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LOWRY IN THE LEAD.

The Senate Stands by the St. Paul City Railway Company.

It Rejects the Famous Measure Affecting the Company's Vested Rights.

Only an Octave of Votes Cast in Favor of the Bill.

This, Says Col. Barr, Breaks the Backbone of the Strike.

The only bill to call forth any debate in the senate yesterday was that repealing the act validating the city ordinance granting a franchise to the St. Paul City Railway company. There was a good fight over the measure, which has created the only division this session between the Ramsey senators—Mayor Smith and Albert Scheffer. During the day some hard lobbying was put in, both for and against the bill. It was after 4 o'clock when the bill was reached, and Senators Scheffer and Smith simultaneously rose from their seats. The mayor gave place to Mr. Scheffer, who remarked that while the Ramsey delegation in the senate did not agree on this bill, the city council and chamber of commerce were unanimously in favor of its passage. Ninety per cent of the citizens of St. Paul were desirous that the measure should be adopted. The bill did not owe its birth to the trouble which had arisen between the street car company and its employes, as it was introduced in the house March 13 after it had been carried for some time in the pocket of one of the Ramsey delegation. The bill, if passed, would not abridge the rights of the street railway company; it merely took away from it a permanent and exclusive right on all the streets of the city, as they now existed, and were added to from time to time. If the bill passed, the city authorities would have some control over the company; at present they had none. He had been approached by different classes—from the poor man to the very best and most progressive citizen of St. Paul—and they were all unanimous in favor of this bill.

Mr. Durant—Who was it that gave the company this permanent right of way over the streets of St. Paul?

Mr. Scheffer—The city council passed an ordinance giving this right of way to the street car company. At the time the matter went before the courts, and it was declared unconstitutional. In the year 1881 a constitutional amendment was passed in this state prohibiting the issuance of further private charters; and in 1883 the legislature enacted a law validating the invalid and illegal law of the city council of St. Paul. Later on, when the question came before the supreme court, that court declared that, while the city council had no right to issue a permanent charter, the act of the legislature legalizing the charter made it perfectly valid. "I am not a lawyer, nor versed at all in the law," added the senator, "but it seems to me a little queer that an invalid act can thus be declared a valid one."

Mr. Durant was outspoken in his opposition to the bill, arguing that if the franchise were repealed a death blow would be struck at the commercial stability of the state.

"You come and ask us to do a thing which you know is wrong; and I am surprised to see a senator upon this floor advocate the breaking of a contract upon which a corporation has launched its capital."

Mr. Scheffer—I believe citizens of St. Paul have the same rights as the corporation.

Mr. Durant—I am a senator on this floor and I intend to say what I think. The prosperity of our commercial trade must stand or fall upon this bill.

Mr. Smith replying, said he seemed to very much mistake his constituency, if all that Mr. Scheffer said was true. He represented the most populous and wealthy portion of St. Paul, and not a single citizen of his constituency had asked him to speak to repeal the street car franchise. Mr. Lowry took hold of the franchise when the company was bankrupt, and he had given St. Paul a good street car service. It was not, perhaps, as good as they would like, but lines had been placed on every important street of the city. Mr. Lowry, though a resident of Minneapolis, had shown himself more public-spirited than any man in St. Paul. He was now engaged in an enterprise for the good of the city, necessitating an expenditure of $500,000 or $600,000, not one dollar of which was raised by St. Paul. Mayor Smith added:

"I characterized this bill as an outrage at the start, and I consider it so now. I did not understand that the chamber of commerce asked the legislature to repeal this franchise. If it did I never heard of it."

Mr. Compton—There is no safety to capitalists investing their money in corporations if one legislature upsets what another has done.

Mr. Kellar—I say it is outrageous, and we ought to stand by this franchise.

Mr. Durant (to Mr. Scheffer)—What is a vested right?

Mr. Scheffer—The bill was referred to the judiciary committee on the score of vested rights. It settled the question by reporting in favor of the measure.

Mr. Ward—By what majority?

Mr. Scheffer—Just one. We may tell the truth. This measure is not a personal one. The citizens do not propose to take anything away from the company accept this exclusive right to the streets. We merely wish, if necessary, to let other companies come into the city.

Mr. Ward—If you repeal this franchise you may as well repeal the title deeds of my farm. I deny your right to do it, and it cannot be done. The franchise, once given, becomes a vested right, and no legislature can repeal it.

After more colloquy, a vote was taken in favor of the passage of the bill:

YEAS.

Bowen,	Gibson,	Scheffer,
Brown,	Halvorsen,	Thacker—8.
Chapman,	Nachbor,	

NAYS.

Anderson,	Eaton,	Oswald,
Buckman,	Edwards,	Smith,
Child,	Finseth,	Swenson,
Clark,	Goodrich,	Truax,
Clough,	Hayden,	Ward,
Compton,	Holmes,	Welch,
Crandall,	Ives,	Whiteman,
Day,	Kellar,	Wood—26.
Durant,	Nelson,	

The heavy defeat of the bill was a great compliment to Mayor Smith, though a great disappointment to the representatives of the strikers who were present.

IT SETTLES THE STRIKE.

Col. Barr Says the Action of the Senate Put a Quietus on the Labor Trouble.

Col. Barr, general manager of the St. Paul City Railway company, was brought to a standstill last night and asked to express his opinion regarding the action taken by the senate in rejecting the house bill repealing the city ordinance validating the company's charter. "I am not at all surprised," he said. "In fact, the officers of the company relied upon the good judgment of the members of the senate to express their disapproval of a measure so grievously unfair by voting it down. The company has millions of dollars invested in its plant in this city, and is entitled to the same protection that a merchant or any other individual has. As to the effect of the action of the senate upon the existing labor troubles, I think it has broken the backbone of the strike. This bill was the rock upon which the strikers built their hopes. Its rejection takes away from them the prestige gained by the passage of the bill in the house. This, with the revulsion of public sentiment resulting from the riots in Minneapolis Sunday, has put the strikers hors de combat. We shall continue to run cars so long as there is a man, woman or child who wants to ride, and has the necessary nickel to drop in the slot. Chief Clark will see to it that the company's employes and property are protected, and that's all there is to it. This strike is now a matter of history."

A BOYCOTT WON'T WORK.

Emil Constant Says the Strikers Have Reached the Last Ditch.

Emil Constant, the socialist leader and guiding spirit of the hotel runners' union, does not mind being called an anarchist, but objects to the statement published in the Dispatch to the effect that members of the union attempted to enter the Ramsey street barns of the city railway company, and incited others to follow suit. He says the union will prosecute that paper for libel if it will publish names. "This talk of boycotting the city railway company is all bosh," says Mr. Constant. "The scheme is a good one in theory, but it cannot be practiced with any degree of success. Attempts have been made in Chicago, New York and other cities to boycott street railways by refusing to ride, starting 'bus lines and in other ways. In every instance the strikers have got the worst of it. A man who lives on Arlington Hills or out on Seventh street and is employed down town cannot afford to walk, provided he can get cheap transportation. His constitution won't stand the strain, and besides he will sooner or later lose sight of the principle he is fighting for and ride. The only hope of the strikers now is to induce the alleged 'cowboys' to quit the service of the company and make themselves scarce. Long-winded resolutions condemning the company cut little or no figure. Unless we can prevent the company from filling the places vacated by the strikers the strike is a failure and a flat one, because it will have resulted only in throwing 300 and odd men out of employment and the closing of one channel where they might make enough to keep body and soul together."

STRUCK WITH A WRENCH.

One of the Cowboy Drivers Is Winged—New Coppers Sworn in.

There were no new developments in the street car strike yesterday. The imported drivers, with the sid of every available policeman, ran cars on Saturday and Sunday, and there was no evidence that the strikers or the crowds on the street corners had learned to love them more. The words "rats" and "whiskers" were less frequently heard, perhaps, but it was because the strikers and their sympathizers needed rest, not that they had experienced a change of heart. About 7:30 a. m. cars were started on the West Seventh and Rice streets and University avenue lines, but they were pulled off during the noon hour, and run into the barn at 5 o'clock, the company evidently not caring to encounter the laboring element of the city upon the streets. At 9 o'clock in the morning, as a Rice street car was passing the Globe laundry on South Robert street, a heavy monkey wrench was thrown by some one from the upper story. The missile was undoubtedly hurled at the driver's head, but was poorly aimed, striking him on the leg. As it was, he was quite badly cut. The occurrence was reported to police headquarters, detectives were put upon the case, and John Lundgren, foreman of the laundry, and Eloff Lundgren, another employe, were arrested charged with an assault with a dangerous weapon. Both assert their innocence and deny any knowledge of the act. On the University avenue line, during the noon hour, some unknown person spiked the Acker street turn-table, causing considerable delay when cars reached that point again about 1:30. The police were notified and a detail from the Rondo street station preserved order while workmen were repairing the damage. It has been repeatedly stated during the strike that the company would run more cars if the police force were large enough to protect them. Fifty more "coppers" were sworn in yesterday, and the company will probably increase the number of cars to-day. The increase of force, however, was not alone for the purpose of manning more cars, but to furnish relief to the regular officers, who have been compelled to serve the most unreasonable hours during the strike. On request of Chief Clark the mayor yesterday issued special commissions to the new men and detailed them for regular duty. The following men, many of whom were sworn in yesterday and reported for duty last night, are the recruits:

F. J. O'Brien, William Wilson, Barney Smith, Michael Schorn, Pat Conway, Ed Newman, G. H. Gillham, W. Noonan, M. Devereaux, M. Doody, Mich Geogehan, G. L. Titlow, C. Falk, G. C. Beams, J. F. Gallinagh, Axel Horsted, Mav Rounnel, B. Wentz, J. Schenz, M. Eart, Fred Garvin, F. T. Frazer, T. J. Doyle, Adolph Guerin, J. A. Holland, John Hawley, Thomas Flaherty, N. O'Brien, W. Lowe, W. C. Squires, N. Kuhn, J. Brown, McDoody, J. M. Gillen, F. C. Picha, A. Kippels, Theodore Klein, J. Shannon, William Myser, Owen Rafferty, William Charters, Joseph Blummenstetten, J. J. Griffin, August Volkmann, N. H. Reed, D. Furney, T. L. Lawlor, Thomas Burns, Peter Geoghegen, Patrick O'Donnell.

RAIN SPOILS A SCHEME.

Strikers Prevented From Holding a Mass Meeting by April Showers.

It had been announced that the strikers would hold a mass meeting at the corner of State and Concord streets, West St. Paul, last night, but they were deterred by the shower early in the evening, and postponed the gathering until to-night. It was afterwards arranged to hold a secret session at Labor hall, where a small number of the strikers met. The principal matter under discussion was the equipment of a system of 'bus lines to be operated on the routes of the different street car lines. The committee previously reported that about a dozen omnibuses had been secured, several of which will be placed in operation on the West Seventh street line to-day, and the owners of nearly all of the wagons now running upon the streets had agreed to co-operate with them. It is hoped in this way to not only disable the company, but to provide employment for many of the strikers.

A ball was given at Salem hall last night by Local Assembly 1798, K. of L., the proceeds of which were turned over to the strikers' executive committee. The ball was announced by the assembly several weeks ago, and when the strike was declared on, it was decided to make it a benefit. About fifty couples were in attendance.

SCUFFLING FOR SOIL.

Free-For-All Cross Country Race of the Oklahoma Boomers.

Trains Crowded From Roof to Brake Beam With Settlers.

Scenes Exciting and Funny When They Reached the Tract.

Guthrie, Four Hours Old, Has an Election—Wayside Incidents.

St. Louis, April 22.—The Republican's special from Arkansas City, Kan., says: Oklahoma is open. The trials, struggles and sacrifices of years are partially rewarded, but the events of to-day, and those of the days, weeks and months to follow will prove how far the supply is below the demand, and necessitate further concessions to avert disorder, bloodshed and other conditions but little short of anarchy. The history of this one day will forever be memorable in frontier annals, and will leave behind a heritage of litigation which will be fruitful to land sharks and claim attorneys, but be destructive to the claims of poor and honest settlers. The Atchison, Topeka & Santa Fe railroad began running its sectional trains out of Kansas City last night and picking up cars at almost every station along the route. Hundreds of people were waiting at every depot, and if the cars, all of which were filled before the border line was reached, could have been coupled, they would have made a train miles in length. The crowds were composed of speculators, adventurers, sight-seers, thieves, gamblers, and a sprinkling of the demi-monde. The farming element was not largely represented, as all the homesteaders have gone on before. There were men in the cars from every great city and important point in the country, and there was not a state or territory in the country which did not have its representatives. They filled all of the seats, occupied all of the standing room in the aisles and filled up the spaces between the coaches, hanging on the iron banisters and girders with a grip born of despair and determination. The newspaper coach was the

FIRST OUT OF ARKANSAS CITY.

It contained representatives of all the leading newspapers in the country, who were compelled to yield room and comfort for the good of the cause. The conductors were vigilant in the collection of fares, but it is certain that a great many deadheads went through to the "promised land" in the rush and hurry and roar of the boomer campaign. There was but little sight-seeing indulged in, as the crowd did not care to look at anything until it got to Oklahoma, like the emigrant at Castle Garden who refused to pick up a silver dollar because he expected to find gold in the street in the next block. At Arkansas City there were over seventy-five coaches tracked in the yards awaiting the rush. All of these were lowered into the yards some distance below the depot. The crowd began gathering on the platform two hours before daylight, and long before the first faint streak of the dawn of the fateful day the city was awake and stirring. The streets presented a live, picturesque appearance. After the sun rose

CROWDS WERE RUSHING

toward the center of action from all parts of the city. Hotels emptied their hundreds into the street; the cot-houses contributed hundeds more out of the hospitable homes of the city, nearly all of which have entertained guests during the past week. Soon long strings of men carrying grips, bundles, knapsacks and parcels of every possible and impossible description; hundreds of boomers and rustlers in their impatience to get aboard, rushed down en masse to the yards and attempted to force an entrance into the cars, all of which were securely locked. The excitement may be judged from the fact that a large number of coach windows were broken out by people who were anxious to secure seats. A strong guard of railroad men was detailed to protect the company's property, and they had a contryct of unusual dimensions on their hands. The crowd was panic-stricken. After waiting so many eventful days and nights for the hour of action to come, men were seized with a sudden fear that they would be left in the lurch, and that fear served to make them like a drove of stampeded cattle. There was a vain attempt at good humor in the struggle, which concealed the grim purpose behind, and there was no quarter shown in the rush for place. It was a Wild West crowd, headed toward a new field of enterprise and development, and no one who has never seen such a thing in action can have the remotest conception of it. It was 9:40 when the sign which marks the state line and the dividing line from the Cherokee strip was reached. It was greeted with a cheer which rolled from the news car in front to the rustler's caboose behind. It marked the departure from a state government toward a country where government is yet to be created and established. Still the Cherokee country lay between them and the rainbow land. There were no Indians to be seen until after Willow Springs was passed, when a wagon load of bucks of the Ponca tribe passed up the trail, who responded to the shouts and cheers of those on board the train with sullen looks and gesticulations of defiance, as not evidently pleased at the coming of the paleface. Along the Pawnee trail the train also passed caravans of boomers' wagons, many going south, but some returning towards Kansas. Between Willow Springs and the Ponca agency, somebody in the newspaper car discovered a man riding on the trucks beneath the coach. Immediately an effort to open up negotiations with him were made, but they resulted unsuccessfully until the train stopped at Ponco, when the adventurous boomer on wheels was taken up into the car, elected

AN HONORARY MEMBER

of the press association and furnished with refreshments out of a bottle, which he drank with a relish amidst enthusiastic applause. He gave his name as Harvey Saddley and said he was born in England, but had been in this country for nine years and had come all the way from Seattle, W. T., to get a foothold in Oklahoma. He was elected as the representative of the London Times and also as the mascot of the new city of Guthrie, and to make the bargain sure it was agreed he should have one of the best lots in the heart of the city. At the last station outside of the Oklahoma territory there was a great crowd of boomers who had forsaken their teams and hoped to gain entrance quicker by rail. There being no room inside they climbed to the tops of the coaches, and the entire train; from one end to the other, was lined with them. In this way the line was reached about five minutes after 12 o'clock. Before the late dead line was reached and passed, however, the great transformation scene had begun and was plainly visible to the watchers from the train. First came in view the white-topped wagons gathered together in groups on the level prairie or in the little valleys which diversify the face of the country. It was at once noticeable that the teams were not to be seen in any of these camps and it was plain they had been taken out of the harness to be ridden across the border by the hard riders who were to locate claims. A little further on and this conclusion was proven to be the correct one, for the entire face of the country, as far as the best field glass could carry the sight, was overrun with horsemen

GALLOPING TO THE SOUTHWARD.

Their fleetest horses had evidently been picked for the work and they were carrying their riders rapidly to the longed-for goal. The ride of Paul Revere dwindles into obscurity beside the feat of horsemanship performed in Oklahoma to-day. Rides of fifteen or twenty miles were made in an incredibly short time by old boomers familiar with the country and who knew where desirable land was located. The day was cloudless, and far away on the horizon, both to the east and west, clouds of dust could be seen ascending from the hoofs of horses rushing toward different destinations in most cases, but some of them toward the same. One race for a goal could be easily distinguished. The riders were apparently evenly mounted, they were neck and neck for a mile or two along the trail as far as they could be seen, and their eager and intense looks and merciless slashing were sufficient evidence of the prize they were running after. One saddled but riderless horse was seen galloping along the trail, an ominous sign of some accident or fatality which had befallen the rider. Some men were in charge of the horses, and were evidently riding relays toward the goal. Out of the dust which arose toward the east could be seen after the train had reached the summit of a high siding,

A WAGON CARAVAN

fully two miles in length, and which was being sped to the utmost speed of its horses. These caravans were plainly outdistanced by the horseback riders, and after several miles of the territory had been traversed it was seen that the best riders were securing the best prizes. One homesteader, who had secured a magnificent quarter-section of rolling land, had dug a hole two or three feet deep at that corner of it where the surveyor's section was located, and where he had driven his stakes. Not looking upon these evidences of possession as sufficient to confirm his title, he seized a Winchester as the train ran by, and fired out all of its contents, and then emptied his revolver, yelling like a cowboy or a Comanche Indian all the time. Not only the yells, but the shots were responded to from the train, and a volley went up into the air from the entire length of the setion, which proved conclusively how well the party was armed in expectancy of what might happen a few miles the other side of the line. The train stopped at the military post, where the white tents of the soldiers and the officers' tents, surrounded by the national colors, were a gratifying evidence of a power sufficient to maintain order. Troop D, of the Fifth regiment of cavalry of the United States army, was quartered there, and the officers said that at the sound of the bugle at high noon, there had been a movement among the boomers camped along the border, which had extended across the entire frontier line, and that the riding had been fast and furious ever since, some of the prospectors running to Guthrie to file their entries. It was twenty minutes after 12 o'clock when the first section of the great Atchison train reached the line, and its progress from that point onto Guthrie was

NOT RAPID ENOUGH

for the rapid men who wanted to get there in a hurry before all the cream was skimmed off the milk. Nevertheless, it lacked but a few minutes of 1 o'clock when the train stopped in front of the Guthrie depot, a handsome and substantial edifice, which has been greatly libeled by the numerous newspaper artists which have drawn upon their imagination for its pictures since this excitement begau. Before the train came to a stop it was seen that somebody was already there; in fact, the town was already well populated. Tents were numerous on the eastern slope and stakes were sticking up out of the ground like poles in a bean patch. There was nothing to do but to take what was left, and it was in the scramble to get these that the

MOST LUDICROUS SCENE

of the day was presented. Falling over each other in the effort to get out of the cars, every variety of man along the frontier made an army which charged the land office at the top of the knoll, not in a body, but in detachments. The land office was not the point of their destination, though it stands at the corner of the section, and is, therefore, the present center of the town. But it was to secure the lots nearest to it that the rush was made—there was little left near it. Stakes had already been driven almost the limit of the half section of 320 acres allowed for a town site. As the law now stands, there was but a small margin, and this was being rapidly wiped out by the same men who had already appropriated nearly everything in sight. It was but a few minutes until the line was reached and the back action movement of taking up the lots which nobody wanted before began. They were not long on the market, after the ebb of the tide set in, and when the second or third sections of the Atchison train arrived and found everything cornered, the air was blue for miles around the metropolis.

FIRST MUNICIPAL ELECTION

occurred. The eleeetion notice appeared to-day in the Oklahoma Herald, a daily paper published at Guthrie on the first day of its existence. A council will be elected at the same time. Nearly ten thousand votes were polled as there are about that many men in Guthrie with the intention of becoming citizens. The leading candidates for mayor were Adjutant-general Reice, of Illinois; William Constantine, of Springfield, O., and T. L. Sumner, of Arkansas City. A strong dark horse is T. Volney Haggatt, of Huron, Dak. The Bank of Oklahoma opened for business at Guthrie to-day with a capital stock of $50,000. The new city is flooded with business cards of all descriptions, representing every line of trade and business, every profession and every occupation imaginable. The first homestead entry at Guthrie office was an old soldier claimant named Johnson, a Kansan. The land office at Kingfisher was not opened to-day, but advices from there by stage to Guthrie reported an orderly colonizing of the town which is to be a rival of Guthrie in the territory. Everything was reported quiet along the Canadian. Purcell is a deserted village, and now a a little station on the Atchison road about eight miles north of it has been laid out as a townsite. It is evident that Oklahoma is to be opened peaceably and without bloodshed. The crisis was passed to-day.

SAVED FROM THE SEA.

The Missouri Lands the Passengers Taken From the Danmark.

Greeted With Cheers and Kindly Cared for at Philadelphia.

Capt. Murrell, of the Missouri, Praised Without Stint.

The Danmark's Perilous Experience Vividly Described.

Philadelphia, April 22.—Hundreds of voices blended in a great shout, and cheer after cheer rent the air as the Missouri with her precious cargo, which she had so gallantly rescued from the ill-fated Danmark, arrived safely at her dock at Washington street wharf at 5:30 o'clock this afternoon. The passengers on board the Missouri returned the greeting with no less enthusiasm. Handkerchiefs fluttered in the stiff breeze, happy smiles lit up the faces of the more than 300 emigrants who had been so providentially rescued from a watery grave, and in every way the scene was one that indelibly fixed itself upon the minds of those who witnessed it. On the wharf were not a few men and women who were there to meet relatives and friends, after having resigned all hopes several days ago of seeing them again. Fathers were there to meet mothers; children had traveled hundreds of miles to greet their parents, and friends stood on the pier and gazed with glistening eyes toward the long line of men, women and children who stood along the port line of the big vessel as she steamed slowly up to the end of the wharf. Ferryboats and tugs which were passing added to the enthusiasm with their steam salutes. Cheers of joy continued, until the Missouri had been swung around and made her mooring at the wharf. Then a ladder was thrown off, and the custom house officers, followed closely by the press representatives, made their way up the side of the vessel, and alighted on her decks. Brave Capt. Murrell, who stood on the bridge of the steamer, surrounded by C. W. Davis and other representatives of Peter Wright & Sons, was the cynosure of all eyes. He was at once surrounded by the reporters and his many friends, all bent on

PAYING A TRIBUTE

to his gallant service in saving so many lives. Among the first to board the vessel was Rev. J. W. Holm, of the Swedish society, who busied himself with giving a hearty welcome to the hundreds of Scandinavian emigrants, the great majority of whom were unacquainted with a single word in the language of the country which will henceforth be their home. The passengers united in praising the noble work of Capt. Murrell and his brave crew. Dr. Jesperson, one of the passengers taken from the Danmark, who was on his way to New York, spoke in the highest praise of Capt. Murrell's action in the behalf of himself and his fellow passengers. In relating his experience, Dr. Jesperson stated that he never had seen before such clear-headed work under the trying circumstances. "It is Capt. Murrell's perfect self-control," said the doctor, "to which we are in a great measure indebted for our lives at this present time. But our experience for a time was certainly a most thrilling, and one which I hope never to have to pass through again. Up to the 4th inst. our trip on the Danmark had been a pleasant one. On that date, however, we encountered a severe storm. We would have weathered it all right, I suppose, had our engines held out, but the shaft broke near the aft end of "A" section. As a result a hole was cut through the bottom of the vessel. It appear that simultaneously with the breaking of the shaft, an engine pipe burst, and Engineer Kass was instantly killed. Another leak was caused by the bursting of the pipe in the side of the vessel. Thus matters grew

VERY SERIOUS,

and our vessel was left at the mercy of the waves. Capt. Knudsen endeavored to keep her in the path of ocean steamers. We sought vainly that day for the sight of a sail, but night fell and we still remained in our perilous position. The dawning of the following day was destined to bring us relief. A sail was sighted by the outlooks, and we at once put up signals of distress. The sails proved to be those of the Missouri. When in speaking distance Capt. Knudsen asked if the Missouri could take our passengers on board. The commander of the latter steamer said that it would be impossible, as he had nowhere to put them. He promptly agreed to take us in tow. We got along well enough for a few hours, when it was discovered that the water was fast pouring into the steamer through the big hole in her stern. The pumps were kept going without intermission, but they proved almost useless as far as saving the vessel was concerned. We kept at it, however, until the 6th, and then it was seen we could no longer hope to save our ship. As noon approached the danger grew more imminent. Captain Knudson boarded the Missouri and asked that our passengers be received on her decks. At 2 o'clock the work of transferring the hundreds of souls from the Danmark to the Missouri was begun.

FIRST THE WOMEN AND CHILDREN

were taken aboard the latter boat, then the men, and lastly Capt. Knudsen and his crew. You may imagine that during this time the excitement was intense, but any semblance of a panic was averted by the coolness of both Capt. Murrell and Capt. Knudsen and the prompt manner in which the crews obeyed their every order. After six hours' work, at 8 o'clock on the night of the 6th all the passengers of the Danmark had been safely landed on the Missouri. Of course a large part of the latter steamer's cargo had to be jettisoned before accommodations could be found for the 721 souls. Many of these had to abandon their valuable effects, as the amount of goods each passenger was allowed to retain was necessarily limited to what was really indispensable. The Missouri was then headed for the Azores, the nearest land, where we arrived without any further incident the 10. There all the young unmarried men, to the number of 356 and including Capt. Knudsen and the largest part of his crew, were landed. The 11th we again set sail, after having laid in a stock of provisions, which, added to those we took from the Danmark before deserting her, proved amply sufficient. Capt. Murrell deserves the highest praise for the manner in which he has treated us during the entire passage. He gave us all the best accommodations possible, and did all that lay in his power to make the trip a pleasant one; and so it has been after our perilous experience and fortunate escape."

A few others on the steamer could speak English, among whom was Jens Nelson, who has lived

IN AUSTIN, MINN.,

for some months past. He was returning after a visit to his parents. He corroborated all Dr. Jesperson said about their experience, and the exceeding kindness of Capt. Murrell and his crew in rescuing them and providing for them, and the sacrifice of a large part of his cargo. Agent Johnson, of the Thingvalla line, in speaking of the accident, told your reporter it was undoubtedly one which could not be foreseen, and for which no one was responsible. He related that the Aurania suffered a similar disaster about two years ago. The shaft broke and the engineer, at the risk of his own life, crawled in the tunnel and shut off the steam, thus preventing the broken edge from breaking a hole through the edge of the vessel. "It is very strange, however," concluded the speaker, "that one of the engine pipes should break at the same time." Shortly after the vessel had made fast to the wharf a beautiful floral design, representing a ship at sea, was carried up the gangway and handed to Capt. Murrell, with a few appropriate remarks. The captain was taken

COMPLETELY BY SURPRISE,

but in a clear, distinct voice made a few fitting remarks in accepting the tribute to his bravery. "I thank you," he said, "for the officers and crew of my vessel for this gift, since I know it is not intended alone for me. It has been said there are no more British sailors, but since this latest experience I am convinced he still lives. I am very glad that I was able to do even this much for these poor people; any one would have done the same thing. All that I can say is that I would do it again should it become necessary." Loud cheers greeted the captain's speech, and as he concluded he made his way through the admiring throng and carried the floral ship to his private cabin. This beautiful tribute was presented to the captain by several people prominent in shipping circles. Rev. Mr. Holm then brought to the hungry passengers the welcome news that a lunch, consisting of bread, butter, meats, salads and coffee, had been prepared for them on the wharf. The 265 emigrants were not long in accepting this invitation, and soon they forgot for the moment their recent ordeal, while they satisfied the cravings of their appetites.

THE PASSENGERS.

Following is the list of passengers brought in by the Missouri:

Cabin—Wilhelm Peterson, Copenhagen; H. T. Hansen, Elida Hansen, Oleth Hansen, Thoraif Hansen, Hans Hansen, Oleth Lieberg, Frederick Harzberg, Otto Stubs, Christiana; Cyrus Petersen, Theresa Lawson, Anton Thiel, Marie Lund, Helga Lund, Minna Lund, Ingehord Lafgron, Benedicto Pevian, Copenhagen; Jesephine Schistad, Hilla Hansen, Tenny Hammer, Kaven Sodnak, Christiana; Dorotha Zifert, Gilbert Tispersen, E. M. Hamel, Carl Hansen, Bergitte Hansen, William C. Dewaid, Tornas Bingham, Alvik Bingham, Johanna Nelson, Copenhagen.

Steerage Passengers—Godfered B. Nelsen, Anna M. Nelsen, Dagmar Andersen, Catharine Andersen, David Andersen, Beatrice Andersen, Gustave Andersen, Olga Andersen, Reguhild Andersen, Carl Lorup, Emma Lorup, Lavea Madsen, Auchrea Madsen, Axel Madsen, John Nelsen, Edna Nilsen, Hilda Nilsen, Selma Nilsen, Marius Nilsen, Stine Nilsen, Rosinus Larsen, Marie Nelson, Peter Christensen, Pauline Christensen, Copenhagen; Olaf Olaisen, Hansine Olaisen, Christiana; Magnus Olaison, Nettine Nelsen, Martha Christiansen, August Rasmusser, Torlief Holdahl, Christiansen Ingeborg, N. Holdahl, Ole Holdahl, Barbo Holdahl, Ann Holdahl, Ingeborg Holdahl Jr., Torbjorn Holdahl, Kirstein P. Olsen, Ave M Olsen, Av D. Olsen, Margrethe Sevenningsen, Petrine Nelsen, Nils Andersen, Sophia Andersen, Ave M Nelsen, Hans Christensen, Copenhagen; Ave Johanneson, Torj O. Brue, Eldue Brue, Gunner Brue, Ole Largesen, Helen E. Brue, Peter Martinues, Guvine Targedotter, Anna Nelsen, Christiansand; Martha Gulbeck, Ave Jensen, Copenhagen; Inger Suendsem, Anna Bogueldsen, Louise Bogueldsen, Christiania; Fannie Sanders, Christofer F. Hansen, Av L. Hansen, Kaven Hansen, Johann Rasmussen, Margaret Toregensen, Maven S. Peterson, Ave Adressen, Ivan Petersen, Kirstine Petersen, Kirstine Christiansen, Pauline Paulsen, Jorn M. Tensen, Kirstine M. Tensen, Nils C. Tensen, Couenhagen; William Abrahamsen, Marie Abrahamsen, Line Abrahamsen, Ole T. Ansen, Christina Vilk Gustavensen, Nils Vrgnoff, Nellie Vrgnoff, Hidal Vrgnoff, Anna Vrgnoff, Broar Vrgnoff, Olaf Buckland, Charlotte Buckland, Marie Buckland, Heerig Spangberg, Emily Spangberg, Hulda Svenson, Agnes Larsen, Matilda Engstrom, Agnes Engstrom, Agnes Estrom, Ave Evansdotter, Helver Evnsen, Gustave Johnson, Marie Welanden, Marie Christiansen, Marie Nielsen, Tugen Sulland, Christiana; Ortens Filson, Pauline Tensen, Laurine Anderson, Nilsen Christensen, Kristine Krohn, Svard Kroh, Anna Krohn, Alline Krohn, Emilie Johnnsen, Mette Moilgaard, Anne Moilgaard, Norse Torgensen, Ella Kuberroid, Agnet Sonnesheld, Marie Evensen, Helga Evensen, Adolph Evensen, Tugen Evensen, Catherine Smith, Nils Norgaard, Nette Tensen, Narthe Nathiesen, Maren Klitz, Anne Hansen, Thora Horrison, Steve Ferdinand, Julius Tensen, Caroline Anderson, Lovie Gabrielson, Elna Gabrielson, Robert Gabrielson, Ave Hoy, Ave Anderson, Johanne Sandagan, Laura Agstad, Tuea Svetenl, Johanna Hoberland, Tarbesen Ommuse, Mary Aucherdotter, Grelie Aucherdotter, Levi P. Beck, Catherine Sorenson, Elsie Krochten, Ida Hansen, Elsie Olsen, Christian Bornsen, Holmer Hansen, Eckard Svilne, Thomas Thomasen, Edna Evansen, Tahan Fredericksen, Wilhem Evensen, Nils Lonson, Gustaf Blnm, Herman Avelsen, Mark L. Paulsen, Thora Abrahamsen, Alfreda Abrahamsen, Anna Abrahamsen, Carl Abrahamsen, Harold Abrahamsen, Ave K. Olsen, Stefano Kindsen, Minna Tahrsen, H. Artveyr, Kora Artveyr, Elizabeth Petriens, P. Beck, Nisene Beck, Laura Nilsen, Nils Nilsen, Martin Andersen, Kirta Dannfert, Palus Fredericksen, Svyta Fredericksen, Chr. Tensen, Lars Halstersen, Ave Olsen, Rasmine Lahobsen, Kotten Petersen, Maran Petargaard, Joahnna Iaulsen, Nathalie Nilsen, Fred Tohabson, Christine Christensen, Sol Nilsen, Marie Nilson, Sigurel Marten, S. S. Svedat, Christine Sorenson, Marie Svedt, Haijen Hansaar, Guiral Gurdersen, Orine Evidersen, Ole Sorrensen, R. Sorrensen, Soren Sorrensen, Anders Hansen, Tuger Hansen, Pens Tensen, Margaret Ellerdotter, Amalie Christiansen, Louise Anderson, Christine Dullesen, Kristine Lenne, Atlanta Lenne Laren Hansen, Constante Hansen, Andrea Tausen, Agnes Tausen, Thora Tausen, Norlaf Tausen, Christian Fordersen, Thornwald Samindke, Nels Andreasen, Silvert Olsens, Hans A. Christianne, Carl B. Suillerd, Jake Jakalsen, Jungeberg Olson, A. Petersen, Rasmus Lyng, Martin Herman, Richard Andersen, Edwin Nilsen, Carl Gulvansen, Johannes Jansen, R. F. Larsen, Elvine Jensen, Ole Iversen, Aans C. Hansen, Johann Andersen, C. Petersen, Loren Andreasen, Nathias Iversen, Arne Holseth, Ludwig Hansen, Nels M. Hansen, Hans N. Ranks, I. P. Andersen, Ingwald Annes, Kristian Ingelvedsen, K. Christensen, Martha O. Olsen, Peter Olsen, Ann E. Gullensen, Maren Gullehsen, Gusto Mautrasen, Helene Anderson, Augusta Johannsen, John Hansen, Hans Peterson, Mante Rasmussen, Axel Ericksen, Simon Saudergard, Ludwig Mullen, Adolph Alvig, Laren Wang, Carl Nilsen, Nels P. Hensen, Lars Peterson, Hanne Rasmutte, Edward J. Hensen, Anna T. Hensen, Lars P. Larsen, Hans Hensen, Carl Hensen, Johanne Olsen, Paulino Paulsen, Judor Griess, Peter Paulsen, M. Paulson, Peter Heiz, Jem Olofsen, Hilge Svendsen, John B. Clausen, Christian Gartnen, Anders Andersen, Martin Larsen, Anders C. Nelsen, M. Christiansen, Peter A. Tysen, Henrich Burensen, Jens Nilsen, Hans T. Henrichsen, Nils T. Krazevalt, Haus T. Jorgensen, Nils Matsen, Axel Johansen, J. J. Suvd, Valdemer Kindsen, Morimus Sverdje, Gustav Johansen, Jens Petersen, Hans Rosmutte, Philip Andresen, Fred N. Becker, Jens Nilsen, Nilsen Andersen, Johansen Hilander, Kirsten Petersen, Jela Christiansen, Laruister Larsen, Nils Nilsen, Johann Christiansen, Theo Gabrielsen, Julius Kasmutte, Luv Thorstansen, Ole Kurdsen, George Jorgensen, N. S. Christiansen, T. E. Lundgirt, Louisa Wilhamsen, Peter Bertsen, Carl V. Spangberg, Berthe Ekstrom, Elvine Artronje, Jud Sagaard, Helga Sagaard, Kristen Johans, John Nilsen, Marie Christiansen, Kristine Rasmussen, Mavin Nilsen.

FLED WITH THE FUNDS

Defalcation of City Treasurer Paepke, of Neenah, Wis.

August Anderson Shoots James Swartz at Lammar's Camp.

Says It Was an Accident, but Disappears Just the Same.

Red Wing Enjoys a Quiet Election, With Honors About Even.

Special to the Globe.

Neenah, Wis., April 22.—There is no longer doubt that Theodore Paepke, late city treasurer, is a defaulter. Some few days after the election Paepke left the city, ostensibly for Chicago, to be absent a few days, but no word has been received from him by any one save his wife, who has just received an epistle from him dated at Vancouver's Island, B. C., saying that he will not return home and that he is a defaulter. The city council met Saturday evening to consider the matter and passed a resolution demanding Theodore Paepke or his bondsmen to turn over to his successor, Gustav Kalfaho, the funds and effects of his office. Although the books have not been thoroughly examined, it is believed the shortage will reach $5,000, and perhaps more. This notice was to-day formally served on his bondsmen, one of whom is Congressman Clark. Mr. Clark has notified the council that he will not pay a cent of the shortage because of the council's lack of care and scrutiny in auditing the books, and because it cannot be ascertained in what year the defalcation occurred, there having been different bondsmen for each year. It seems that the finance committee of the council settled with Paepke after the election, and declared his accounts correct, taking Paepke's word for it, and not examining the books and money on hand. Paepke then fled. The defaulter has been a resident of Neenah for many years, and has always been considered above reproach. He has held various offices. The cause for his dishonesty is unknown.

ACCIDENT OR MURDER.

Shooting of James Swartz by August Anderson.

Special to the Globe.

Mora, Minn., April 22.—James Swartz, a watchman at George Lammar's camp in town 40, range 24, was shot yesterday by August Anderson, who was staying at the camp with him. The report of the shooting was brought in a letter to Mora this morning by Nels Spodin, a farmer living three miles north. The letter was in the murderer's own handwriting. He came to Spodin's last night and ate supper; then wrote the letter and told Mr. Spodin to bring it to Mora this morning and give it to Hugo Naumann. Spodin brought the letter as directed, and on opening and reading the letter it stated that August Anderson, the writer, had accidentally shot and killed James Swartz at Lammar's camp. The letter ended at that, and as Anderson had said nothing to Spodin about the affair and had returned to the camp, the facts concerning the case were yet a mystery. Sheriff Williams and Coroner D. W. Cowan engaged a team at once and started out for the place of the shooting. They returned home this evening, having after a long search discovered the dead body of Swartz about one mile from the camp. The body was lying on its back with a bullet hole a little to the right of the heart. Swartz had been carrying a gun and was smoking a pipe. He had evidently fallen in his tracks as the pipe lay on the ground close by his head, the gun lying beside him. Search was made for Anderson, but he was nowhere to be found, and it is thought that he has skipped. Swartz was a resident of Washington county, and was about thirty-five years old. Anderson is a young man, has been a resident of this county for years, but has always been a quiet, peacable fellow. Why be should have skipped if the shooting was accidental is a mystery.

RED WING'S ELECTION.

A Pretty Fair Division Between Democrats and Republicans.

Special to the Globe.

Red Wing, Minn., April 22.—The city election passed off quietly. The Republicans elected their candidate for mayor, and the Democrats their candidate for alderman-at-large. The treasurer-elect is the citizens' nominee. Following is the vote, which was light: For mayor, F. B. Howe, 633; W. E. Hawkins, 535; for alderman-at-large, A. J. Meacham, 573; C. E. Friedrich, 600; for treasurer, J. Hawkinson, 466; N. K. Simmons, 706; for justices, A. D. Hoyt, 1,171; C. C. Graham, 1,175; for aldermen, First ward, A. Remmler, 164; N. Tufvsson, 137; Second ward, A. Ellingson, 159; N. Lovgren, 99; Third ward, G. A. Carlson, 234; C. A. Erickson, 61; Fourth ward, L. C. Smith, 318

BURGLARS AT PIPESTONE.

A Short and a Long Haul by Members of the Gentle Craft.

Special to the Globe.

Pipestone, Minn., April 22.—A few days ago the residence of C. J. Cawley, vice president of the First National bank, was entered by some midnight visitor, but all the pay he got for his trouble was $1.50 in small change. Saturday night the hardware store of R. W. Ashton was visited, and the next morning the stock was over $400 short, the missing articles consisting mostly of knives, razors and revolvers. The thieves seemed to go to their work coolly, as all the boxes and wrappers off the goods taken were left. There is as yet no clue to the robbers, but the authorities will leave nothing undone to hunt down the lawbreakers.

HASTINGS MOURNS.

Two Useful Citizens Borne to the Tomb Sunday.

Special to the Globe.

Hastings, Minn., April, 22.—Rarely has there been such a demonstration in this city as was witnessed Sunday afternoon on the occasions of the funerals of the late G. W. Noesen and Barthol Miller. At the former the services were held at the church of the Guardian Angels, and the pastor, Rev. J. A. Fitzgeral, paid a beautiful tribute to the memory of the deceased, and touched upon his strong religious motives, his paternal and other virtues, and his many qualities of head and heart. The Hastings board of trade attended the funeral in a body, and there were over one hundred carriages in the cortarge. At Mr. Miller's funeral the services were conducted at St. Boniface church, the Rev. Cornelius Wittmann officiating. The St. Boniface society turned out in a body to do honor to their late member.

Charles H. Lent and Miss Nellie C. Redmond, of Minneapolis, were married in the parlor of the American house this afternoon, by the Rev. T. S. Leonard.

HANGED IN EFFIGY.

Gentle Hint to an Unpopular Teacher at Minden.

Special to the Globe.

St. Cloud, Minn., April 22.—A lively wrangle is in progress in School District No. 4, Minden, this county, over the teacher, W. M. Welch. A number of the patrons of the district are dissatisfied with his administration. They held a meeting Saturday evening which resulted in hanging the worthy pedagogue in effigy. This has aroused the sympathizers of Welch and trouble is feared.

DROWNED IN THE SIOUX.

A Young Englishman Loses His Life While Out Sailing.

Special to the Globe.

Sioux City, Io., April 22.—L. C. Gray, a young Englishman, who recently came from England and bought a farm near Akron, was drowned in the Sioux river this forenoon by the capsizing of a small sail boat. A friend who was with him succeeded in swimming to shore. Gray was twenty-one years old.

Wisconsin Forest Fires.

Special to the Globe.

Wausau, Wis., April 22.—Forest fires are doing great damage in Matathon county. Saturday night two large barns and out-buildings belonging to William Schwaff were burned, together with their contents. The loss is estimated at $5,000; partially insured. At Shields' mill, in the town of Wausau, fire started in a sawdust pile and for the past twenty-four hours it has required the active work of the mill crew and all others in the vicinity to save mill and lumber. Fires are raging in different parts of the country. Everything is as dry as tinder.

The Problem Solved.

Special to the Globe.

Winona, Minn., April 22.—Winona is enthusiastic to-night over the settlement of the new hotel problem. At 6 o'clock the committee of the new Citizens' Hotel company closed the purchase of the Huff house from Col. F. M. Cockrell for $15,000. The site is 140x160 feet. An additional $10,000 in stock was subscribed by parties interested in this location. Work will be begun soon and pushed to completion.

An Appointment.

Special to the Globe.

Omaha, Neb., April 22.—A circular was issued from the Union Pacific headquarters to-day appointing C. J. Smith, general manager of the Oregon Railway and Navigation company, with headquarters at Portland. Mr. Smith has been land commissioner of the Union Pacific.

Will Celebrate.

Special to the Globe.

Fargo, N. D., April 22.—A mass meeting of Scandinavian-born citizens was held again this evening relative to celebrating the 17th of May. A programme was arranged, consisting in part of a salute of cannon at daybreak, a street parade, speeches in Norwegian and English, various sports, and a grand ball in the evening.

Called a Convention.

Special to the Globe.

Watertown, S. D., April 22.—The board of trade has called a convention of all the counties interested in the opening for settlement of the Sisseton and Wahpeton reservation, to be held in this city May 1.

An Unknown Floater.

Special to the Globe.

Eau Claire, Wis., April 22.—The body of a man apparently recently drowned was found to-night in the Chippewa above this city and has not been identified.

THE BAY STATE GOES WET.

Prohibition Defeated by Nearly 45,000 in Massachusetts.

Boston, Mass., April 22.—To-day was voting day upon the proposed amendment to the constitution of Massachusetts, prohibiting the manufacture and sale of intoxicating liquors. The day was bright and cool, with every prospect favorable for a large vote, and as both parties have been active in the campaign a full vote was polled. The day was a legal holiday with the exception that certain business transactions relating to contracts, etc., were valid, and the banks, exchanges and wholesale business houses were closed. The polls opened at 7 a. m. and closed at 4:30. The following is a copy of the proposed amendment: "The manufacture and sale of intoxicating liquors to be used as a beverage is prohibited. The general court shall enact suitable legislation to enforce the provisions of this article." The amendment is defeated by a majority which will probably reach 35,000 or 40,000. The vote of Boston city is: Yeas, 11,060; nays, 31,075. The total vote for prohibition is 88,392; against, 132,944; majority against, 44,552. The friends of the amendments are greatly depressed and have but little to say. The vote as compared with last year's vote on license is as follows: Total in the twelve congressional districts in 1889 for prohibition, 88,272; against prohibition, 131,954. Total in 1888 for license, 126,182; against, 109,383. Majority against the amendment, with three small towns to hear from, 44,552. The greatest surprise occurred in the city of Quincy, where the vote was—yes 1,069, no 491, the city having voted "no license" last November by 963 plurality. The result in some of the larger towns is as follows: Springfield—Yes, 1,733; no, 2,602. Worcester—Yes, 3,745; no, 5,637. Holyoke—Yes, 735; no, 1,705. Lawrence—Yes, 984; no, 3,476. Lynn—Yes, 2,281; no, 3,149. Brockton—Yes, 1,229; no, 1,428. Haverhill—Yes, 801, no 1,572. Taunton, yes 1,193, no 1,420. New Bedford, yes 1,306, no 1,470. Newburyport, yes 408, no 935. Salem, yes 2,009, no 879. Waltham, yes 740, no 119. Gloucester, yes 941, no 1,442. Chelsea, yes 1,192, no 1,611. Woburn, yes 1,007, no 1,429.

Ex-President Laerdo Dead.

New York, April 22.—Sebastian Laerdo de Tejada, ex-president of Mexico, died in this city yesterday afternoon of bronchitis and pleurisy. Ex-President Laerdo has lived in this city in retirement since he left Mexico in 1876 on account of political troubles. He was sixty-four years of age and a bachelor.