest religious gathering in the history of Huron occurred Sunday. The meetings were conducted by Ira D. Sankey, the great singer. The meeting in the afternoon was in the interest of the American Sunday school union, and was attended by 500 children and 800 adults. There were 1,200 in the hall at the evening meeting, and many were turned away. Sankey left for Brooklyn this afternoon. Huron is the only town he visited in Dakota.

Business Men's Meeting.

Special to the Globe.

CHIPPEWA FALLS, Wis., Feb. 27.—A joint meeting of business men and energetic citizens was held to-night for the purpose of bringing to life the old board of trade, which has been neglected for a long time. This is done to help along the interests of the city. Three propositions from five business men are now being discussed by the park commission appointed by the mayor. They are all good offers, and one will no doubt be accepted.

Continuous Wind Storm.

Special to the Globe.

WATERTOWN, Dak., Feb. 27.—The past three days have been one continual wind storm. Very little snow has fallen in this immediate vicinity, but railway travel is at a stand-still. No trains from the East since Friday evening. The mercury this and yesterday mornings indicated 20 deg. below, but to-night it shows a reflecting spout, and is moving up, standing at 7 o'clock 14 deg. above.

Loss by Sunday Night's Fire.

Special to the Globe.

SIOUX CITY, Io., Feb. 27.—The loss on Kingsnorth & Burton's livery stable, burned last evening, was $10,000, insured as follows: Pacific, $2,000; Hibernia, $2,000; Citizens', of Pittsburg, $2,000; Farmers', of New York, $2,000. Dr. Douglas' loss is $1,000, fully insured. A number of private horses were kept in the stable, three of which were lost, as were also a number of vehicles owned by outside parties.

Off for Washington.

Special to the Globe.

FARGO, Dak., Feb. 27.—Bishop Walker left to-night for Washington to meet members of the Indian commission, and other friends of the Northwestern Indians, for the purpose of discussing plans for systematically relieving the wants of the Chippewas and educating them in agriculture, art and other self-supporting means.

The Smokestack Fell.

Special to the Globe.

FARGO, Dak., Feb. 27.—The smokestack of the Argus building fell this evening. The smoke issuing from the building, before the fires under the boiler could be extinguished, caused a fire alarm turned in, and only the barring of doors saved the interior from a drenching.

Favorable Results.

Special to the Globe.

ABERDEEN, Dak., Feb. 28.—The natural gas at Ashton was tested to-day with favorable results. A pipe was laid from the well to the Bowman house, where at low pressure a stove run by gas heated the room during the day. No doubt is entertained by the citizens as to the value of the find.

Republican Club.

Special to the Globe.

WASHBURN, Wis., Feb. 27.—A Republican club was organized here to-night, with the following officers: President, Dr. W. T. Leonard; treasurer, C. L. Oliver. Thirty-one members signed the constitution, which will probably be increased to sixty before the next meeting.

Died in a Hovel.

Special to the Globe.

CEDAR RAPIDS, Io., Feb. 27.—Mrs. Elizabeth Whitney, kept by charities in this city for years, was found to-day in a hovel in a dying condition. On her person was found $1,000 in money and notes and a memoranda showing her to be quite rich.

Heavy Snow.

Special to the Globe.

CHATFIELD, Minn., Feb. 27.—All day Sunday the blizzard raged here, blockading the roads as bad as at any time this winter. At 3 p. m. to-day the snow plow reached here, opening the road from Winona. They were four hours on the road and reported the drifts very heavy.

Died at Austin.

Special to the Globe.

AUSTIN, Minn., Feb. 17.—One of our most wealthy citizens, S. C. Bacon, died to-day, aged eighty-two years. He came here from Illinois about eighteen years since. He leaves a wife and one child, Mrs. James Bliss. The remains will be taken to Illinois for interment.

Telegraph Operator Arrested.

Special to the Globe.

HELENA, Mont., Feb. 27.—J. W. Noel, a Northern Pacific operator at Butler station, thirteen miles west of Helena, was arrested to-day for robbing a passenger of $240.

Saloon and Dwelling Burned.

Special to the Globe.

THORP, Wis., Feb. 27.—The saloon and dwelling of William Kurtz burned at an early hour this morning. The contents were also destroyed. Loss, total.

An Asylum Burned.

ST. LOUIS, Mo., Feb. 27.—The State deaf and dumb asylum at Fulton, Mo., was burned to-night. The fire caught in the dome in the fifth story and burned downward to the ground. The building was a large structure with three wings and cost the state about $500,000. Insured for only $55,000. There were 185 pupils in the institution, but all were removed wiihout injury, and will be provided for by the residents of the city.

BLOWN TO ETERNITY.

Thirty or Forty People Killed by an Explosion in California.

A Steam Ferry Boat Explodes and Is Consumed by Fierce Flames.

The Horrible and Sickening Scenes Among the Dead and Dying.

Terrible Suffering Reported Among the Homeless at Mt. Vernon.

VALLEJO, Cal., Feb. 27.—A disastrous explosion occurred this morning at South Vallejo on the ferry steamer Julia, plying between South Vallejo and Vallejo station. The steamer was about to leave her moorings, a few minutes after 6 o'clock, and had about seventy persons on board, many of whom were going across the strait to work in the lumber yards on the other side. Just as the deck hands were hauling in the lines there was a loud explosion and a sheet of flame in the air. Those who were on deck at the time were hurled overboard by the force of the explosion, and several of them were killed outright by being struck by pieces of the debris, which were sent flying in all directions. The explosion attracted the attention of persons living in the vicinity, and men rushed to the assistance of the unfortunate passengers. In a few minutes all was confusion, for men, women and children who had relatives on board of the ill-fated Julia were wailing and wringing their hands as they rushed around the wharf. The men on the wharf were anxious to aid, but there seemed but little for them to do, as most of the passengers were below the decks at the time of the explosion, and were either killed outright or drowned, when the water poured in on them. It had been customary for all the passengers to go below the decks in the morning, as it was cold and foggy. A few who were on deck and were not rendered insensible by the force of the shock were quickly assisted ashore by the people on the wharf. To add to the intensity of the scene,

LARGE VATS OF PETROLEUM

stored on the wharf caught fire and the flames spread rapidly. The fire companies were unable to accomplish anything, as there was no water, owing to the tide being out, and fifteen minutes after the explosion about 600 feet feet of the wharf, freight depot and the telegraph office were burning. When the tide came in they managed to get a supply of water, and at noon had the fire under control. While the firemen and others were trying to save the wharf, a large number of boatmen were rowing around the wreck seeking to recover bodies. Soon after the explosion occurred the steamer had burned to the water's edge and sunk to the bottom with a great number of the victims buried under the debris in the cabin. It is believed that between thirty and forty lives were lost. Up to a late hour this afternoon twelve bodies had been recovered, two of which were burned beyond recognition. The names of the other ten victims are as follows:

NELVIN HODGKINS,
JOSEPH FRAGAS,
WILLIAM SAMAN,
OLEF NELSON