TRUSTS MUST BUST.

Representative Morgan Feels for Monopoly With a Deadly Bill.

The Jacobson County Seat Bill Goes Through by a Scratch.

Ramsey County Is to Have a New Jail Commission.

Big Bond Bills for the Capital City's Weal Are Passed.

"Resolved, That our brother—the member from Mille Lacs county—be requested to change the color of his cap, as it does not harmonize with the surroundings."

Representative Ives introduced this resolution aimed at the green skull cap which adorned the red and white pate of Representatitive Dunn yesterday morning. Mr. Dunn blushed a Mille Lacs hue and the members laughed. Mr. Ives will present Mr. Dunn with a red Turkish fez this morning.

JACOBSON WINS.

His Bill for Changing County Seats Passes the House.

Representative Crossfield tried unsuccessfully yesterday morning to have the Jacobson bill regulating the manner of changing county seats recommitted for amendment. After debate the bill was put on its final passage and carried. The chief point in the bill is that it provides for majority rule in voting in any county upon the proposition to change the county seat. The vote was:

YEAS.

Ackerman,	Forbes,	Poe,
Anderson,	Greely,	Post.
Barr.	Hagney,	Quam,
Benson,	Halgren,	Roberts,
Bickel,	Hanke,	Savage,
Buell,	Hompe,	Searle,
Crain,	Hoppin,	Sevatson,
Cox,	Hoyt,	Seymour,
Davis, C. R.,	Ives,	Shoemaker,
Davis, C. H.,	Jacobson,	Stevens, F. C.,
Dimont,	Johnson, J. N.,	Sumner,
Downs,	Kreis,	Swain,
Dunham,	Lane,	Taft,
Dunn,	Lightly,	Temple,
Elmquist,	Low,	Underwood,
Ellingson,	McGrath,	Williams,
Erickson,	McNelly,	Willrich,
Evenson,	Merz,	Young—56.
Flynn,	Morgan.	

NAYS.

Bain,	Hanson,	Kelly,
Barteau,	Harrington,	McKusick,
Crossfield,	Haven,	Phillips,
Damp,	Heidemann,	Stebbins,
Eastman,	Holmstrom,	Thoe,
Faricy,	Husher,	Wilson, H. H.
Flathers,	James,	Wing—23.
Fleming,	Johnson, E. C.,	

Mr. Barr gave notice of his intention to have the bill reconsidered.

House Bills Passed.

Amend general statutes relating to corporations other than those for pecuniary profit—Benson. For changing county seats—Jacobson. Authorizing Kittson county to issue bonds—Roberts. To provide for publication of a history of the organization and services of Minnesota troops in the civil war—Searle.

There were only five votes against this last bill, cast by Messrs. Anderson, Bain, Dunham, Dunn and Husher. The total vote was 65 to 5.

RAMSEY MATTERS.

The following Ramsey county bills were passed in the house yesterday under suspension of the rules:

To issue $380,000 bonds for the Broadway bridge.

To issue $100,000 bonds for the completion of the city and county hospital.

To issue $50,000 bonds for the purchase of a public library site.

To regulate the meetings of the board of county commissioners.

To prohibit bathing in the nude in any of the waters of Ramsey county.

The Ramsey bills introduced yesterday came from Messrs. Bickel and Williams. Mr. Bickel's bill provides for the creation of a board of commissioners to select the site for a county jail in Ramsey county, purchase the same and superintend its erection. These commissioners are to be D. D. Merrill, William Bickel and Edwin Boyd. Each is to give a bond for $5,000. Mr. Williams introduced a bill regulating the service of processes in justice courts in Ramsey county.

A ROUTINE SESSION.

Elevator and Warehousemen to Be Licensed.

When a small boy, Mark Twain was seized with the desire of keeping a diary of his daily doings, and the recorded items of each day read: "Got up, washed, went to bed again." The sterile, uninteresting routine of the early life of the now great humorist is characteristic of yesterday's session of the senate. An impartial reporter, aiming at accuracy and not at effect, would record the proceedings thus: "The senate met, routined and adjourned." There was a sparse attendance of senators, a major portion of them being junketing about the state, inspecting the various public institutions. The small attendance threatened to collapse the Minneapolis municipal court bill, favorably reported upon by Senator Oswald, on behalf of the Hennepin delegation. Thirty delegates voted "aye," and President Rice said the bill could not pass without two more votes. A vigorous search was made for wandering legislators, and ultimately Senator Ives was unearthed from the depths of the postoffice and Senator Bowen from the corridors. The volume of bills introduced is decreasing rapidly, and but five new measures saw the light, the most important of which came from Senator Shields. It is a bill to regulate the warehousing of grain at all points in Minnesota, except St. Paul, Minneapolis and Duluth. The features of the proposed legislation are:

That all elevators and grain warehouses in this state, other than those in St. Paul, Minneapolis and Duluth, shall be under the supervision of the railroad and warehouse commission. No such elevator or grain warehouse shall be permitted to do a grain business for others for a compensation without a license from the railroad and warehouse commission, which license shall be issued by the commission for $1. Every owner or manager of such warehouse at such times as the commissien shall require shall furnish to the commission in writing, under oath, a statement of the condition of his business, showing the total number of bushels of each kind and grade of grain received in store, the number delivered out and the number remaining in store. There is the usual misdemeanor provided against warehousemen not taking out this license.

CRIMINAL PROCEEDINGS.

The Bill of Judge Goodrich Is Defeated.

Senator Goodrich has considerable power in the senate, particularly upon matters of a legal nature. He individually defeated Senator Truax's bill, which is to regulate criminal procedure in justice courts, providing,

That no justice of the peace or other magistrate in any county of this state shall have jurisdiction to issue any warrant or entertain any complaint or begin any action in any case of a breach of the peace, or misdemeanor of any kind, without the written consent of the county attorney of the county in which such complaint is made, being first had to the bringing of said action or proceeding, except where the offense has been committed in the presence of an officer making an arrest for said offense unless the person instituting the proceedings or making complaint in the action shall first file with the justice of the peace or magistrate, good and sufficient security for costs to be approved by such justice or magistrate with two or more sureties who shall be resident freeholders of said county and shall justify in the sum of at least $100 each.

"The proposition is not just. It would simply enable the guilty party to escape. It is a vexatious proposal and should not become law," were the points made by Senator Goodrich, and indorsed by the senate, who favored a motion that it be indefinitely postponed. Subsequently Senator Truax had the bill recommitted to him. He has the authority that by the operation of this bill the state would be saved half its present expenses in criminal prosecutions. "There is merit in the bill, and should not be killed in that way," was the legislator's plea to his fellow senator. But the fellow-feeling was wanting.

MORGAN'S TRUST BILL.

The Deadly Monopolies to Be Regulated.

Representative Morgan came forward yesterday morning with a bill to suppress monopolies and promote free competition in trade. The first section makes it unlawful to enter into or maintain any combination or agreement to prevent or restrict the production of commerce or to regulate or control its market price. The next section makes it unlawful to make or carry out any agreement not to produce any article of commerce below a common standard or figure, or to in any way interfere with free and unrestricted competition in the sale of such article; or to pool or combine in such a way as to affect its price.

The third section is like the first two. It seeks to prevent indirect combinations through trusts and trustees. The fourth section makes any contract in violation of these sections void in law and equity.

The fifth section goes further and gives the purchaser of any article whose price is affected by trusts, the right to plead the act as a defense for not paying for the article. The sixth section declares any officer or agent violating the act guilty of a felony, punishable by a $5,000 fine or a two-year imprisonment, or both. Under section 7 a corporation which violates the act forfeits its corporate rights and franchises, and the attorney general, of his own motion, must institute an action for the dissolution of its corporate existence. Section 8 seeks to prevent corporations which have violated the act from doing business or maintaining suits in this state, and any officer who transacts business, knowing his corporation to have violated the law, is to be guilty of felony.

The last section permits associations of laboring men to take action regulating wages, and none of their rights or privileges are to be forfeited under the act.

GENERAL BILLS

To Improve the Condition of Mankind.

Among the general house bills introduced yesterday were Representative Shoemaker's to compel railroads to keep crossings in repair, also to fence their tracks and provide cattle guards; Representative Davis, to authorize St. Peter to issue bonds, passed; Representative Seymour, to authorize Washington county, to levy a special tax for roads and bridges, passed; Representative Faricy, to have a $200 bronze tablet erected on the field of Gettysburg to commemorate the gallant deeds of the First Minnesota; Representative Anderson to amend the acts relating to the practice of pharmacy and medicine; Representative Hanke, to provide for a dog mark register, and to establish city justice courts in Minneapolis.

TINKERING WITH JURORS

Opposed by Leading Attorneys, Who Denounce the Stevens Bill.

There is a diversity of opinion in the senate judiciary committee upon the Stevens jury amendment. The conflicting opinions are so pronounced that it is questionable whether or no the bill will be reported favorably.

"The corporation influences are at work," remarked Representative Stevens when he heard of this, and then he assumed the aggressive. "But wait until the senate bills come before the house judiciary!" The inference is clear: he who walks may read.

This bill was discussed before the senate committee yesterday afternoon, and Attorneys H. J. Horn, C. D. O'Brien, P. D. Lock, Gen. Sanborn and Judge Brisbin strongly protested against its passage. Mr. Stevens' bill, briefly, provides for the submission of an amendment to the constitution, whereby a majority of nine to three of jurors in civil cases can return a verdict.

C. D. O'Brien—Why do you make a distinction between civil and criminal cases?

Representative Stevens—My idea is that life and liberty of persons are so sacred that they had better not be put in question until the efficiency and beneficial effect of this act had been accepted as to civil actions.

Senator Child—There are many civil cases very little removed from criminal cases. How would you treat them?

Representative Stevens—The moment they become criminal the verdict required must be a unanimous one from the jury, as it is now.

C. D. O'Brien—Then you propose to have, in civil cases, one jury system in the state courts and a different system in the federal courts.

Representative Stevens—Yes, sir; we have two classes of practice now.

Senator Child—Do you think, as an attorney, that a verdict of nine out of twelve jurymen would have the weight that an unanimous verdict would?

Representative Stevens—I think so.

Judge Brisbin—The tendency of this legislation is bad. It has a tendency to do away with the trial by jury; it introduces confusion and complexity, to say nothing of the novelty—yes, irreligion of such an innovation.

Gen. Sanborn and H. J. Horn entered their protest against the passage of the bill. P. D. Lock followed in a speech strongly denunciatory of its provisions. "A senator—a member of the present senate, in fact—told me that if he had a good cause he liked to go before the court, but if he had a bad cause he preferred to go to the jury. I would answer 'the fool out of his own mouth.' He has recently had five causes before court—all good causes—and referred them to the jury. At the same time I repudiate the slur—made at random, no doubt—upon the intelligence of the jurors of this state."

The committee will take final action on the bill Tuesday.

THE HENNEPIN DELEGATION

Still Talking About Retrenchment and Reform.

"In the interest of—eh—retrenchment and—eh—reform." The words are those of Representative Davenport, and were uttered at a meeting of the Hennepin delegation, which was attended by officials of the citizens' union and members of the city council. The tone the honorable gentleman assumed demonstrated the absorbing interest he takes in the question, and highly tickled his auditors.

J. T. Wyman spoke on behalf of the citizens' union. They recommended that that portion of the municipal court bill relating to judges' salary be stricken out.

Senator Clough—The bill passed the senate this morning.

Gov. Pillsbury—It is a mistake.

Mr. Wyman recommended that the aldermen of the city council should be reduced to twenty-six, or two from each ward, fixing their salary at $500 each, and term of service to four years. The decrease in the salary was to take effect on the expiration of the time of the present aldermen. The appointment of police commissioners should be vested with the county judges, as, in his opinion, 95 per cent of the Republican party favored the retention of the police commission for another term. The better element of the Democratic party also favored this.

Representative Lane—Do I understand you that we are to legislate merely for the Republican party in the retention of this ornamental arrangement labeled "the police commission?" Are we not to legislate for all political parties, Democrats or Republicans?

Mr. Wyman—I am in favor of legislation for the whole of the classes, and say the preponderating feeling is for the retention of the commission so that it may have a fair trial.

Representative Lane—Your idea is that the district judges have ethereal learning enough to extend their researches into the Kingdom of Heaven to secure men to fill the position of police commissioners?

J. W. Wyman—That is pleasantry, Mr. Lane; but I think their appointments will succeed in giving satisfaction. He recommended the register of deeds, sheriff and clerk of courts of Hennepin being placed on a salary, and the fees of each office turned into the county treasury.

Ald. Downs, from a lengthy experience, expressed the opinion that thirteen aldermen could do all the work of the city, and that the reduction in the salaries should commence April 1. A board of public works should be created. It would be a saving of money, as in the first place thirteen street commissioners would be dispensed with — in other words a saving of $13,000 per year.

Representative Lane—Would it not be a saving of 50 per cent to Minneapolis if a purchasing agent was appointed?

Ald. Downs—Yes; the manner in which the supplies of the city are purchased are simply disgraceful. Every Dick, Tom and Harry is allowed to go and buy things when he wishes to, and there is not a man in a dozen can tell anything about a bill when it comes before the council.

Ald. Sterling, Dr. Evans and Judge Ellis spoke. The two latter favor the building of a bridge between Dakota and Hennepin counties across the Minnesota river, costing $120,000. Little heed was paid by the delegation to the proposal, in the interest of "retrenchment and reform." The citizens' committee were instructed to ascertain the necessary expenditure of the city of Minneapolis during the next two years in all branches, and report to the delegation.

"We want what the people of Minneapolis want, and we want you to let us know what the people want."

LEGALISMS.

A bill has been introduced in the house to authorize the governor to vest the government of Lake Minnetonka in five property owners on the lake, who shall be appointed for a term of two years by him.

The house committee on legislative expenses was pushing its investigation yesterday, and hopes to make a startling report on legislative extravagance to-day.

The bill to prevent cattle from running at large in South Bend, Blue Earth county, was passed yesterday by the house upon motion of Representative Barr.

On motion of Representative Hanson the house passed the senate files authorizing Waseca to issue bonds and changing the Joaesville school district.

The Morgan bill to appropriate $30,000 or more for certain deficiencies in the state accounts—particularly in salaries—passed the house yesterday.

Representative C. H. Davis has effected the passage of the bill to authorize Bird Island to issue bonds for county building.

A bill to legalize the action of the common council of Litchfield in issuing liquor licenses passed the house yesterday.

Representative Capser secured the passage yesterday of a bill incorporating Sauk Center.

OCEAN RATES SLASHED.

The White Star Line Makes a Cut of 50 Per Cent.

NEW YORK, Feb. 14.—In regard to the war between the ocean steamship companies, an evening paper says: The first blow has been struck by the White Star company. It is the same with the steamship lines as it is with the railroads. They have had an understanding with each other to maintain high rates, but one of the companies has kicked in the traces and broken the agreement. A White Star official said this morning: "It is true that we have made a cut in freight rates. This step is taken by us in self-defense. We learned that other lines were making cuts on the sly. Therefore, we have declared open war. You see we could not do otherwise under the circumstances. Our cut is about 50 per cent on west-bound rates on dry goods. In fact, our rates are based on a measurement of forty cubic feet, and the reduction is from 15 shillings to 7 shillings and 6 pence. No change had been made in the east-bound rates. The voice of the agent in charge at the Cunard line office was heard. He intimated in unmistakable terms that the managers of his company were prepared for war. "We are fully able to hold our own in a struggle for public patronage," he said, "and no other line can outdo us in cutting rates." The official who spoke for Mr. Underhill at the Guion headquarters intimated that his company preferred peace any day, but could fight pretty lively in case of war. The representatives of the Anchor, Inman and National companies are also prepared for the fight. If oil is not speedily thrown upon the troubled waters the public may expect to witness the most bitter warfare that has ever broken out between the trans-Atlantic lines. There is great anxiety on the part of the agents on this side of the ocean as to the action likely to be taken by the heads of the companies on the other side. There are indications that the trouble may extend to passenger traffic also. In such event both cabin and steerage rates would be cut. The warfare which has been inaugurated by the White Star line is all the more noteworthy because it is the first serious cut in west-bound freight rates in half a dozen years. The produce exchange men are hoping that the cutting will extend to export rates.

Advance in Price of 2,000-Mile Tickets.

On and after Feb. 15 2,000-mile tickets will be sold by the Burlington at a rate of $50, restricted to the use of one person, and limited to one year from date of sale.

A refund of $10 will be allowed the original purchaser upon return of the cover within eighteen months from date of sale, providing the ticket is used within one year, and in accordance with rules and conditions covering same.

One-thousand-mile tickets will continue to be sold at $25, and are good one year from date of sale.

These tickets are good on the Chicago, Burlington & Northern, Chicago, Burlington & Quincy, Chicago & Iowa, St. Louis, Keokuk & Northwestern, Chicago, Burlington & Kansas City, Hannibal & St. Joseph, Burlington & Western, Burlington & Northwestern, Kansas City, St. Joseph & Council Bluffs, Humeston & Shenandoah, Burlington, Cedar Rapids & Northern, Central Iowa, Minneapolis & St. Louis, and St. Paul & Duluth railroads, and will enable the holder to reach the following cities: St. Paul, Minneapolis, Duluth, Chicago, Peoria, St. Louis, Rock Island, Davenport, Dubuque, La Crosse, Winona, Quincy, Atchison, Leavenworth, Kansas City, Omaha, Council Bluffs, Des Moines, Albert Lea, Cedar Rapids, and Watertown, Dak., as well as minor points on the 7,000 miles of railway operated by the roads, above enumerated.

Tickets are on sale at 300 Nicollet avenue, and Union Depot, Minneapolis; corner Third and Robert streets, and Union Depot, St. Paul.

MILLIONS IN LAND.

The Duluth & Winnipeg Swamp Grant Before a House Committee.

Gordon E. Cole and W. P. Warner Represent the Railroad.

What Are Claimed to Be the Equities of the Case

A Boodle Lobby Reported to Be Organized Already.

The committee on public lands of the house held a most important meeting yesterday afternoon, from 3 until 6, on the Lightly bill to forfeit the land grant of the Duluth & Winnipeg Railroad company. The meeting was public, and representatives of all the interests involved were invited to be present. Of the committee there were present Chairman Crossfield, Messrs. Heidemann, Stebbins, Wilson, Hanson, F. C. Stevens, Comstock, Jacobson, Roberts, Underwood, Vollmer, Holmstrom, J. N. Johnson and Faricy; also an official stenographer. Of prominent outsiders there were present Gordon E. Cole and W. P. Warner, for the Duluth & Winnipeg; President Fisher, of that road; H. G. Stone, of the Duluth & Iron Range; D. E. Meyers and John Cooper, of St. Cloud; Auditor Braden, Deputy State's Attorney Childs, W. H. Eustis and Col. Graves.

In opening the meeting Chairman Crossfield noted the receipt of petitions from Kittson and Polk counties protesting against the passage of the forfeiture bill. Gordon E. Cole, as attorney for the Duluth & Winnipeg, then addressed the meeting, first relating the granting by the state in 1875 to the Duluth & Iron Range of swamp lands to the amount of "ten sections per mile for each mile completed; to be selected within ten miles on each side of the road;" and in case sufficient land was not to be found within these limits, the company to have the right to select the balance due it from ungranted swamp lands in St. Louis, Lake and Cook counties. The company was to complete its road within five years. In 1876 the state extended the time for this completion three years. In 1878 the state granted to the Duluth & Winnipeg such lands as the Duluth & Iron Range might forfeit and an additional grant of ten sections per mile. In 1883 the state reaffirmed the Duluth & Iron Range grant of 1875. Mr. Cole cited these points, and then noted that in the act of 1878 the use of the words "additional time" might be implied to give the Duluth & Winnipeg ten years more than the Iron Range act of 1875, and thus make its grant yet unforfeitable; and he added:

"Under these grants (1878) the Duluth & Winnipeg began its surveys, did certain grading and expended hundreds of thousands of dollars in good faith. But in 1881, owing to the influence of unfriendly legislation, capital which might have been invested in the road was frightened away, and the progress of the road necessarily delayed. As to the charge that the road, after its original survey, changed its line, I may say that this was done with the wise intention of securing a grade of fifteen feet to the mile instead of fifty feet." He pointed out how

LACK OF CAPITAL

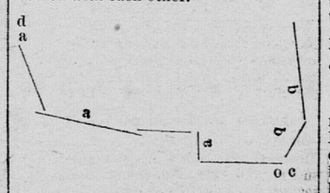
had kept the road back, but that in 1878, gaining some headway, it had completed twenty miles, and was already entitled to 125,000 acres of the grant. Furthermore, he held that while the granting act of 1878 made a time limit, it contained no provision for the forfeiture of the grant. He considered the case from the point of the equities. The road, if completed, would be 350 miles in length, and throw open a vast and fertile region to markets of easy access. It proposed to traverse a valuable pine, mineral and agricultural region now suffering for lack of rail facilities. The lands concerned in the grant could be of no value to the state for the school fund, since they were without value if railroads did not traverse them. The greatest profit the state could ever desire from them was by making them, through such a grant as this, open to settlement. Besides, the construction of this road meant a new and powerful rival for the Canadian Pacific, giving for Northwest grain a short and speedy route to the great waterways and the natural channel of trade to Europe. No other road was proposing to open this great valley, and no imperative duty rested upon the legislature to declare these lands forfeited. The case should be left with the courts. In closing, he said with emphasis:

"I am informed that the attempt to hamper and destroy this road is being made by a certain railroad company whose territory is invaded."

Mr. Stone—The Duluth & Iron Range does not recognize that it has forfeited any of its grant and is not interested in this controversy. (To Gen. Cole) Do you refer to the Duluth & Iron Range as trying to injure your road?

Gen. Cole—I do not.

W. P. Warner, for the Duluth & Winnipeg, said that it was clearly the intention of the legislature in the act of 1883 to recognize the Duluth & Iron Range grant and the Duluth & Winnipeg grant as two distinct things, and not involved with each other.



a a—Duluth & Winnipeg.
b b—Duluth & Iron Range.
c—Duluth.
d—Winnipeg.

The two grants of ten sections per mile, as seen by this diagram of the relative positions of the two roads, are, on Mr. Warren's construction, distinct and relate to different sections of the country. He held that there was no controversy between the two roads as to their grants. The Duluth & Winnipeg asked for nothing new: simply an affirmation of the old grant. A bill to this effect would soon be presented. It was necessary for the securing of building capital that the title of the road to these grants should be made recure. Nothing was to be gained by forfeiture except the crippling of a great enterprise which promised to be of immense value to the state.

Desultory talk followed, after which the committee adjourned until next Wednesday, when prominent Duluth parties will be heard.

THE LEGAL POSITION

of the Duluth & Winnipeg is well stated by Mr. Warner as follows:

"After considering all questions which have occurred to me as being material, I am of opinion (1) that the state of Minnesota became the owner of the swamp lands involved on May 12, 1860; (2) that the legislature of that state had, prior to the adoption of the constitutional amendment of Nov. 8, 1881, power to promote construction of railroads by donations of those lands; (3) that upon the passage of the act of March 9, 1878, the Duluth & Winnipeg Railroad company became ipso facto vested with a title to the lands referred to in that act, subject, however, to a condition precedent until Feb. 18, 1879; (4) that such title will not become or be divested by failure to build the proposed road within the period limited for so doing by said act; (5) that, if the road be built before such title shall have been divested by judicial or legislative action, the forfeiture incurred by failure to build it within the prescribed period cannot be enforced at all; (6) that the act of March 6, 1883, as well as the one of March 10, 1885, relating to the grant of the Duluth & Iron Range Railroad company, do not affect any rights established by the grant of March 9, 1878; (7) that the act of March 10, 1885, in relation to the St. Paul, Brainerd & Northwestern Railroad company, is void, and, whether void or not, does not affect any rights established by the grant of March 9, 1878."

Neither Mr. Lightly nor any of the parties alleged to be unfriendly to the road made any statement to the committee yesterday.

TALK OF A LOBBY.

In connection with the bill it is stated that the real opposition to the measure will not come before the committee, but be exerted through a lobby now alleged to be organized with an exchequer containing $15,000, to be used in greasing itching palms. Involving as the grant does the right of way through an incalculably valuable piece of territory, and conflicting as it will with another powerful system, the fight in the house promises to be as lively and notorious as the late senatorial episode. The public lands committee appears to be well satisfied that as far as time limits are concerned that the Duluth & Winnipeg has made its grant liable to forfeiture, but that in equity it may be more just to consider the spirit of the law instead of the exact letter. The entire country north of the Northern Pacific has a monetary interest in the defeat of the pending bill that may be expected to counterpoise the alleged golden ducats of the opposition. However it is, all the indications are that the great fight over the bill will be in the lobby.

PRIDE OF THE NAVY.

The New Gunboat Yorktown Tested and Found to Be Perfect.

PHILADELPHIA, Feb. 14.—The United States steel gunboat Yorktown returned this morning from a trial cruise down Delaware bay and out into the ocean. Commodore Fitz-Hugh spoke generally in high praise of the craft. On Wednesday a run was made straight away out to sea, and in coming back the Yorktown made a run of four hours with a forty-knot breeze dead on and behaved admirably. Capt. Steele said she did not roll or pitch, and he never had a vessel that was more plumb or steadier. On another four hours' run she made an average of 15.85 knots per hour, or about twenty miles, thus proving her to be a very fleet ocean craft, as well as a remarkably steady one. The engines of the Yorktown proved to be perfect marvels for steadiness and power. Each engine on a regular test marked 157 revolutions a minute, implying a horse power far ahead of the contract requirements, but the exact sum of which cannot be given for some days or until all the indicator cards can be computed and differentiated. The ship was tried in every conceivable way in river, bay and ocean, and was particularly maneuvered by Capt. Steele, under the direction of Commodre Fitz-Hugh, as if engaged in battle. She answered every movement of the helm promptly and moved with a most satisfactory celerity, all the time steady and solid, so that guns might be used with the very best effect in action. One of the marvels of these maneuveres was the starting of the Yorktown ahead at full speed and backing her at full speed. This feat was accomplished in one minute and fifty-seven seconds, an extraordinary result under any circumstances. While at sea the sails were tested, and it was found that in this particular the ship was as trim and complete as any other. The officers and crew, from the commodore down to the stokers, are loud in their praise of the Yorktown, and they believe that she will prove the pride of the new American navy, at least until the mammoth cruisers Baltimore, Philadelphia, and Newark shall come forth to bear the American flag. Commodore Fitz-Hugh promptly announced the general result to the secretary of the navy. There seems to be no doubt that his report will be entirely favorable and that the gunboat Yorktown will be accepted and prepared at once to receive her command.

WINONA WINNOWINGS.

The News of a Day in a Busy City.

Special to the Globe.

WINONA, Feb. 14.—The Norden society held a meeting last evening and accepted an invitation from the Scandinavian lodge of Druids to unite in the celebration of the 17th of May, the anniversary of Norwegian independence. Messrs. H. H. Lee, Helge Kinserg and Henry Steen were appointed a committee on arrangements.

The board of trade last night adopted a long report declaring a wagon bridge in connection with the proposed Southwestern railroad bridge impracticable, and favoring the building of a permanent wagon bridge in place of the present ferry. They also adopted a resolution favoring the opening of the Sioux reservation.

F. M. Rutherford, of Pickwick, was in town to-day and stated that the Pickwick people had decided not to give up their creamery project and support the new Winona creamery, but to build one for themselves. A company is being organized and seven men have agreed to subscribe the money to build the creamery. Miller, Bierce & Co., who now have twenty-seven creameries in Iowa, Wisconsin and Illinois, will run the creamery. It will be of frame, 20x40 feet, in the village of Pickwick, and Mr. Rutherford says the farmers have promised 1,200 cows.

It is reported to-day that the grain firm of G. H. Krumdick & Co. is about to dissolve. A. P. Lamberton will continue the business and elevators.

BOILERMAKERS ON A BUST.

They Decline to Hammer Rivets Into Foreign-Made Plates.

SAN FRANCISCO, Feb. 14.—Boilermakers in the employ of the Risdon Iron works, of this city, have gone out on a strike, on the ground that certain iron plates being used in the repair of boilers of the steamship Australia were made abroad. The strikers contend that they will not work in any shop which procures any portion of the boilers in the East, or in foreign countries; that they must be made on the Pacific coast. The company was employing one hundred and fifty men at $3.50 per day. The company has continued work with a short force.

Reform It Altogether.

BOSTON, Feb. 13.—The National Divorce Reform league, at its annual meeting to-day, re-elected the old board of directors, with Rt. Rev. Benjamin H. Paddock, D. D., of Boston, president; William G. Benedict, of Boston, treasurer; Rev. C. H. Spalding, of Boston, recording secretary; Rev. Samuel W. Dike, of Auburndale, corresponding secretary.

Much Show of Fire.

Special to the Globe.

HUDSON, Wis., Feb. 13.—About 8 o'clock to-night fire caught in the floor of the court house over the jail. It rapidly climbed the stairway, destroying most of the woodwork in the west end of the building. It is estimated that the loss is over $1,000. All the valuable records were removed.

Sail How Thou Canst.

SAN FRANCISCO, Feb. 13.—Instructions have been issued to have all the stores on board the United States steamer Monongahela by Friday. She is expected to leave direct for Samoa Monday or Tuesday.

Best results largest circulation and most advantageous rates are given by the GLOBE, the great "Want" medium.

SCRIBNER SELECTED.

The National Association of Builders Elects a St. Paul Man to the Presidency.

Special to the Globe.

PHILADELPHIA, Feb. 14.—The third annual convention of the National Association of Builders closed its session to-day. Architect John McArthur, Jr., of the public buildings, read a paper prepared by O. P. Hatfield, the New York architect. The writer of the address held that the architect's position was that of an umpire or judge, whose duty it was to guard the interests of the owner as well as those of the builder. The success of an architect depended upon his ability to select the best contractor for the owner. Unity of action was urged between the architect and builder. A motion to have Mr. Hatfield's address printed in pamphlet form and distributed all over the United States was agreed to. The greater portion of the afternoon was taken up by the report of the committee on resolutions and the consideration of the same. It was decided to have the next meeting held in St. Paul about Jan. 30, 1890. The following officers were elected: President, Edward E. Scribner, of St. Paul; first vice president, John J. Tucker, of New York; second vice president, A. McAllister, of Cleveland; secretary, William H. Sayward, of Boston; treasurer, George Tapper, of Chicago; directors, E. L. Bartlett, Baltimore; L. B. Soule, Boston; Edwin M. Hager, Buffalo; D. A. Sullivan, Charleston; George C. Prussing, Chicago; J. M. Blair, Cincinnati; P. H. Jenks, Cleveland; W. J. Stapleton, Detroit; William Miller, East Saginaw, Mich.; John H. Haskins, Grand Rapids, Mich.; James F. Shover, Indianapolis; William W. Taylor, Kansas City; Garrett Dunck, Milwaukee; Barclay Cooper, Minneapolis; Marc Eidlitz, New York; William Harkness, Jr., Philadelphia; Richard Heywood, Providence; W. H. Goslin, Rochester, N. Y.; Frank Clark, Sioux City, Io.; John De Clue, St. Joseph, Mo.; Daniel Evans, St. Louis; Matt Breen, St. Paul; William Dickinson, Syracuse, N. Y.; G. J. McCartney, Washington, D. C.; William H. Foulk, Wilmington, Del., and F. D. Crane, Worcester, Mass. To-morrow the members of the association will examine the new city hall and the Masonic temple and at 2 o'clock will be given a luncheon at the old exchange room of the master builders' exchange.

PUBLISHERS' PREFERENCES.

They Choose J. W. Scott, of the Chicago Herald, for President of the National Association.

Special to the Globe.

NEW YORK, Feb. 14.—The American Newspaper Publishers' association today elected the following officers for the ensuing year: President, James W. Scott, of the Chicago Herald; vice president, Col. Charles H. Taylor, of the Boston Globe; secretary, F. K. Misch, of the San Francisco Press; treasurer, W. M. Laffan, of the New York Sun; executive committee, S. H. Kauffmann, of the Washington Star; W. J. Richards, of the Indianapolis News; J. H. Farrell, of the Albany Press; W. C. Bryant, of the Brooklyn Times; Col. L. L. Morgan, of the New Haven Register. At the close of the meeting the members went to Brooklyn, where they witnessed the operations of several typesetting machines.

Sailed for Samana.

Special to the Globe.

NEW YORK, Feb. 14.—The Carondelet steamship whose cargo of warlike armament was libeled by the United States government and released yesterday by Judge Brown, of the United States district court, sailed this afternoon for Samana, San Domingo.

Works Will Resume.

Special to the Globe.

WOODS HOLL, Mass., Feb. 14.—The keepers were removed this afternoon from the works of the Pacific Guano company. Deputy Sheriff Crocker retained 1,900 tons of manufactured guano and some crude material to satisfy the claim of the Lynn Savings institution, and the works will probably resume tomorrow.

Flambeau Train to Washington.

Secure Sleeping Car berths now at 300 Nicollet avenue, Minneapolis, and corner Third and Robert streets, St. Paul. We travel via "The Burlington."

The Sponge is Mightier than the Brush.

THROW AWAY THE SHOE BRUSH and use a Sponge and water, which will keep your SHOES BRIGHT and CLEAN if you use

Wolff's ACME Blacking

The women know a good thing and will have it, and the men ought to.

It preserves the leather and gives a brilliant polish. Water and snow slip off it as surely as off a duck's back. Men's shoes require dressing ONCE A WEEK—women's once a month, that's all. Worth trying, isn't it? It is also the best dressing for harness, on which it lasts THREE MONTHS.

WOLFF & RANDOLPH, Philadelphia

Dr. BRINLEY,

VANDERBURGH BLOCK, Hennepin Avenue, Corner Fourth Street,

MINNEAPOLIS, MINN.

Regularly graduated and legally qualified; long engaged in Chronic, Nervous, and Skin Diseases. A friendly talk costs nothing. If inconvenient to visit the city for treatment, medicines sent by mail or express, free from observation. Curable cases guaranteed. If doubt exists we say so. Hours—10 to 12 a. m., 1 to 4 and 7 to 8 p. m.; Sundays, 2 to 3 p. m. If you cannot come, state case by mail.

NERVOUS DEBILITY, Organic Weakness, Failing Memory, Lack of Energy, Physical Decay, arising from Indiscretion, Excess or Exposure, producing some of the following effects: Nervousness, Debility, Dimness of Sight, Self-Distrust, Defective Memory, Pimples on the Face, Aversion to Society, Loss of Ambition, Unfitness to Marry, Melancholy, Dyspepsia, Stunted Development, Loss of Power, Pains in the Back, etc., are treated with unparalleled success. Safely, privately, speedily.

BLOOD AND SKIN DISEASES. All Forms, Affecting Body, Nose, Throat, Skin and Bones, Blotches, Eruptions, Acne, Eczema, Old Sores, Ulcers, Painful Swellings, from whatever cause, positively and forever driven from the system, by means of safe, time-tested remedies. Stiff and swollen joints and rheumatism, the result of blood poison, positively cured.

KIDNEY AND URINARY COMPLAINTS, Painful, Difficult, too Frequent or Bloody Urine, Unnatural Discharges Promptly Cured. Catarrh, Throat, Nose, Lung Diseases, Constitutional and Acquired Weaknesses of both Sexes treated successfully.

It is self-evident that a physician paying particular attention to a class of cases attains great skill.

Every known application is resorted to and the proven good remedies of all ages and countries are used. No experiments are made.

SUPERFLUOUS HAIR Permanently Removed.

FREE—Pamphlet and Chart of Questions sent free to your address. All Consultations, either by mail or verbal, are regarded as strictly confidential, and are given perfect privacy.

DR. BRINLEY, Minneapolis, Minn.

READ! IT WILL PAY YOU!

JUST TWO WEEKS MORE

—AT—

BROWNING, KING & CO.'S,

In Which Time You Can Buy Anything in the Clothing Line at

From 50 to 65 Cents

On the Dollar. WE ADMIT THAT OUR STOCK is now more or less broken in sizes, but those who can be fitted will receive the greatest values that have ever been obtainable in the history of the Clothing trade.

We are also willing to admit that WE HAVE DEMORALIZED PRICES ON CLOTHING, but that is what we came here for. We found, on looking the field over for a location for a Clothing Store, that St. Paul citizens were paying more for the Clothing they wore than any other people in the United States. We ask you the question: How is it now, and who reduced the prices to the consumers of Clothing?

The appreciative public that throng our store daily, and the depletion of our once mammoth stock of Clothing, answers the above question.

On Saturday We Will Offer Some Great Bargains in

Boys' and Children's Suits and Overcoats!

Our entire line of Boys' $18.00 Suits reduced to	$12.00
Our entire line of Boys' $16.00 Suits reduced to	$10.50
Our entire line of Boys' $12.00 Suits reduced to	$7.00
Our entire line of Boys' $8.50 Suits reduced to	$5.50
Our entire line of Boys' $6.00 Suits reduced to	$3.75
Our Boys' $12.00 Chinchilla Overcoats reduced to	$7.50
Our Boys' $16.00 Dress Overcoats reduced to	$9.00
Our Boys' $10.00 Melton Overcoats reduced to	$6.00
Our Boys' $9.00 All-Wool Cheviot Overcoats reduced to	$5.00

All our CHILDREN'S KNEE-PANT SUITS reduced from 33 to 50 per cent. They must be sold to make room for our Spring stock.

Our Great Slaughter Sale will be continued on Men's Suits and Overcoats until March 1st.

NOTE THESE BARGAINS:

Our $20.00 Storm King Ulsters reduced to	$10.00
Our $18.00 Men's Chinchilla Overcoats reduced to	$9.00
Our $25.00, $28.00 and $30.00 Suits reduced to	$15.00
Our $20.00 Suits reduced to	$10.00
Our $12.00, $14.00 and $16.00 Suits redu