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MINNESOTA HISTORICAL SOCIETY.

TEAR UP TRACKS.

The Council Takes Decisive Action Against the City Railway Company.

Unless Traffic Is Resumed Within Three Days There Will Be Trouble.

Steps Will Be Taken to Revoke Its Charter and Franchises.

The City Engineer Ordered to Tear Up Tracks in West St. Paul.

This Will Leave the Sixth Ward Without Street Car Service.

Hearty Indorsement of the Action of the House of Representatives.

It Repeals the Special Act Ratifying the Company's Valuable Charter.

Senators Scheffer and Smith Are Expected to Complete the Work.

Gov. Merriam Will Then Be in a Most Awkward Position.

Strikers Have a Long Way the Best of Lowry's Game.

The St. Paul City railway company was peremptorily sat upon by the city council last night. A large delegation of the striking street car drivers was present, and they had the satisfaction of seeing the council administer a stinging rebuke to the company for its failure to provide facilities of transportation, as specified in its charter. Ald. Pratt provoked the onslaught by presenting the following resolution, which was adopted by a vote of twelve to four:

Whereas, The St. Paul City Railway company has failed and neglected to furnish the general public of said city with its usual transportation facilities for several days last past, by failing and neglecting to run its horse cars (so called) upon, over and along the different routes in said city, upon which it has established tracks, without reasonable excuse for such neglect, now therefore, be it

Resolved, That the proper city authorities be and they are hereby authorized and directed that, unless said aforesaid City Railway company shall, within three days after this date, cause their said lines of railway to be fully operated, to forthwith cause such proceedings to be instituted and prosecuted to the end thereof that the charter, under and by virtue of which said company are now transacting business in said city under their said name and franchises, shall be declared forfeited, annulled, and forever void.

The roll by which the resolution passed was as follows:

Yeas—Blom, Bock, Bickel, Cullen, Fisher, Gehan, Hamm, Leithauser, Minea, Melady, Pratt.

Nays—Kavanagh, Sanborn, Yoerg, Conley.

Absent—Sullivan Weber.

In explaining the vote, Ald. Sanborn stated that he believed the company should be compelled to operate its lines, but thought three days was not sufficient time to limit it to under penalty of a forfeiture of its charter.

Ald. Yoerg, representing the Sixth ward, was also pronounced in his condemnation of the company's course, offering the following resolution, which was passed by a vote of ten to five:

Whereas, The St. Paul City railway company is not furnishing proper and sufficient service on its lines in the Sixth ward, and

Whereas, The said tracks of the said St. Paul City Railway company which have been laid in the Sixth ward of said city have never been accepted by the city council as provided by ordinance; therefore,

Resolved, That the city engineer be and is hereby instructed to cause all of said tracks in the Sixth ward to be taken up and removed out of the streets in said ward within ten days after the passage and approval of this resolution.

Ald. Hamm also came to the front with his resolution, taking a somewhat roundabout method of getting at the street railway company. The following resolution introduced by him was almost unanimously adopted, Ald. Sanborn alone voting no:

The common council of the city of St. Paul heartily commends the action of the house of representatives of the state in repealing the special act of the legislature of 1883, which ratifies and confirms the ordinance of Feb. 7, 1882, in relation to the St. Paul City Railway company, and that this council urgently requests the senators from this county to urge and secure the passage of said repealing act by the senate of the state as soon as possible.

Petititions signed by many citizens were presented by the strikers through Ald. Fisher, who was loud in his condemnation of the action of the company. "It is an outrage," he said, "the way the street railway company has been treating the people. They have been getting full rates, exclusive rights, and are running no cars whatever to accommodate the people. I have here petitions by 10,000 business men and citizens protesting against their course." The petition presented was as follows:

We, the undersigned citizens of St. Paul, urge the city council to hold a meeting at once and take some action to compel the street railway company to operate its lines at once, or, since the company has an exclusive franchise, to force a forfeiture of the same, and let the city control the street railway itself.

An ordinance was also introduced by Ald. Pratt for the purpose of conferring upon the Metropolitan & Suburban Railway company, organized in 1887, the right and privilege of constructing and operating street railways and cable lines upon the streets of the city. The restrictions of the ordinance are practically the same as govern the present company, and it is provided that the first mile of track shall be built and operated on or before Jan. 1, 1890. The ordinance was referred to the committee on streets.

FORFEIT THE FRANCHISE.

By an Overwhelming Vote the House Passes the Willrich Bill Giving Lowry a Black Eye.

Despite the protests of John Day Smith and Eugene Hay, the house, yesterday afternoon, passed the bill giving the city of St. Paul an opportunity to compel the St. Paul City Railway company to either do its duty or sell out. The act in question was introduced by Mr. Willrich, and repeals chapter 293, Special Laws of 1883, which validated the city council ordinance of 1872 which gave the street railway company exclusive control over the streets of St. Paul. If the bill passes the senate it will nullify the action of the council in 1872, and enable the city to purchase the plant of the railway company and oust the present management. Mr. Bickel moved that the bill be recommitted. Mr. Williams opposed this.

Mr. Williams—It was Mr. Downs who, I was told, had lobbied against this bill and in the interests of Mr. Lowry. Two of the members of the Hennepin delegation are attorneys for Thomas Lowry, and have been acting for him upon the floor of this house.

Mr. Hay—Name them.

Mr. Hay rose to a question of privilege. He denied that he was the attorney for Mr. Lowry or that he was interested in the bill.

Mr. Hay—In the interests of good morals, it seems to me wrong to pass such a measure, aside from the probable illegality of the act.

Mr. Ives—The citizens of St. Paul find themselves bound down hand and foot. We have got the poorest street car service of any city of our size in the country.

Mr. Smith—I hope the good sense of this house will refuse to take away from this company a vested right.

Mr. Stevens—This ordinance was passed by a gross breach of trust upon the part of the aldermen supporting it. The future, if not the present, will visit upon them the obloquy which they deserve. But this ordinance lacked legality. Therefore, persons representing the street railway company, and not the citizens of St. Paul, came before the legislature of 1883 and had railroaded through a bill validating the ordinance. This matter has long been discussed in St. Paul. It has been hoped that extensions would be made, and facilities afforded which the trust reposed in Mr. Lowry called upon him to make. The last few days have satisfied the citizens of St. Paul that this trust is not well reposed, and they almost unanimously have asked for the passage of this bill. Thomas Lowry is not the owner of a majority of the stock, and it is owned almost exclusively in St. Paul or Philadelphia and Boston. The citizens of this city have

VITAL INTERESTS AT STAKE.

The delegation, except one, is in favor of this bill. If the act passes, the city of St. Paul will call upon the railway company to do its duty, and then if it does not the city will purchase the plant of this company and operate the line.

Mr. Bickel—I desire to say that I am in favor of this bill, and not opposing it. I desired to have the bill recommitted because I thought it had not gone through its proper course.

Mr. Smith—At this time it seems to me that it comes with very bad taste to attempt to pass such a bill now.

Mr. Stevens—The city of St. Paul stands at the foot of the list of all the leading cities of the United States in regard to street railway facilities.

F. C. Stevens—I wish to say that our East Seventh street cable line is only being built because the city has agreed to forego the three-cent fare for the laboring man. Every extension made by this company has been by forcing exemptions from the city. The company is bonded for $5,000,000, and capitalized at $1,250,000. We take no rights from any one under this bill.

The bill was passed upon the following vote:

YEAS.

Anderson,	Halgren,	Post,
Barr,	Hanke,	Quam,
Barteau,	Harrington,	Roberts
Bickel,	Holmstrom,	Searle,
Brown,	Hompe,	Sevatson,
Buell,	Hoppin,	Seymour,
Crain,	Ives,	Sinclair,
Cox,	Jacobson,	Shoemaker,
Crossfield,	Johnson, E. C.,	Smout,
Damp,	Johnson, J. N.,	Stebbins,
Davis, A.,	Jones,	Stevens, F. C.,
Dimont,	Kelly,	Stevens, H. F.,
Dunham,	Keyes,	Sumner,
Dunn,	Lassow,	Swain,
Elmquist,	Lightly,	Taft,
Erickson,	Maland,	Temple,
Evenson,	McGrath,	Thoe,
Fleming,	McKusick,	Thurber,
Flynn,	McMillan,	Vollmer,
Fuhrmann,	McNelly,	Wilson, H.,
Greely,	Perrin,	Williams,
Hagney,	Poe,	Willrich—66.

NAYS.

Bain,	Haven,	Savage,
Benson,	Hay,	Smith,
Brush,	Heidemann,	Underwood,
Capser,	Husher,	Wilson Hh—16
Comstock,	Low,	
Downs,	Morgan,	

As to Mr. Hay's denial of any interest in the bill, it is noted that he went to a member of the Ramsey delegation some time ago and said that Mr. Lowry had spoken to him of legislation that had or was to come against the railway company. He desired to be kept posted as to such bills, and was told that he would be. Later, Mr. Willrich, the secretary of the Ramsey delegation, furnished Mr. Hay with a copy of the bill now passed. The labor men and citizens of St. Paul are preparing to send petitions to the senate in favor of the bill. If the bill does pass the senate, Gov. Merriam will be placed in an interesting position. He is the owner of considerable stock in the street railway company—it is said possessing more than Mr. Lowry does. To sign the bill will be a slap at himself. Not to sign it will array St. Paul against him. The act which the bill repeals was introduced in the legislature of 1883 by Gov. Merriam himself.

CHECKS FOR TOILERS.

The Street Railway Company Does Nothing Unusual Except to Pay Off Its Laborers.

The usual crowd did not materialize at the Ramsey street car barns until 5 o'clock last evening, when the laborers from the East Seventh street cable line came in droves for their pay. They were booked to wait until 6 o'clock, at which hour 400 men had gathered there and the door on the Oak street side was opened. Numerous sight-seers were scattered among the crowd of expectant bread-winners. These always gather like flies around the sugar; but, as the dirt-begrimed toilers received their pay in checks—checks on the banks where the multifarious nickels are garnered—no jingle of coin was heard, and the hungry handlers of picks and shovels folded the slips of paper as they quietly stole homeward. They had jostled and scrambled a little in their efforts to secure the checks as early as possible, but no trouble occurred. During the day small groups of strikers gathered on the streets opposite the Ramsey street barns. Three or four burly policemen kept the walks cleared in front of the company's offices, and the strikers and their friends, together with the sight-seeing contingent, kept very quiet and orderly. They said little, for the reason that there was little to say. They commented favorably on the mass meeting of the previous night, talked law in the matter of franchises, and wondered what action the council would take; they kept their eyes open for detectives and applicants for positions on the street car lines, and reported a lack of news. The "press" committee was taking a holiday.

In the afternoon the report of the action of the legislature caused a ripple of excitement.

The way the wind blows was shown by one of the incidents of the day. A young man, who has been employed by the company distributing cash boxes and noting the records of the indicators, stepped into the office of Supt. Scott, reported that he had oiled the wheels, has performed the duties of his position up to date and would like a half day off for rest and recreation. The superintendent complied with the request promptly and pleasantly, and told the young man that he need not return to work until next Monday. This led to the inference that Supt. Scott would not need the young man in his regular capacity during the remainder of this week, and the question arose, "Would he need any one during that time in any capacity, except to care for the live stock, and finish some slight repairs to rolling stock?"

But Superintendent Scott greeted all inquirers in an I-know-what-you-want-but-cannot-tell style that is becoming decidedly monotonous. "Will you start a car out to-day!" "Well, I don't know," said Superintendent Scott. "Will you make an effort to start a car to-morrow?" "The fact is, I don't know. I can't say."

And that was all there was to it, excepting a casual allusion to base ball and sundry summer sports. The sphinx was silent on the street railway question.

CRIPPLED, BUT SQUIRMING.

Members of the Sugar Trust Are in Trouble.

NEW YORK, April 16.—The Herald says: The sugar trust has gone to smash. But its soul is still on earth under new conditions. This information is given upon the authority of a gentleman who knows exactly what he is talking about, but whose name is withheld from publication at his particular request. On Feb. 16, 1888, by resolution of the state senate, the senate committee on general laws began an investigation relative to trusts, and Gen. Roger A. Pryor was appointed counsel to this committee, more generally known as the "Ives committee." Long and tedious examinations and investigation followed, and suit was brought at the instance of the committee against the North River Sugar Refining company, a corporation forming part of the sugar trust, on the ground that the company referred to had violated and therefore forfeited its charter by joining the trust. Judge Barrett, after careful consideration of Gen. Pryor's arguments, decided that the North River Sugar Refining company had violated its charter by joining the trust, and a receiver for the company was appointed. This victory caused the trust to tremble and look for some means of dodging the law, for it was apparent that similar action could be successfully taken against the other corporations forming the Sugar Refining company (as the sugar trust is officially known). Suit was recently brought against the American Sugar Refining company at San Francisco in the name of the people and upon the same allegations that were used by Gen. Pryor in the action against the North River Sugar Refining company, and then it was discovered that the American Sugar Refining company had assigned to Theodore Havemeyer, Henry O. Havemeyer and Charles H. Sneff. Under these circumstances, of course, the case of the people in San Francisco must fall through, for having no property by reason of the assignment, a receiver cannot be appointed, and the company will possibly be run quietly by the two Havemeyers and Mr. Sneff. The people of this state have an action pending against the Havemeyer & Elder company, and the case was to have been tried in May, but in despair at the fate of the North River Sugar Refining company, and in view of the fact that the American Sugar Refining company has assigned for obvious reasons, practically to the Havemeyers personally, the assertion that all the corporations in the trust have also assigned, possibly to the same people as the American Sugar Refining company, and thus hope to escape prosecution, seems to be founded on fact. The success of the action against the North River Sugar Refining company was based on the fact that the action was brought against that concern as a corporation, but the result might not be the same if action were brought against Messrs. Theodore A. Havemeyer, Henry O. Havemeyer and Charles B. Sneff, for instance, as individuals. Naturally, the gentlemen representing trust interests had "nothing to say" when questioned yesterday as to the truth or untruth contained in the statements made about the sugar trust, but it was admitted that a great change had taken place among the corporations forming the sugar refining company. At the headquarters of the trust, No. 112 Wall street, a very lively day's business was done. Throughout the afternoon, clerks and others were rushing in and out, exchanging old certificates for new ones; but the amiable treasurer, John E. Searles, would not even make any comment upon the curious disclosures made in San Francisco at the trial of the suit against the American Sugar Refining company.

CHANGED THE ROUTE.

Here Is the Line of March of the Centennial Parade.

NEW YORK, April 16.—It was definitely decided to-night to change the line of both of the military and industrial centennial parades by causing them to pass around Union square. The route of the military parade on April 30 will be from Wall street up Broadway, to Waverly placce, to Fifth avenue, to Fourteenth street, to Fourth avenue, to Seventeeth street, to Fifth avenue, to Fifty-seventh street. The industrial parade on May 1 will start from Fifty-seventh street and move down Fifth avenue to Seventeenth street, to Fourth avenue, to Fourteenth street, to Fifth avenue, to Waverly place, to Broadway, to Canal street. Additional stands, placed around three sides of Union square, will greatly increase the number of persons to whom the parade will be visible.

Minnesota Patents.

Minnesota patents issued yesterday, reported by Paul & Merwin, patent lawyers, 600 Temple Court, Minneapolis, Minn.: Padlock, Grant Brindle, Lake Park; threshing machine, William King, St. James; tannery, Erick Olstad, St. Paul; rail spiking machine, Solomon W. Roberts, Ande; hoisting and loading machine, David S. White, Minneapolis.

Gettysburg Monuments.

GETTYSBURG, Pa., April 16.—The Michigan veterans have selected Wednesday, June 12, to dedicate their nine monuments on the battlefield of Gettysburg. The governor and staff will be present.

The Cadets Will Participate.

NEWBURGH, N. Y., April 16.—Orders have been issued for all the cadets at the United States Military academy at West Point to participate in the military parade in New York at the Washington centenary on Tuesday, the 30th inst.

A PRINCE GENEROUS.

Ex-Gov. Pillsbury Gives the University of Minnesota $150,000.

A Meeting at Which Legislators Were Startled by the Minneapolis Miller.

Two Votes Save the Duluth & Winnipeg From Defeat in the House.

Both Branches of the Legislature Working With Great Vigor.

One hundred and fifty thousand dollars! That is the sum which ex-Gov. John S. Pillsbury will donate to the state university. Not one of the legislators who were invited yesterday afternoon to meet the board of regents, in the caucus room of the capitol, had the slightest inkling of the nature of the business to be transacted. Members of the senate and house committees on the state university and university lands were asked to attend—the verbal invitation ran "to meet the regents of the university." There was a good attendance. Gen. Sibley, president, and Senator C. K. Davis, Gen. Cole, Col. Leggitt, and ex-Gov. J. S. Pillsbury, represented the board of regents. Gov. Merriam and State Auditor Braden were also present. Members of the house committee found it very difficult to remain, the house being in session, and twice they were summarily ejected by the sergeant-at-arms, under a call of the house. There was no formality in the proceedings, beyond that Senator Durant was called to the chair. This was done at the suggestion of Gov. Pillsbury, the legislators humbly looking on, wondering what the next development would be.

Gov. Pillsbury did not keep them long in suspense. The chairman had not become seated when he commenced:

"I have been connected with the university, as most of you know, for the past twenty-six years, and during that time have aided in securing the liquidation of the debt which, in its early days, crippled the work of that institution. I have often thought of making a proposition to the legislature, and have only waited until now because there have been some bills before the legislature that may be considered from a university standpoint as being unfriendly to that institution. Desiring to wait until the barriers were removed, I have asked you to meet me here to-day."

The assembled gentlemen were all attention, and Chairman Durant became so impressed with the importance of the meeting that he suggested the nomination of a secretary, "so that whatever takes place may be properly recorded." State Auditor Braden was elected to act as secretary.

Gov. Pillsbury enlarged a little on his connection with the university. He was a member of the senate in 1864, and knowing the condition of the university at that period, he made it his duty to extricate the institution from its financial embarrassments.

"The legislature passed a bill appointing John Mitchell, Capt. Merriam and myself to devise some scheme for the liquidation of the debts of the university, and donated a grant of land, 14,000 acres, to meet the liabilities. The university had a mortgage debt of $55,000 on property and a large floating indebtedness. They not only succeeded in meeting all liabilities, but in 1867 reported they had succeeded in saving the university 33,000 acres of land. The depletion of the endowment fund had somewhat crippled the university; and then came up the question of the agricultural college land grant, 90,000 acres. A bill was introduced uniting that grant with that of the university, and it was passed. There was only one vote against it in the legislature. It was explained, and all believed, that they should not have two sickly institutions; that they should have one strong institution, which should be a credit to the state of Minnesota. The regents had complied with that grant in every respect, and paid as much money out as they had received interest on the agricultural college fund. The regents had no small job. It was a very great undertaking to build up a state university; and the gentlemen associated with him as members of the board of regents had many times to give their personal obligations for the institution. They also gave their time and had managed it as well as any institution in the state."

He enlarged upon the purchase of the experimental farm and the erection of an agricultural school, which had been done without any call upon the state. The improvements they had made upon the experimental farm made it worth to-day $400,000, and he denied that the regents had been derelict in their duty towards the university or the agricultural department. It was the desire of Gov. Pillsbury to let the legislators see that the board of regents had not neglected the interests of the agricultural department of the university; for, he continued:

"Gentlemen, it is exceedingly discouraging for those who have put in their time for the success of the university, as Gov. Sibley and others, along with myself, have done, and then the charge to be made that we have neglected the agricultural department. Our aim and object has been to build up an institution that will be a credit to the state. We have not had success altogether in the agricultural department. We could not. We did not know how. We could not find what the farmers wanted. They have not generally been willing to co-operate. There has been a kind of feeling, among a very few, let me say, in proportion to the population of the state, that this agricultural college had been misappropriated, until they brought up this bill for separation which you gentlemen of the senate considered."

Gov. Pillsbury came to the denouement of his speech, and his audience were startled out of their seats, but recovered themselves sufficiently to make the capitol reverberate with cheers. He said:

"The agricultural school is giving satisfaction, and we have no doubt but what this agricultural problem is solved by the establishment of that school. We have forty-one scholars there, with facilities for about fifty. We asked from the legislature an appropriation for the erection of buildings, which will be the first money ever asked out of the state treasury for the conduct of the university and the agricultural department. We asked $250,000, and you gave us 525,000. As I have said before, a great portion of twenty-six years of my life has been devoted to this institution, and it has become an object very dear to me. I have thought heretofore hatt I should, before I pass away, remember the university; and, gentlemen, I ask you here to-day to explain these matters to you. We asked for an appropriation of $250,000. We need that $250,000 more now, perhaps, than we ever shall again. From the thirty-five students when the university first opened, there are to-day 750 students on the rolls; and we have no room. It is demanded that we should have more room. We have got to have money for these buildings, and I do not see how the state finances can meet the demand. I thought, perhaps, I could serve my people and my state and the university as well now as at any time, and now if I can have any kind of assurance that the university and agricultural department shall be made permanent, that this grant will not be disturbed, but that the university shall go on in prosperity as it has prospered, I propose to contribute $150,000, more or less, for the erection and the completion of the buildings required. All I ask of you, gentlemen, is that you shall give me a little assurance that when I pass away this institution shall be kept going for all time. That is all I ask."

Round upon round of cheers greeted Gov. Pillsbury's munificent proposition, the governor himself becoming visibly affected towards the close.

Chairman Durant, Mr. Benson, Capt. Braden, Representative J. Day Smith personally expressed their personal feelings of appreciation of the magnificent gift of Gov. Pillsbury to the university, and at once a committee was called for, who are to formulate resolutions, accepting the proposition of Gov. Pillsbury, and which will be brought before a joint meeting of the senate and house.

A CHESTNUT.

Again the Duluth & Winnipeg Wins in the House.

On third reading and final passage the bill to waive the act of forfeiture of the Duluth & Winnipeg road rose in the house yesterday morning:

Mr. Searle—The company never had, in law or equity, any right to these lands.

Mr. Flynn—The reason the gentleman from Stearns opposes this bill is that the Manitoba railroad company owns St. Cloud.

Col. Graves—This bill is simple. It only waives the act of forfeiture. It seems to me but fair treatment for a majority of this house not to yield to the pressure of an interested competitive road.

Mr. Hompe—I oppose this bill because of the lands it takes from the state institution and school funds. These are the last few lands that the people have, and we are asked to donate them to this road. I believe the people desire these lands for their own use. In my opinion this company should never have had this grant.

Mr. Brush—In voting for this bill I do so because I do not think that it grants any lands.

After a call of the house the bill passed by a vote of 53 to 38. One member of the house was so anxious to dodge the vote that he went to a room on the third floor of the capitol and locked himself in. When a similar (almost so) bill to this passed the house March 5, the following members voted just the opposite to what they did yesterday: Messrs. Capser, Evenson, Forbes, McMillan, Perrin, Quam, and H. H. Wilson.

HOUSE TWINKLES.

Small Happenings of a Busy Day.

Principally because the house knew nothing of its contents the C. K. Davis state civil service reform bill passed by a vote of 25 to 36. Mr. Farley was the only Democrat voting against the measure. Messrs. Anderson, Bain, Barr, Barteau, Benson, Damp, A. Davis, Dunham, Dunn, Erickson, Flathers, Fleming, Fuhrmann, Holmstrom, Husher, Jacobson, James, E. C. Johnson, J. N. Johnson, Jones, Maland, Roberts, Smout, Stebbins and Thurber were the Republicans opposing it. Mr. Greeley had the Searle bill detaching certain territory from Maine Prairie, Stearns county, referred to the judiciary. The animus of the bill is this. Maine Prairie contains 91 Republican votes and 134 Democratic. Lynden, adjoining it, contains 33 Republican votes and 64 Democratic. By taking certain territory from Maine and adding it to Lynden, Democratic strength in that section is reduced. As Maine Prairie is not in Mr. Searle's district and Lynden is, the politics of his bill can be readily seen.

Mr. Heidemann was permitted to introduce a bill authorizing the city council of New Ulm to issue bonds for water works.

Mr. Forbes has favorably reported back the senate file 368 to establish a a state board of pardons.

Dr. Hess and wife, of the Jewish synagogue, St. Paul, were house visitors yesterday. Also Capt. Arnold, of Kasson, and D. Aberle Jr., of St. Paul.

Mr. Stebbins had his bill fixing the compensation of members of future legislatures go through as amended. The speaker and the president of the senate get $1,000 each; members, $500 each; chief clerks, $7.50 per day; reading clerk, $6; assistant clerk, $6. The vote upon the bill was 59 to 15.

Reading Clerk Mead and Assistant Clerk French had their salaries raised to $7.50 per day. Miss Davison, of the typewriting machine, was ordered paid $5. The resolution giving the daily newspapers 5 cents per copy furnished members was defeated.

SENATE RUMBLES.

Secret Voting Recommeneed by Legislators.

The session was barely opened yesterday when Senator Day sent up a resolution which will shut off the loquacity of members. The prolonged desultory speeches in the senate have become tiresome, and an utter waste of public time. Speeches must be limited to five minutes, excepting those of author's of bills, who are allowed ten minutes.

Mr. Day reported the decision of the joint committee on roads and bridges, which is that $1,000 will be allowed each senatorial district for the building of bridges and the making of roads. Legislators are to elect what bridges or roads must be favored with an appropriation in their districts, and the money will be appropriated by an omnibus bill to be introduced. There are forty-seven senatorial districts, and the amount to be appropriated will thus reach $47,000. The money comes out of the general improvement fund.

The house bill reorganizing the Minneapolis health department and legislating Dr. Kilvington out of office, passed the senate under a suspension of rules. Senators Durant, Hixson and Kelier voted against the bill—an unusual course in relation to local bills.

Senator Oswald, of Minneapolis, was in his seat again yesterday, after a prolonged absence owing to sickness.

The Keyes election bill, which passed the senate, is identical in principle to the Scheffer bill. The senate will consider this bill to-day. It, however, has been made to apply to cities of 10,000 inhabitants and upwards.

Senator Hixson called up his resolution favoring the separation of the agricultural college from the university.

Continued on Fourth Page.

BOLD, BUT NOT COOL.

Two Young Men Rob the State Bank of Minneapolis at Noon,

But They Are Caught, and the Money Returned to the Institution.

They Had Planned to Steal $34,000, But They Lost Their Heads.

Both Men Arraigned and Held to the Grand Jury in $10,000.

A robbery rivaling the recent Denver crime in boldness, but planned with less care and less successfully carried out, was attempted at the State bank, at Third street and Second avenue Minneapolis, at noon yesterday, by two young fellows, giving their names as Fred Douglas and James Henry. The attempt was made at about 12:20, when the bank force, except Assistant Cashier C. A. Nagle and A. E. Blomquist, the corresponding secretary, had gone to dinner. The young fellows strolled into the bank and walked up to the window, Douglas carrying a small valise.

BOTH DREW REVOLVERS

and covered Nagle and Blomquist. Henry then jumped over the rail, and threw what cash was on the counter and in the drawer, amounting to $4,000, into the valise and closed it. At this stage of the game, Charles Hallermann, of the Pabst Brewing company, showed up, having come in to make a deposit. This was something of a stunner to the boys, who had not calculated on anything of the kind; and, while Douglas was busy knocking Hallermann down, Nagle ran to the safe for his revolver. Douglas turned quickly and fired two shots at the cashier, neither of which took effect. By this time it was getting very warm for Henry behind the counter, and he threw the valise to his pal,

LEAPED OVER THE RAIL,

and started to run. Citizens who had heard the shots and shooting were beginning to rush toward the bank, and Douglass lost his head and ran into the president's office, mistaking the door for that leading into the street. He found the outside door locked, and instantly jumped through the window, taking glass and sash with him. He struck the ground with his smoking revolver in his hand, and ran down Third street to the end of the building, and dashed into the alley, where he was pursued by several citizens. At the back of the Big Boston

HE WAS CAPTURED

with his plunder by H. Herrick, a liveryman. Sheriff Ege and License Inspector Ray, who happened that way, were entrusted with the valise and turned it over to the bank officials, taking the young desperado to the lockup. Young Henry ran out of the front door of the bank and up Second avenue, followed by citizens on foot and in carriages. He went down Fifth street to Third avenue and up to Sixth street through an alley. On Sixth street between Third and Fourth avenue south, he was surrounded by a crowd and detained until Officer John Maloney, returning from his dinner, came along, appropriated the youth's gun and started him off to the lock-up. At the police station the two boys were put in separate cells, and

BOTH ADMITTED THEIR CRIME,

there being, indeed, no other course for them, as they had been caught "dead to rights." Fred Douglass is about twenty-one years of age, and is well-known to the police, although they have never had any occasion to suspect him of wrong-doing. He has been in Minneapolis for some time, and has been employed at Cardiff & Donaldson's, Lally Bros.', and other saloons about town. In talking of his crime after his arrest, he told the police that it was his first, and that he had not expected to be obliged to shoot, and would not but for the entrance of Hallerman. He said they had expected to get about $34,000.

JAMES HENRY,

whose real name is said to be Frank Thornton, is a pleasant-faced boy, eighteen or nineteen years of age, with dark hair and eyes, and a very bright, energetic look in his face. He is a waiter, and has been employed as such in several restaurants in town, but has worked more in St. Paul than here. There seems to be nothing of the desperado in his face or his character, and he told the police that he had refused to accept other chances of standing in with robberies. The boys had planned this one carefully, however, and concluded that they had a good chance of getting away with the boodle. Henry, or Thornton, thinks they might have done so if they had drunk less whisky in getting up their nerve for the deed.

ARRAIGNED IN COURT.

The youthful robbers were arraigned before Judge Emery early in the afternoon and said they desired an examination in the municipal court. The hearing was set for 4:30 and at that hour the boys were brought up, but they had changed their minds in the meantime and were allowed to wave examination and were held to the grand jury in $10,000 each. Douglas is not known to have any relatives here, but young Thornton's brother works in St. Paul and he is said to have a sister here.

COMING FROM KANSAS.

"Determined" Men Who Would Like to Drive Street Cars.

KANSAS CITY, Mo., April 16.—Fifty determined men from Western Kansas have started for Minneapolis to take the places of the street car strikers there. Twenty-five went from Dodge City and twenty-five from Garden City in response to an offer of $3 per day for "determined" men.

Will Move to Ohio.

CHICAGO, April 16.—It was reported here to-day that the Standard Oil monopoly has just completed one of the biggest deals on record. For two years the company has been quietly securing property in Ohio, and has now $7,000,000 invested there. The Standard will abandon the Pennsylvania fields for those of Ohio. The consummation of the scheme means the revolution of the oil business.

READY FOR THE RUSH.

Ten Thousand Oklahomans at Kansas City, Kansas.

KANSAS CITY, Kan., April 16.—Two hundred and forty-eight prairie schooners went into camp here to-day, and fully 500 persons arrived by the three railroads centering at this place, making an estimated crowd of nearly if not quite 10,000 temporary sojourners. State colonies are being organized in the camps, the Illinois colony now having 1,200 members and Ohio and Missouri following in the order named with from 800 members down to about 300. Permission was received here to-day by United States Commissioner Bousell from the department for all persons going by wagons to break camp on the morning of the 18th and take up their line of march through the Cherokee strip to the north line of the lands to be opened to settlement. United States Marshal Needles, of the Indian territory, and the receivers and registers of the land offices at Guthrie and Lisbon, will arrive to-morrow morning and hold a conference in the board of trade rooms. The officers of the Santa Fe railroad issued a time schedule to-day, which will go into effect on the morning of the 29th. At 9 o'clock a. m. the first passenger train for that day will put out for the south. It will be followed by other passenger trains every fifteen minutes until all settlers are provided for. These trains will be followed by several freight trains conveying camp equipage, stock, implements, household goods, residences and store buildings, ready to be fastened after the fashion of King Solomon's temple. Three hundred cars are now loaded waiting for the word "go." Every assurance is given by the company that there will be no disappointment or delays to settlers. All is quiet along the whole line and a commander of the troops here to-day said that he apprehended no trouble or strife among the people.

ANOTHER GALE.

Great Damage by Storms on the Virginia Coast.

BALTIMORE, Md., April 16.—A special from Norfolk, Va., says: Another severe northeast gale raged here all last night and to-day, and continues to-night, the velocity of the wind being sixty miles on the coast and forty-five here. The water banked up in the harbor to-day and flooded the wharves and many of the streets near the river, and creeks, doing much damage. The government wires are down again all along the coast, and nothing can be heard from that section. The steamer Accomac broke her shaft this morning two miles from Smithfield, and went ashore in the storm. She has a large number of passengers on board, among them a theatrical company. There is no communication with Cape Charles City. Capt. Keene, of the tug Luther C. Ward, reports that a mile southeast Five Fathom shoal she passed the wreck of a schooner with her stern slightly out of water and one mast standing. The tug Frank A. Low came up this morning from Hampton Roads with seven men, the crew and passengers of the sloop Empire, which went ashore last night at Pigs point. The sloop has gone to pieces. On her way up, off Lamberts point, the tug picked up an abandoned sloop, name obliterated. The water in the neighborhood of Wallaceton, on the Dismal swamp canal, is higher than ever. The Dover farm is entirely submerged, and the crops will probably be a total loss. The canal bank is overflowing for miles each way and the road will be impassable for weeks. In several parts of Norfolk the driving rain beat into the stores, necessitating the removal of goods. The rain has worked destruction in the Masonic temple and Odd Fellows hall, which were unroofed in the gale of the 6th instant. It is feared that there will be considerable destruction to life and property along the coast.

MONTANA CATTLEMEN

Holding Their Annual Convention at Miles City

Special to the Globe.

MILES CITY, Mont., April 16.—The annual convention of the Montana Stock Growers' association opened here this morning. It is largely attended by representative business men from all parts of the Union, who are interested in the range cattle business. The preparations for the round-ups and for the routine work of the season occupied most of the session. The report of the executive committee is still under consideration. Its acceptance and the election of officers will be reported to-morrow, when the closing session of the convention will be held.

DRY DAKOTANS.

Opening of the Prohibition Convention at Grand Forks.

Special to the Globe.

GRAND FORKS, N. D., April 16.—The prohibition convention opened to-day with eighty delegates. James H. Boisard, of Grand Forks, was elected chairman, and H. M. Mott, of Grafton, secretary. The report of the committee on resolutions was the cause of much discussion. A resolution recommending voting on prohibition separately prevailed.

For Five Years.

CHICAGO, April 16.—The jury in the case of Mrs. Josie Gurley, charged with kidnapping little Annie Redmond, returned a verdict of guilty this evening, and fixed her punishment at five years' in the penitentiary. Harvey Gurley, the woman's husband, is still in jail awaiting trial as an accessory to the crime.

Raising Rates.

NEW YORK, April 17.—The World this morning says the recent agreement between competing cable lines to raise their tariffs, is to be supplemented May 1 by the raising of rates on all land messages over the Postal and United lines to rates charged for the same service by the Western Union.

What's in a Name?

LONDON, April 16.—The race for the Nottingham spring handicap of 350 sovereigns, about a mile was run at the Nottingham spring meeting to-day, and was won by J. O'Neill's five-year-old, "The Rejected."

Seeding in Goodhue.

Special to the Globe.

RED WING, April 16.—Seeding in this vicinity will be finished by the end of this week, and farmers will then turn their attention to other spring work. To-day's rain will prove very beneficial to the crops, the ground being very dry.

A Village Burning.

PROVIDENCE, R. I., April 16.—A fire, which started in Scott Bros.' store, at Arctic Center, town of Warwick, at a late hour to-night, spread to other buildings, and the whole village is threatened. An engine is about to be sent from this city.

BLOW AT BASE BALL.

A Rule Which Bids Fair to Ruin the Great American Game.

The Western Association Urged to Make Five Bad Balls the Limit.

Minneapolis and St. Paul to Meet at South Minneapolis This Afternoon.

The New Flour City Grounds to Be Ready for Use by May 15.

The new rule which gives a batsman a base on four bad balls is a flat failure, and should be stricken out at once. That this is true is amply shown by the scores of exhibition games which are coming in. The scores are not only large, but the differences between those of the winning and losing club are great. Besides this, the games are needlessly lengthened. The GLOBE believes this rule has given base ball the worst blow it ever received, and predicts that the national game's popularity will be on the wane from the moment it is put into use in regular gamss. The public, it is true, likes to see hard hitting and a good deal of base running, but both of these lose interest after one club gets in the lead of the other half a dozen runs or more. It is the game in which both contestants fight for every advantage, when the tally board shows one run for one and none for the other for eight innings, and then the club which is behind gets in a trio of lucky heavy hits, scores two runs and wins—it is this game that sets pulses to beating at 100 and sends hats into the air. Give us back the old rule, which makes five bad balls the limit for a base—or better still, make it six, and return to the rule giving an out on a foul tip. Let the Western association lead in this matter. Every manager in it knows the rule is a failure, and the GLOBE urges a meeting to abolish it as early as Saturday, at some central point like Omaha. It will not be in use a month by the older associations, and the GLOBE thinks the Western association will act wisely in abolishing it at the outset.

WILL PLAY AGAIN.

The Second of the St. Paul-Minneapolis Games To-Day.

There was no game in St. Paul yesterday owing to wet grounds. The Minneapolis people will have another chance to see their team in a game with the boys who represent St. Paul. The game will be played on the South Minneapolis grounds at 3:15. The batting order is as follows:

Minneapolis.		St. Paul
Jantzen	Catcher	Broughton
Keogan	Pitcher	Sowders
Pierce	First base	Hawes
Hengle	Second base	Werrick
Hanrahan	Short stop	Pickett
Miller	Third base	Reilly
Daly	Left field