MR. DIMENT'S QUIETUS

After an Exciting Debate the Distance Tariff Bill Meets Defeat.

Railroads May Appeal From Decisions of the Railroad Commissioners.

Irregularities of Railroads to Be Investigated by the Senate.

The Duluth & Winnipeg Bill Ends Its Career in the Upper House.

The Diment distance tariff bill got its quietus, but not before a stormy and somewhat exciting discussion. Speaker Graves took a prominent part in the debate, disparging the attempt to fix rates. The railroad commission was competent to deal with the question. Mr. Hompe deeply regretted to hear the speaker argue for monopolists. The state was almost overriden by monopolists. The railroad commission was too weak-kneed to remedy the discrimination in railroad tariff charges.

"I declare this cry of anti-monopoly as the vaporing of demagogues," was the declaration of Mr. Forbes in the course of a fervent speech.

"Does the gentleman call me a demagogue?" warmly demanded Mr. Hompe.

"You may apply my remarks that way if you see fit," responded Mr. Forbes.

Mr. Hoyt opposed the bill, because it was in line with the work of investigating committees, who do nothing but call on J. J. Hill and talk about blooded stock.

"You may change your mind when we report," shouted Mr. Diment, chairman of the Manitoba investigating committee.

A vote was taken and the bill failed to obtain the requisite number of votes to secure its passage:

YEAS.

Crain,	Harrington,	Poe,
Cox,	Haven,	Post,
Crossfield,	Holmstrom,	Quam,
Davis, C. R.	Hoppin,	Sevatson,
Diment,	Husher,	Seymour,
Dunham,	Jacobson,	Sinclair,
Eastman,	Johnson, E. C.	Shoemaker,
Ellingson	Johnson, J. N.	Sumner,
Estes,	Kelly,	Taft,
Evenson,	Lightly,	Temple,
Farley,	Low,	Thoe,
Flathers,	Maland,	Thurber,
Flynn,	McKusick,	Wilson, H H.
Greely,	Mc Millan,	Williams,
Hagney,	Morgan,	Wing.—47.
Hanson,	Phillips.	

NAYS.

Anderson,	Elmquist,	Kreis.
Bain,	Erickson,	Lassow.
Barr,	Fle ming,	McGrath,
Barteau,	Forbes,	McNelly,
Benson,	Fuhrmann,	Perrin,
Bickel,	Halgren,	Roberts,
Brown,	Hauke,	Searle,
Brush,	Hay,	Smith,
Buell,	Heidemann,	Smout.
Capser,	Hompe,	Stevens, H. F.
Comstock,	Hoyt,	Swain,
Davis, A.	James,	Underwood,
Downs,	Jones,	Willrich.
Dunn,	Keyes,	Mr. Speaker, 42

Mr. Hompe voted in the negative, so that he would be in a position to move a reconsideration.

A DANGEROUS PRECEDENT.

A Tilt Between Ramsey and Hennepin Delegations.

When the house was called to order yesterday, and the incidental preliminaries peculiar to the opening prayer, calling the roll and reading the journal duly performed, Mr. Willrich took the floor and moved to reconsider the vote by which the St. Paul railway bill was passed. The proposition to lay the motion on the table was properly made, and Mr. Smith made his usual indignant protest.

"This is a dangerous precedent," Mr. Smith was loftily exclaiming.

"I call the gentleman to order," interrupted Mr. Willrich, who proceeded that he did not wish to cut Mr. Smith off, but he should confine his remarks to the explanation of his vote.

"Never fear about cutting me off. You can't do it," retorted Mr. Smith, as he cast an angry glance at Mr. Willrich and made that gentleman look uneasily under his chair. The speaker sustained the Hennepin legislator, who proceeded to emphatically place himself on record as opposed "to any such high-handed proceedihg."

In the end the motion was tabled by 49 yeas to 24 nays.

A HUGE PROFIT.

The Twin Cities' Short Lines Paying Handsome Dividends.

Messrs. Ives, Quam and Comstock, the special committee of investigation into the profits of the short lines between Minneapolis and St. Paul, reported that, according to their calculations, the two railroad corporations were enjoying an income more than double the expense. The income of the Manitoba line the past year was $239,248.92 and the operating expense $105,028.08. The latter amount included 6 per cent interest on the value of the stock and 3 per cent tax on the gross earnings. The report sets forth that the Milwaukee line makes about the same showing.

A SORE POINT.

The Commissioners May Have Their Decisions Reversed.

At the afternoon session the house took up general orders in committee of the whole. The fight of the day centered on Fleming's bill to amend the general statutes relating to the railroad and warehouse commissioners, which gives railroads the right of appeal to the courts from decisions of the commission. Majority and minority reports from the judiciary committee had been presented, the latter favoring a substitute measure which was submitted. The special point of difference in the two bills was stated to be that, in that which the minority report favored, it was provided that decisions of the commission should hold good until the final decision of the courts. By a vote of 39 to 35 the majority bill was indefinitely postponed. Then the bill of the minority, having been so amended by Mr. Searle as to make up a great part of the difference between the two bills, was recommended to pass. After the committee rose, the house refused, by a vote of 34 to 41, to change this report.

WITTY LEGISLATORS.

There Must Be No More "Treating" and False Registration of Stock.

In the evening, after twenty-five minutes spent in routine work, the house went into committee of the whole to continue the work with general orders, with Judge Fleming in the chair. The senate bill to amend chapter 204, laws of 1887, relating to ownership of real estate by aliens was taken up out of its usual order and recommended to pass, as also was the house bill to amend an act to prevent debtors from giving preference to creditors. The regular order having been insisted on, the following were favorably reported to the house: To furnish Minnesota reports to judges, by Hay; relating to acknowledgment and recording of deeds, by Elmquist; relating to false pretenses in keeping stock for breeding purposes, by Stebbins; secure better regulation and police control of the traffic in intoxicating liquors, by Barr; promote temperance and prohibit practice of treating, by A. Davis; amend section 59, chapter 2, General Statutes of 1885, relating to taxes, by Barr; and to punish false pretense in obtaining registration of stock, by Hagney. Bain's bill, relating to the selection of jurors; that by Elmquist, relating to deeds, mortgages, and other conveyances, and Davenport's measure, to amend the General Statutes relating to taxes, were indefinitely postponed. Poe's bill, reducing the rate of interest to 8 per cent, was referred back to the author for perfection.

During the evening session there was a continued effort on the part of a few members to be witty, but Judge Fleming held them down to business, and ruled out of order a number of supposably humorous motions and amendments that had been made. When the committee arose, an unsuccessful attempt to change the report on Barr's "open saloon" and A. Davis' "treating" bills was made, and the house adjourned.

A GOOD SHOW.

The Constitution to Be Once More Tinkered, and the Legislative Session Curtailed.

The bill of Mr. Brush relating to the appointment and salary of insurance commissioner and deputy commissioner was amended so as to make the salaries $2,500 and $1,500, respectively, and recommeded to pass. Other bills favorably acted on at the afternoon session were: Regulating the election of clerks of the district courts, by C. R. Davis; repeal chapter 99, General Laws of 1873, by Hoyt; relating to property of husband and wife in case of divorce, by Morgan; relating to action for removal of a cloud on title to real estate, by Smith; amend law relating to roads, cartways and broadways, by Young; relating to civil actions, by Young; provide for incorporation and regulation of assessment and casualty insurance societies, by Davenport; relating to incorporation of villages, by Shoemaker; relating to fees of clerk of district court, by Roberts; prescribing the effect of sheriff's certificates of sale, by Hay; proposing an amendment to the constitution relating to sessions of the legislature, by Ives; amend section 69, chapter 36, General Statutes 1878, by Flynn; define liability of railroad companies for injuries to employes, by Ives; amend section 4, chapter 39, General Statutes of 1878, by Graves; provide for levy of taxes for state purposes, by H. Wilson; appropriating money for certain purposes therein named, by Hompe. Among the measures unfavorably acted on were C. R. Davis' bill to amend the general laws regulating the amount of license for sale of intoxicating liquors, and that of Roberts to organize the county of Merriam.

HOUSE ITEMS.

The senate state prison bill, which increases the board of inspectors from three to five, and fixes the salary of the warden at $3,000 per annum and that of the deputy at $2,000, passed the house.

C. R. Davis' bill, creating a civil service commission for the state, passed. Vote: 56 for, 25 against.

The building and loan association bill, requiring a deposit from such corporations of $25,000 with the state auditor, passed with little opposition.

Mr. Clough subsequently withdrew his opposition to the resolution, which was adopted, and at the evening session President Rice appointed Senator's Pope, Eaton and Ives. The latter gentleman asked to be excused, and Senator Crandall was nominated in his place.

Senator Daniels secured the reconsideration of the appropriation grant to the agricultural societies of the state, and is working hard to obtain for the Southern Minnesota State Fair association their usual grant of $2,000.

The Keyes election law, which was down as a special order yesterday, was postponed until to-day at 11 a. m. The reapportionment bill has also been made a special order for to-day at 10 a. m.

The senate spent the whole afternoon in committee, and twenty bills were disposed of. Contrary to expectations the Brown constitutional prohibition amendment was recommended to pass. There was no talking—simply the vote, and that was favorable. Senators may probably pass the bill to put themselves "on record." The onus of its defeat could then be charged to members of the house.

Dynamitards will have no use for this state. The Halvorsen bill, prohibiting the manufacture and sale of dynamite bombs, was recommended to pass without a dissentient voice.

Senator Brown fought hard for his bill, the object of which is to make mileage tickets issued by railway companies transferable. "When a man buys a mileage ticket," he argued, "why should not it be available for his wife, children or employes?" Legislators argued it was the enforcement of a second rate, and unfair to railroad companies, so the bill joined the silent majority.

Representative Eastman's measure, which legalizes title at the close of ten years, in place of twenty years, the present law provoked a long debate. Mr. Goodrich offered a strenuous opposition to the bill, and indignantly spoke of "the piracy of such legislation" and "robbing the people of their property." Mr. Ives had the bill amended to quiet the title at the expiration of fifteen years, and the bill was favorably recommended.

Gov. Merriam has signed the Scheffer live stock inspection bill.

Senator Durant and Gen. Cole met in the capitol.

"Hello! Mr Meat Inspection," exclaimed the Stillwater statesman.

Gen. Cole Smiled, and clasped the extended hand.

"I'm going to test the constitutionality of that bill," "continued Mr. Durant.

"In the courts?" inquired Mr. Cole.

"Yes."

"H'm!"

Mr. Bowen—A man may commit murder in this country and get off with a fine. According to some bills introduced by members of this legislature, if a man catches fish with a hook and line he is to be sent to prison.

HORSE THIEVES.

A Surprising Lack of Information Exhibited in the Higher Assembly.

Who pays the horsethief bounty? the state or the counties? were the questions which troubled the senatorial mind. The subject came up in the Davenport house bill, exempting Ramsey and Hennepin counties from the law relating to bounties for arrest of horsethieves.

Mr. Durant—I understand the state pa ys this bounty.

Mr. Scheffer—No; the counties pay it.

Mr. Durant was certain the state paid the bounty—$200 for the capture of horsethieves.

Mr. Hall had a similar impression.

Mr. Bowen—Perhaps the Hennepin and Ramsey delegations did not understand that.

Mr. Brown—They understand it well enough; you bet.

Mr. Scheffer related of an officer in the employ of the county who had a horse stolen, and after hustling around several months captured the thief, at the same time collecting an immense bounty. He desired the bill laid over, so that inquiries might be made to see who did pay the bounty. Agreed to.

CIGARS AND FLOWER POTS.

Unsatisfactory Management of State Institutions.

Mr. Maland, chairman of the house committee on public accounts and expenditures, having reference to the management of state charitable and correctional institutions, reported upon the prices paid for staple articles to be: Flour from $3.50 to $4.80 per barrel; coffee, 16½ cents to 28 cents per pound; ham, 7½ to 16 cents per pound. There are also, under the head of miscellaneous, cigars at $3.25 per 100, charged, to the St. Peter hospital in July, 1887; two cases of beer to the Rochester hospital in July, 1887; $38 for tickets "to the fair" to the Rochester hospital in September; fifty cigars at $6.50 per 100 and 1,000 more at $2.50 per 100 are charged to the state prison in November, 1887; $56.77 is an amount paid on account of the reform school for flower pots last March, and $22.90 more for the same purpose the present month. The price of hay varies from $6 to $20 a ton. The committee say: These tables, in our opinion, present an unwarranted range of prices on these staple articles, flour coffee and ham. The items given in the miscellaneous column were selected because they were either unnecessary or exorbitant in purchase price or quality, and are consequently expenditures of very questionably economy. Possibly much can be said for or against the locality where an institution is located, and possibly also some explanation very reasonable may be presented in defense of the purchases noted in the 'miscellaneous' column, yet these facts and figures must remain; explanations at the best are often very unsatisfactory."

The application of business principles is recommended in the administration of state institutions!

STATE CERTIFICATES.

A Kick Against the Superintendent of Public Instruction.

There was a yell against the house bill creating a state board of examiners, who are to issue permanent state certificates to teachers. Supt. Kiehls is appointed secretary to the board of examiners under the bill. Mr. Durant kicked against this. That official occupied about seven offices already. Mr. Bowen protested that the bill should not be killed because senators had a prejudice against the superintendent of public instruction. They ought to consider the bill on its merits.

The bill was indefinitely postponed.

DISTANCE TARIFF.

A Bill That Will Destroy Competition of Railroads.

The house railroad committee was last evening addressed by W. B. Dean and Channing Seabury, representing the St. Paul Jobbers' union, in opposition to the Pope railroad bill, and particularly in regard to the section enacting a distance tariff. "It will destroy competition between railroads," remarked Mr. Seabury, "and is a departure from the recognized rules of railroading that is unknown." J. C. Eliel, of Minneapolis, and Col. W. P. Clough, of the Manitoba road, also spoke. A large number of railroad officials were present. Gen. Pope controverted the statements of the opponents to his bill, and was subjected to a searching criticism by the railroad officials.

HARD AT WORK.

The Senate, Having Ceased "Monkeying," Will Now Do Some Work.

There are five more working days before the legislature rises, and the senate yesterday determined upon a heroic act. It will henceforth meet at 9 a. m. and hold evening sessions. There must be no more "monkeying," else the general slaughter of bills will be terrible at noon on Tuesday.

The first hour of the session yesterday was spent in reading the titles of house bills and referring them to the respective committees.

Senator Crandall scored a point. It was the passage of his bill proposing an amendment to the constitution making the legislative session eighty days. The amendment has to be submitted to the people at the next general election. The vote was: Yeas, 12; nays, 0.

A hard fight has been made against the Goodrich bill, which requires manufacturing corporations to file annually a certificate showing the condition of their business. The bill barely escaped the committee stage, and was summarily disposed of on its third reading. Vote: 12 yeas; 10 nays. Twenty-four votes are required to pass a bill.

Mr. Goodrich was more successful with his pawnbrokers' license bill, which was passed without a dissentient voice. The bill requires pawnbrokers to secure a license and to keep descriptions of the property handled. This is the first attempt to legislate for pawnbrokers in this state, and the operation of such a law should work favorable to the interests of the people.

Senator Johnson, M., had the satisfaction of seeing his bill forfeiting the Duluth & Winnipeg land grant finally pass. The fight against the bill was bitter to the last, and, but for the fine engineering on the part of Mr. Johnson, must have failed to pass the chamber. The gentleman from Kandiyohi proved himself equal in parliamentary tactics to the opponents of the bill, among whom may be classed such skillful parliamentarians as Gen. Pope, Mr. Edwards and Mr. Buckman. A little filibustering was attempted yesterday. This was quickly overcome, and then the inevitable crisis came: For the passage of the bill, 25 yeas to 19 nays. All senators were present, with the exception of Messrs. Whiteman and Oswald; and all voted, except Mr. Child.

"Will the bill pass the house?" was the query put to Mr. Johnson.

"Yes," was the prompt reply.

Meanwhile, the house bill waiving the forfeiture of this land grant has been reported to the senate. Short work is promised on this measure.

This legislature will pass into history as a legislature largely based upon investigation committee. The latest investigation is sprung by Senator Pope, and, though almost at the last moment of the session, it is the most sweeping yet promulgated. The res olution alleges "that certain railroad companies in the state of Minnesota have hitherto made false and fraudulent statements to the railroad and warehouse commissioners," and calls for the appointment of a committee of three to investigate, with power "to send for and compel the attendance of persons, books and records" and "with full power to visit at all reasonable hours any office and examine the records thereof." Mr. Pope stated he had sworn statements upon which he called for such investigation. Mr. Crandall thought it rather late in the session to start such an investigation. Why could not the railroad commissioners inquire into such matters? Mr. Pope—They have not the power. Mr. Clough cut off further talk by giving notice of debate. That laid the resolution over until to-day. Senator Pope expects to get the committee appointed, and will at once commence the investigation. "We can report before the adjournment of the legislatu re," are his words. The investigation cannot be very searching with the time allowed.

"LOCAL LEGISLATION."

How Minneapolis Is Using the Legislature as a Tool.

Editor Globe.

Sir: In this morning's edition of your paper, referring to the votes of Senators Hixson, Keller and myself on the bill purporting to be a local bill, in the interest of Minneapolis, you state it was an unusual course in relation to local bills. I desire to say through your columns that though it has been for a long time "unusual" for legislators to interfere in matters pertaining to localities other than those he represents, my experience is that many acts of injustice and wrong are too frequently perpetrated under the guise of "local legislation." One of those cases was the act of two years ago by which Dr. Ames' hands were tied by the creation by a local act of the legislature of a police commission. This session there has been passed a measure amending that act so that the present mayor of Minneapolis is not so handicapped. And now, the majority of the Minneapolis city council, being opposed to Dr. Kilvington and being unable under their charter, to remove him from the office he holds on the board of health, come to the legislature and ask it to legislate him out of office under the pretense of an amendment to the health law. I do not think it proper for the legislature to be made the tool of any such schemers. In other words, I think that Minneapolitans should "stew their own cranberries, and skin their own eels" and not ask the legislature to bounce their officials, or to gratify their spleen. Respectfully,

E. W. DURANT.

St. Paul, April 17.

ORDERED TO APPEAR.

Railways Called Upon to Explain Pass and Commission Matters.

WASHINGTON, April 17.—The interstate commerce commission this afternoon issued orders instructing a large number of railroad companies, including many of the most important lines in the United States to appear before it, and make explanations in the matter of free passes and free transportation. In the matter of commissions on the sale of tickets, the commission has ordered the following railroad and railway companies, namely the Burlington, Cedar Rapids & Northern; Chicago & Alton; Chicago, Burlington & Quincy; Chicago, Burlington & Northern; Chicago, Burlington & Kansas City; Chicago, Kansas & Nebraska; Chicago, Milwaukee & St. Paul; Chicago & Northwestern; Chicago, Rock Island & Pacific; Chicago, Santa Fe & California; Chicago, St. Paul & Kansas City; Chicago, St. Paul, Minneapolis & Omaha; Wisconsin Central; Chicago & Atlantic; Chicago & Grand Trunk; Detroit, Grand Haven & Milwaukee; Detroit, Lansing & Northern; Flint & Pere Marquette; Illinois Central, Lake Shore & Michigan Southern; Louisville, New Albany & Chicago; Michigan Central; New York, Chicago & St. Louis, Pittsburg, Fort Wayne & Chicago; Wabash; Wabash Western, to appear before the commission at its office, in this city, on the 7th of May next to answer and set forth before the commission what commissions if any, each of them pays upon the sale of passenger tickets, and to whom, and how this business is conducted by each of them.

B. & O. MEETING.

The Semi-Annual Dividend Passed ---Earnings and Expenses.

BALTIMORE, Md., April 17.—The monthly meeting of the Baltimore & Ohio railroad was held to-day. The semi-annual dividend was passed, and the usual dividend of 5 per cent for the six months ended March 31, was declared for the Washington branch. The statement of earnings and expenses for March, 1889, compared with March, 1888, was as follows: 1888, earnings, $1,572,152; expenses, $1,162,980; net earnings, $409,172; 1889, net earnings, $457,239; increase, $48,067.

The Pullmans Win.

CHICAGO, April 17.—Judge Gresham to-day delivered an opinion, Judge Blodgett concurring, in the case of Pullman's Palace Car Company vs. The Wagner Palace Car Company, in the United States circuit court, declaring the Pullman-Sessions patent for vestibuled cars valid, and that the Wagner company was infringing it. The Sessions patent covers that portion of each half of the vestibule consisting of iron face-plates under spring pressure, completing the vestibule by a tight joint when cars are coupled in train service.

Lake and Rail Rates.

NEW YORK, April 17.—The trunk line executive committee discussed the lake and rail rates at a meeting to-day. It was decided to lower the west-bound freight rates east of Chicago. On classes first and second the reduction is 3 per cent; third and fourth, 2 per cent, and fifth and sixth, 1 per cent. These rates apply to all 70-cent rates between here and Chicago. The reduction will go into effect April 24.

Ballast.

The Northern Pacific has issued a new folder, which is about the most complete yet seen. It contains a map of all the transcontinental roads corrected up to date, and is the only correct map of Washington territory and much of the adjacent country. For three months their draughtsmen have been at work on it, with the aid of all the best authorities in the country. Five land offices have made corrections, and the map may be taken as absolutely correct in every detail. It does not fall into the error so prevalent among transcontinental lines of showing their own road as almost a straight line, but shows every deviation and curve according to scale. The map shows the Canadian Pacific, Manitoba, Northern Pacific, Union Pacific and Southern Pacific systems with all connections and branches. The view on the blue cover is a gem of the lithographer's art, and the whole folder is a most creditable production.

The Northern Pacific's earnings for the week ending April 13 are as follows, compared with the corresponding week of last year:

	1889.	1888.	Increase
Freight....	$229,091	$181,904	$47,187
Passenger..	128,541	126,253	2,288
Miscellaneous.....	17,290	15,445	1,845
Totals ...	$374.922	$323,602	$51,320

Assistant Land Commissioner George W. Board, of the Northern Pacific, who assumes the duties of land commissioner during Col. Lamborn's six months' absence in Europe, left for a business trip over the line yesterday.

Messrs. Teasdale, of the Omaha, and Hannaford, of the Northern Pacific, are in Chicago, attending the meeting of the Northwestern committee of the Western Freight association.

H. C. Wilson, who has been chief clerk of the St. Paul & Duluth traffic department, left for West Superior last night to represent that road there.

William Orr, general freight agent, C. P. Flatley and P. H. Mulvehill, of the Duluth, South Shore & Atlantic, were in the city yesterday.

The Omaha has issued a complete list of tariffs and circulars corrected up to April 1 for the use of agents only.

J. T. Clarke, general freight agent of the Omaha, returned from Chicago yesterday.

B. F. Benedick, traveling advertising agent of the Northwestern, is in the city.

S. G. Strickland, of Washburn, agent of the Omaha at that point, is in the city.

The United States steamer Fury was in the city for a few hours yesterday.

The steamer Cleon left for Lakeland yesterday.

HE STOLE TRUNKS.

And a Marriage License Led to His Capture.

SPRINGFIELD, Mass., April 17. Frank Durocher was arrested here terday by a detective of the Boston and Maine railroad for stealing a trunk from the depot of that road at Newport, Vt., last May, the property of Mrs. Elizabeth Wilber, for which the road had to pay. Durocher brought the trunk here and rechecked it to Chicopee Falls, where he removed the contents and sent them to Canada. Among the effects was a marriage certificate of Mrs. Wilber, which fell to the lot of the buyer, and he sent it to the rightful owner. This led to the capture of Durocher. The man has had trouble with several roads about missing trunks, and has been awarded damages for trunks he claimed to have lost. He pleads not guilty to the charge and says he got the trunk from a person to whom he loaned money on his way from Canada.

Bond Offerings.

WASHINGTON, April 17.—To-day's bond offerings aggregated $271,000, as follows: Registered 4s, $21,000 at 129; $5,000 at 129⅛, do 4½s $217,000 at 108, coupon 4½s, $20,000 at 108; also 4½ per cent registered $526,100 at 108. All the offers were accepted except the $5,000 4 per cents registered at 129⅛.

AUSTIN FLINT, M. D., late professor of the principles of practice of medicine and of clinical medicine in the Bellevue Hospital Medical College, says of Bright's disease: "Pain in the loins is rarely a prominent symptom, and is often wanting. This statement also applies to tenderness on pressure over kidneys." It is not safe, therefore, to argue that you have not kidney disease because you have no local symptoms of it. Your only sure plan is to use Warner's Safe Cure as soon as the most remote symptoms appear.

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

A HEARTBROKEN HERO

There Is Something Pathetic in Gen. Sigel's Resignation.

His Pension Agency in Bad Shape, But Subordinates to Blame.

E. C. Lacey, of Iowa, Appointed Comptroller of the Currency.

Clarkson's Sensible Views on the Railway Mail Service.

WASHINGTON, April 17.—Pension Commissioner Tanner has received the formal resignation of Gen. Sigel as pension agent at New York City. It was given orally last Saturday to the commissioner at his home in Brooklyn. An investigation of the New York office has been going on for some time, and last Friday the examiners made their report to the commissioner, who was then in New York. It showed a bad state of affairs in the office, but did not in any way reflect upon the integrity of Gen. Sigel. As the commissioner expressed it, "The general has been too trustful, and has been murdered by his subordinates." The next day Gen. Sigel went to see Commissioner Tanner, and the latter read the report, and assured him that it did not reflect upon his honesty. The general said he wanted to resign. "I tell you," said Commissioner Tanner, "it was pathetic. I could remember how Gen. Sigel's horse had splashed mud over me as I stood in the ranks and he galloped along the line with his splendid staff, and here he was, a broken old man, offering me his resignation. And so I want the people to understand that Gen. Sigel's personal record in the New York pension office is clean." In reply to an interrogatory as to how the deficit in the office would be made up, Commissioner Tanner said: "Gen. Sigel is paying it out of his own pocket. It is not very large and would not hurt him if he were rich, but he is not. There was one item proven, I believe, of $800, but that was many times the largest of the lot. Most of them were small sums." It is understood that Gen. Sigel's resignation will be accepted as soon as his successor has been appointed. There are four prominent candidates for the place—Mr. Conkwright, of Brooklyn; Mr. Phinney, of Ulster county, and Adolph Schimmel and Mr. Longworth, of New York city.

TO BE COMPTROLLER.

E. S. Lacey Will Settle Up His Other Business and Take the Job.

WASHINGTON, April 17.—Secretary Windom has signed the commission of E. S. Lacey, of Michigan, as comptroller of the currency, and it is expected that the president will add his signature to the document to-morrow, in which event the appointment will be formally announced. Mr. Lacey is president of the First National Bank of Charlotte, Mich. He represented the Third district of that state in the Forty-seventh and Forty-eighth congresses, during which time he was a member of the committee on coinage, weights and measures. He has had twenty-five years' experience in the banking business, and is said to possess excellent qualifications for his new position. He had an interview with Secretary Windom to-day, and said he will be ready to assume charge of the office in about two weeks. He is required to give bond in the sum of $100,000, and it will be necessary for him to close his business relations with the bank of which he is now president before he can legally perform any of the functions of his new office.

RATHER DISCOURAGING.

British Vessels of the Yorktown Type Are Defective.

WASHINGTON, April 17.—Recent reports of the maneuvers of the British naval fleet contain some matter not entirely reassuring with respect to some of our new naval vessels. In these maneuvers about six vessels of the Archer type participated. The result was a disagreeable surprise to Sir William Reed, the chief naval constructor of the admiralty. It was found that the vessels pitched and rolled about to such an extent in a moderately heavy sea as to render them very poor gun platforms, to use a technical expression, which means that the guns were so unstable that they could not be directed with any approach to accuracy of fire. They were also very wet ships. These defects are supposed to result from the excessive weight of the ordnance, and it was recommended that the six-inch rifles be replaced by five-inch guns and the anchors moved further apart. The significance of this report to naval officers here lies in the fact that the new gunboat Yorktown is patterned after the Archer, and will carry the same caliber and weight of ordnance. Failure has also attended the efforts of the British constructors to build a twenty-knot ship, of which the navy department here is attempting to build two under direction of an act of congress. The Medea, which was built for a twenty-knot ship, has never exceeded nineteen knots, but has developed more than the estimated horse power, an indication to constructors here that it is not possible to drive a vessel of that length at twenty knots. The British authorities have taken the same view, and will build another set of these boats of greater length. Other vessels of the same type have failed to develop anything like the necessary 9,000 horse power, so that the promise of success for our boats is not bright.

MAIL FOR OKLAHOMA.

Uncle Sam's Plans for Taking Care of the Letters.

WASHINGTON, April 17.—The post-office department officials are making active preparations for the immediate opening of two postoffices in Oklahoma, one at Kingfisher Stage station and the other at Guthrie, where the United States land offices are to be established. Several postoffice inspectors are now on the ground, examining proposed mail routes into the country and between all important points. For the present, all mails will enter the territory from the north, over the Atchison, Topeka & Santa Fe railroad, to its southern terminus, and from there it will be carried forward by government contractors, over regularly established routes. It is expected that the mail facilities will equal the needs of the settlers. Mail for the land-office towns, and other principal points, will probably go forward on the very day, or at least on the day following the one on which the president's proclamation goes into effect. Gen. Clarkson said to-day that probably twenty-five postoffices would be established in the new territory within the next thirty days. If no better accommodations can be had, postmasters will supply themselves with tents, or whatever else can be made available for shelter.

SOUNDS LIKE BUSINESS.

Clarkson Speaks of the Railway Mail Service.

WASHINGTON, April 17.—Since March 4 about five hundred changes have been made in the personnel of the railway mail service. First Assistant Postmaster General Clarkson, in speaking of this matter to-day, said that it has been the policy of the department to displace incompetent clerks and appoint experienced and thoroughly competent men who left the service during the last administration, where such were available and desirous of re-entering the service. Of course, he said, men whose faculties have become impaired, or whose thorough fitness has become questionable, will not be reinstated. The railway mail service, he continued, requires men not only of superior intelligence, but men whose faculties are in perfect working order. Men who possess every requirement of the service are comparatively few, and are not easily secured, but when such are found they should be retained in the service as long as possible. Efficiency in the postal service can be obtained only after a long struggle, and to remove such men to make places for political favorites, irrespective of their fitness, is a public wrong, and should not be tolerated by the public.

QUITE THE PROPER IDEA.

Trainmen May Carry News Letters if They Wish.

WASHINGTON, April 17.—The post office department officials have rescinded an order issued during the last administration, having for its object the discouragement of the practice by trainmen of carrying special newspaper correspondence and other matter on other than mail trains. It is said at the department that there are a very large number of small towns throughout the country which have meager telegraphic facilities. In many of these villages, the post and telegraph offices close early, and to prohibit trainmen from carrying to the neighboring town or city small packages containing possibly information of the highest general importance is regarded as unwise and unjust. The newspapers of the country, it is maintained, should receive every possible facility for obtaining and disseminating the news of the day, and to this end trainmen will be encouraged to lend their aid.

RED CLOUD CALLS.

The Sioux Chief Pays His Respects to the Great Father.

WASHINGTON, April 17.—Red Cloud, the big Sioux Indian chief, called on the president this afternoon, accompanied by Agent Jordan, of the Rosebud agency. Red Cloud was attired in civilized garb, and wore a slouched hat of the typical frontier pattern. It is his custom to make a pilgrimage to Washington on the incoming of every new president, and this is the ninth time he has paid his respects to the Great Father. Red Cloud is in a hurry to secure the payment of the $28,000 appropriated by congress to pay for a lot of ponies which the United States troops took away from his band in 1875, when it was feared they were going on the war path. One of his purposes here is to see if this money cannot be paid to him and his people at once.

"SEA POSTOFFICES."

A Suggestion From the German Postal Authorities.

WASHINGTON, April 17.—Supt. Bell, of the foreign mail office, has received a communication from the postal authorities of Germany, recommending the establishment of "sea postoffices" for the distribution of German-American mails on shipboard. Supt. Bell to-day said that he was of the opinion that the arrangement suggested by the German authorities would greatly facilitate the delivery of mails, both in this country and Germany, but authority must first be obtained from congress before any steps in the direction indicated could be taken by the department.

TOKENS OF RESPECT.

The Interior Department Will Honor Judge Usher's Memory.

WASHINGTON, April 17.—Out of respect for the memory of Hon. John P. Usher, secretary of the interior, from Jan. 18, 1863 to May 15, 1865, who died on the 15th inst., Secretary Noble has issued an order directing that the interior department and all its bureaus be closed on Thursday April 18, the day of the funeral, at Lawrance, Kas., and that the building be draped in mourning.

A Few Appointments.

WASHINGTON, April 17.—The president made the following appointments this afternoon: Robert P. Porter, of New York, to be superintendent of census; J. W. Cunningham to be assayer of the United States assay office at Boise City, Idaho; William H. Calkins, of Washington territory, to be associate justice of the supreme court of the territory of Washington; John B. Donnelly, of Louisiana, to be marshal of the United States for the Eastern district of Louisiana.

A Brief Respite.

JEFFERSON CITY, Mo., April 17.—The governor has respited William Walker and John Matthews, the two condemned Bald-Knobbers, until May 10, which is the date fixed for the execution of Dave Walker.

The Best Sarsaparilla and the Largest Bottle is Warner's Log Cabin Sarsaparilla. All Dealers

Watonwan Valley Stock Farm!

Garden City, Blue Earth County, Minn Importers of English Shire and Percheron stallions. Fifty now on hand Prices low, easy terms. St. Paul office 201 Eagle street.

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SPRING OVERCOATS!

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$8.50 $8.50

THREE DAYS ONLY!

Commencing this morning, for the next three days, Thursday, Friday and Saturday, April 18th, 19th and 20th, we offer you all our regular $10, $12, $15 and part of our $16 and $18 Coats at $8.50.

Bought your Spring Overcoat yet? If not, here is a most WONDROUS OFFER. You'll need one for Easter Sunday. This is just the kind of weather for these garments, and you want to take immediate advantage of it. Think of it! Beautiful tailor-made garments, with silk facings and silk sleeve linings, in regulation or English top-coat styles, made from nobby All-Wool Cheviots, Cassimeres and other stylish materials---in fact, coats that would cost you, if made to order, $25,

Thrown at You For $8.50!

We guarantee you as good a Coat these three days at $8.50 as you buy elsewhere at $15. Come and see; your time will not be wasted. SEE SEVENTH STREET WINDOW.

BOYS' AND CHILDREN'S CLOTHING!

Our handsome department on second floor is literally packed full of nobby Suits and Overcoats for the little fellows, at wondrously low prices. We are showing an especially nice line of CONFIRMATION or FIRST COMMUNION SUITS, ranging in price from $4 to $18.

See our line of SHIRT WAISTS, The celebrated Star Waists at 75c to $1.50. Good Waists at 25c. A HANDSOME SOUVENIR given to every customer in this department. SEE ROBERT STREET WINDOW.

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DICKINSON'S!

Fourth, Fifth and St. Peter Sts., St. Paul, Minn.

This handsome, substantial Carriage, with Reed Body; upholstered in Cretonne; oilcloth mat; No. 4 "S" Gear, with painted springs, Satine Parasol, either wood or wire wheels, for

Only $4.98!

We show over 300 different styles of Baby Carriages, all on the Ground Floor, where there is PLENTY OF LIGHT for examination, and all at Rock Bottom, "Hard Times" Prices, ranging from $3.98 up to $50. It will pay you to call and examine our stock, whether intending to purchase or not.

"Puss in the Corner," the latest game out; something entirely new. Entertaining! Absorbing! Delightful! Sells on sight; does not become tiresome. We have them to-day; come while they last, and COME QUICK, for they will not last long.

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