The Coupon for "Portrait Types" Is Printed on This Page Every Sunday.

St. Paul Daily Globe.

Watch This Corner in Next Sunday's Globe for Another Coupon for the "Portrait Types."

VOL. XVII.---PRICE TWO CENTS---{ ON TRAINS FIVE CENTS. } SAINT PAUL MINN., FRIDAY MORNING, JUNE 29, 1894. PRICE TWO CENTS---{ ON TRAINS FIVE CENTS }---NO. 181.

THE N. P. STRIKE

Ties Up the Traffic of the Road Completely.

NO ATTEMPT WAS MADE

To Start Out Trains From Any Point Yesterday.

OTHER ROADS ARE IN MOTION.

Railroad Managers Generally Will Run Complete Trains

OR NOT MOVE AT ALL.

Enthusiastic A. R. U. Meeting Held Last Night.

OTHER STRIKES THREATENED.

The boycott of the American Railway union is undoubtedly on in St. Paul. The Northern Pacific is the first to feel the full effect of this ukase of organized labor. Its system is now practically tied up everywhere. All the other roads, so far as St. Paul is concerned, have thus far practically enjoyed immunity from the boycott, and their several trains have arrived and departed, nearly on time, with few exceptions. Some have been delayed, but all have made their runs. The Wisconsin Central has felt the force of the blow delivered it at Chicago here, though in a less degree. At Duluth last night the Omaha train did not leave at the scheduled hour.

Before the sun goes down tonight other lines may be seriously affected. To what extent, time alone can tell. It will certainly be a fight to a finish, as the railroads are determined; so is the American Railway union. The final result is a question. Either the American Railway union, now claiming a strength of 200,000, and boasting of a daily increase of 2,500, must establish a doubtful precedent, or the railroads, backed by legal protection, must win. Many believe the present trouble is the rock upon which the A. R. U. will either split itself and disintegrate, or that it will prove the keystone of its permanent success.

NORTHERN PACIFIC TIE-UP.

No Trains Moving on This Transcontinental Line.

It was learned yesterday that about 250 of the Northern Pacific employes have either already quit the company's service here or have been discharged. This includes all but the clerical force and telegraph operators. The same condition prevails in Minneapolis. This statement is authoritative, coming, as it does, from high official sources. It was rumored yesterday that a very large proportion of the company's clerical force here are members o the A. R. U., and that they contemplated going out on a sympathetic strike. It was impossible either to verify or to discredit this report. Even Northern Pacific freight crews declined to work, because the company declined to restore to their places the men handling passenger trains, who would not touch any train containing a Pullman.

An official said: "The company stands ready to reinstate any of the men who are willing to do their duty, without any discrimination as to the quality of the service required."

Up to 3 p. m. the Northern Pacific had made no effort to move out any of its trains. At the general office it was at that hour thought doubtful whether they would attempt to do so during the day. The regular coast train, No. 1, leaving regularly at 4:15, did not go out. In fact, no effort was made to make up this train. At the union depot there were orders to exchange all Northern Pacific tickets for those on other lines reaching the desired points. In this way the Great Northern and Soo-Pacific handled a portion of this traffic.

A GLOBE reporter conversed for a few minutes with a passenger on a Northern Pacific train arriving here from Tacoma at 7:30 a. m. yesterday. Said he: "Our train was just twenty-four hours and thirty minutes late. This was owing to washouts and landslides on the line. At Fargo it was the intention of the A. R. U. to stop our train. At that point the engineer usually takes on water. The A. R. U. people knew of this custom, and intended to cut the train at the tank. The engineer, however, outwitted them, remained faithful to the company, and we sailed right through Fargo without a stop. This engineer brought his train to St. Paul all right and finished his run."

AT COMO SHOPS.

Talk of Changing the Interlocking Switches.

Superintendent of Motive Power Hickey, of the Northern Pacific, was seen last night, and he stated that nothing was doing at Como in the Northern Pacific shops. He said he considered the present trouble one of the most tremendous strikes that it had ever been his misfortune to witness. Asked as to whether the report that his company intended to throw out of use the interlocking system of switching, he said that the intention was not quite so broad as that, but that certain simplifications would immediately be made. This would enable other switchmen to handle the switches, and thus help make up trains. No official can be found who will definitely say that new men are to be engaged, but the Northern Pacific is evidently determined, as soon as it concentrates its energy, to move all trains in the face of all hazards.

A. R. U. CONFIDENT.

Protracted and Enthusiastic Meetings Held Yesterday.

The employes of the Northern Pacific company belonging to A. R. U. No. 214 held a meeting at Labor hall yesterday morning and again last night another meeting that was very crowded and enthusiastic. There were a number of speeches made on the situation, and urging the union to stand to the rack. The frequent applauding and cheers indicated that there was but one sentiment, and that the men were satisfied with the situation.

At the close of the meeting last night Organizer Doyle stated that they are masters of the situation and are bound to win their fight. He said that the news from Chicago and the East indicated that matters were getting tighter and that the roads are losing ground, while, on the other hand, the men are gaining ground.

Word had been received here that in case the Chicago Great Western attempted to move a Pullman car today there would be a strike on that line. He said that the conditions on other roads are shaping in the same direction. Mr. Doyle spoke very confidently of the outlook, and asserted that the boast of Mr. Kendrick to the effect that they would run the Pullman cars in spite of the A. R. U. was an idle boast, and he would find that the strikers will win.

The employes on the Burlington road belonging to Union No. 258 met last night at Labor hall, but theis session was not lengthy, and nothing of the nature of the meeting was given out by the officers.

THE N. P. VIEW.

They Own a Half Interest in the Pullman Cars.

The proprietary interest that the Northern Pacific claims in Pullman sleepers has been referred to by the GLOBE. This needs some little explanation. Originally, the line extended only to Bismarck. At that time the company owned and operated its sleepers. After the road was pushed to its Western terminus it became necessary to largely increase the sleeping car equipment. This was prior to 1883. In 1875 the road went into receiver's hands for the first time and was still in that position in 1883. To increase sleeping car rolling stock 50 per cent was a tremendous item of expense, and one that the road was not in a position to assume. Then it was that an arrangement with the Pullman company was entered into. The agreement was a reciprocal one. The Pullman company agreed to supply the needed equipment, giving the Northern Pacific a half interest therein, and the railroad company gave it in return a half interest in its sleeping car equipment. This agreement is still in full force and effect. The GLOBE is indebted for this valuable information to General Counsel Mitchell.

The Northern Pacific occupies, in view of the above facts, a peculiar position. As one high in authority with that compay says: "This boycott of Pullmans, has made for us a general strike, interfered with our business, and done us a manifest injustice, on account of our agreement with the Pullman company. For our employes to boycott us, because of a difference between the Pullman company and its employes, which the A. R. U. has seen fit to take up and fight out, is manifestly unfair."

Although perhaps not strictly proper to mention in this connection, it may not be out of the way to quote what a stranger said yesterday. "I have heretofore been somewhat inclined to favor the A. R. U., but it seems to me that they have bitten off more than they can masticate in making war on inoffensive railroads, because they dislike the Pullman people. I haven't any more use for Pullman than they have, but a boycott, with all that it involves, will turn public sentiment against them, and they will fail."

General Manager Kendrick makes this statemeat:

At noon on Tuesday, June 26, the American Railway union instituted a boycott upon the cars and property of the Pullman company. It is my understanding that members of the above-named labor organization are pledged under the conditions of the boycott to refuse to handle Pullman cars or trains handling such cars.

The Northern Pacific railroad owns an undivided one-half interest in all the Pullman cars which run over its tracks at present. An interference with the running of these cars is an interference with the property of the road. The dining cars and all other cars are the property of the receivers of this railroad. I am not informed that the American Railway union has any grievance against the Northern Pacific railroad, therefore there seems to be no reason for the extension of the boycott to property in which this road has an interest and joint ownership. This notice is issued for the purpose of placing all concerned in possession of correct information with respect to the relation of the receivers to the Pullman company.

J. M. KENDRICK,
General Manager.

ATTORNEY JOHN H. MITCHELL

He Gives His View on the Situation.

General Counsel John H. Mitchell, of the Northern Pacific, said yesterday that his company did not find there was any necessity of instituting any legal proceedings. He thought that so far as any interference with the use or possession by receivers of any property owned by the company, or in the receivers' custody in connection with the operation of the road, under the direction and control of the court, is concerned, the law itself operates as a restraint. That is so, without the necessity of any formal order or writ of injunction. Officers of the court, knowing of any interference with the use or possession of the property, are of necessity required, under the order appointing receivers, to perform every act necessary to prevent such interference, that would naturally be incumbent upon them, under any formal writ of injunction.

It is clearly evident that that formal provision of Judge Caldwell in the Northern Pacific order of Nov. 14, 1893, will govern the policy of the company in the present trouble. The particular provision referred to reads: "It is further ordered that an injunction be issued against the defendants, and the persons claiming to act by, through or under the defendants, and against all other persons, to restrain them from interfering with the receivers, in taking

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PULLMANS ON THE MOVE.

NEARLY ALL CHICAGO TRAINS GET OUT WITH SLEEPERS.

FREIGHT TRAFFIC TIED UP.

Chicago Yards Crowded With Perishable Goods — John M. Egan at the Head of the Railroad Bureau to Handle the Strike — Chicago Packing Industry Will Suffer.

CHICAGO, June 28.—Practically all the trains leaving this city during the afternoon and up to 6 o'clock tonight got away with their Pullman cars, but were more or less delayed. The Chicago, Milwaukee & St. Paul road has agreed to handle no more Pullman coaches.

All the freight yards in the city are crowded with cars loaded with perishable goods which the roads are unable to move. As the South Water street markets were sold entirely out today, it is expected a fruit and garden truck famine will be inaugurated tomorrow. The 3:10 train on the Grand Trunk, eastbound, was made up with the usual Pullman, but as no passengers appeared the coach was left behind. Two trains on the Baltimore & Ohio which left the city, one about 6:30 and the other at 8 p. m. for the East, are stalled at the Western avenue crossing of the Pan Handle. The switchmen refused to work the gates, and it was impossible to proceed. A detail of police was sent for, and as soon as they arrived an effort is to be made to get the trains out.

Telegrams were sent a short time ago from the A. R. U. headquarters in this city ordering all men on the Denver & Rio Grande and Union Pacific roads out at once.

At 11 o'clock tonight all the switchmen, firemen, engineers and trainmen on the Chicago & Western Indiana struck. This corporation owns the tracks over which the Atchison, Grand Trunk, Wabash, Chicago & Eastern Illinois and Louisville, New Albany & Chicago lines leave the city.

Tonight the employes of the Union Stockyards and Transit company decided to inform the company tomorrow morning that unless it refused to handle the freight cars of lines hauling Pullman cars they would strike. The number of men is not over 300, but their action will completely tie up the stockyards and paralyze the packing industry.

RAILWAY OFFICIALS.

What They Say About the Effect of the Strike.

CHICAGO, June 28.—An official of the Milwaukee & St. Paul railway said today concerning the strike as affecting that road:

"The facts are that none of our men have as yet gone out. We have met with some delays on the tracks used jointly by the Pan Handle and ourselves between the passenger station and Western avenue by reason of the strike on the Pan Handle road, but these have not been at all serious."

An official of the Chicago Northwestern said of the situation on that road: "On our Wisconsin division all of our men with one or two exceptions have remained at work. On the Galena division the strike is confined entirely to our freight switchmen. They have gone out, but we expect to fill their places as soon as possible. We have at the present time on our Galena division in Chicago seven switch engines at work managed by yardmasters, assistant superintendents, etc. Up to the present time the strike is confined to the city."

One of the officers of the Chicago & Alton railroad said:

"Up to the present hour the strikers have not interfered in any way with the movement of trains on the Chicago & Alton railroad. They are making many threats as to what they will do and we are prepared to meet any action they may take with prompt measures. I think we will have no trouble whatever in handling our trains, provided the city and county authorities give us proper protection."

H. H. Porter, chairman of the board of directors of the Chicago & Eastern Illinois railroad, in a communication to President Carpenter, of the road, says if the aims of the strike leaders are carried out wage workers will be reduced to absolute slavery, property be rendered valueless and the result will be revolution.

He sounds a note of defiance to the American Railway union by asserting that Chicago & Eastern trains will be run with whatever cars the company has a right to haul.

EGAN IS BOSS.

A Railroad Bureau Has Charge of the Strike.

CHICAGO, June 28.—The association of general managers of the railroads centering in Chicago organized the general manager's association bureau today and elected John M. Egan general manager. This bureau will have entire charge of everything relating to the strike in behalf of the railways. Today a committee was sent to Chief of Police Brennan to ask for additional police protection for certain roads tonight. The chief promised all the men needed at any time.

The general managers of two of the leading roads said today that they anticipated and were prepared for a general tie-up of all the roads. That there was nothing left for the railroads to do but resist the boycott; they reserved the right to haul any man's cars that were offered to them, regardless of his business or political affiliations.

PACKING PARALYZED.

Nearly Every Road Running Into Chicago Affected.

CHICAGO, June 25.—Several thousand men will be thrown out of employment at the stockyards by the order from the Knights of Labor. The entire packing industry will be completely paralyzed. The effect will be so serious that the proprietors of the forty packing houses and the railroad officials refused to believe that any such action would be taken. About four hundred switchmen, trackmen, number takers, engineers and firemen will leave their posts at the

Continued on Fifth Page.

CALDWELL AGAINST DEBS.

THE COURT PROPOSES TO RUN ITS RAILROADS.

THE EMPLOYES ARE WARNED.

They Have the Privilege of Resigning, but as Long as They Are in the Employ of the Santa Fe They Must Obey Caldwell and Not Debs—The Same Order Will Apply to Northern Pacific

CHICAGO, June 28.—The following message was received here tonight by Receiver Wilson, of the Atchison road, from Judge Caldwell, of the United States circuit court. Judge Caldwell is now in Michigan on a pleasure trip:

"Wequetonsing, Mich., June 28, 1894.—J. W. Reinhart, Boston, Mass.; John J. McCook, Boston, Mass.; Joseph C. Wilson, Chicago, Ill., Receivers of the Atchison, Topeka & Santa Fe railroad, Chicago, Ill.: The men in the employ of the receivers of the A. T. & S. F. railway system must discharge all their usual and accustomed duties or quit the service of the receivers altogether and permit other men to take their places who will discharge those duties. Any of its employes can quit the service of the court if they desire to do so, but when they do quit they must not interfere in any manner with the property or the operation of the road or men employed to take their places. Any such interference will be promptly dealt with as a

CONTEMPT OF COURT.

The men who wish to continue in the service of the court must discharge all the duties appropriately and properly belonging to the service. A refusal to perform any part of these duties will compel their discharge and the employment of other men to take their places. All the powers and authority of the court will be vigorously exercised to enforce these reasonable rules. I cannot believe the boycott order was intended to be put in operation on roads in the custody of United States courts and operated by receivers appointed by those courts; but if such is the case, the authors of the boycott order and the men to whom it is addressed must understand that the court will not tolerate any interference with the operation of the road by the receivers from any end. The men must understand that they cannot remain in the service of the receivers and refuse to perform any duty pertaining to that service. They must make their election whether they will take their orders as to the cars to be switched and handled from President Debs or the court. If they elect to obey the orders of the former they may do so, but in that event they must understand distinctly that they are no longer in the

SERVICE OF THE COURT

for any purpose, and that other men will be employed to take their places permanently, who will be guarded and protected in the discharge of their duties. When the situation of your road, and the law applicable to the case is understood, I do not believe there will be any attempt to put the boycott order in force upon it. Any effort to do so will be indirect contempt of the authority of the court, and must inevitably result disastrously to the men. As soon as I learn that it is the deliberate purpose of those ordering the boycott to attempt to enforce it against the authority of the court I will proceed to Topeka and deal with the matter on the lines indicated in this dispatch. HENRY C. CALDWELL,
United States Circuit Judge.

Judge Caldwell has jurisdiction over such portions of the Northern Pacific as are in Minnesota and the Dakotas, and over portions of the Union Pacific as well.

Vice President Robinson, of the Atchison, said tonight: "We shall resume business as usual tomorrow, and if any attempt is made to stop us we will refer the matter to Judge Caldwell, and allow him to arbitrate with Mr. Debs."

DEBS NOT VISIBLE.

President Debs, of the American Railway union, could not be found tonight, hence an interview with him on the Judge Caldwell decision could not be secured. W. C. Lynch, organizer for the A. R. U., was seen tonight. He said: "I sent an order tonight at 7:30 to Bloomington and Roodhouse to tie up the Chicago & Alton road. Bloomington is the seat of the Alton car shops and a division point and headquarters of train crews, while Roodhouse is the point of departure to Kansas City. The day switching force quit work at 5, and the night freight switchmen in the freight yards did not begin tonight, but through a misunderstanding the passenger switchmen worked for about three hours. Then President Debs authorized me to issue a peremptory order in his name, and this I did, and the road is now effectually tied up. They may run two passengers in the morning, but their freight business is at a standstill."

TWO PROMOTIONS.

Minneapolis & St. Louis Issues the Circulars.

The following circulars have been issued by General Freight Agent Hopkins, of the Minneapolis & St. Louis, both in effect July 2:

Taking effect this date, Joseph L. Blake is appointed commercial agent of this company, with headquarters at Minneapolis, vice J. S. Whitcomb, resigned.

Taking effect this date, E. F. Farmer is appointed traveling freight agent of this company, with headquarters at Minneapolis, vice J. L. Blake, promoted.

Steamship Arrivals.

KINSALE—Passed: Cevic, from New York.

ROTTERDAM—Arrived: Amsterdam, from New York.

NEW YORK—Arrived: Stuttgart, from Bremen; Trave, from Bremen.

GENOA—Arrived: Fulda, from New York.

BREMEN—Arrived: Lahn, from New York.

SOUTHAMPTON—Arrived: Columbia, from New York.

BELFAST—Lord O'Neil arrived from St. John.

QUEENSTOWN—Arrived: Germanic, from New York.

GLASGOW—Arrived: Peruvian, from New York.

HAMBURG—Arrived: Scandia, from New York.

NEW YORK — Arrived: Rhineland, from Antwerp; British Prince, from Manchester.

THE SONS OF OLD ELI WON

HARVARD WAS HORRIBLY BEATEN AT NEW LONDON.

YALE CROSSED THE LINE

Almost a Minute in Advance of the Badly Whipped Crew From Cambridge — Harvard Boat Zigzagged Across the Stream in the Most Extraordinary Manner.

NEW LONDON, Conn., June 28.—It was 6 o'clock this evening when the tug Manhansett, with every available space on board crowded with newspaper men, started up the river to see the beginning of the great contest between the Yale and Harvard crews. The boats arrived at the starting point at 6:15, and lay there waiting for the racing shells to put in an appearance. The water was not only quite smooth, but its surface was unbroken even by a flaw. It was 6:33 when the Havard boat started for the float. Yale reached the starting point a moment later, and the two boats were quickly in place, side by side, ready for the word. It came, and both sets of oars struck the water together. Harvard started in with a fast stroke, forty to the minute, hoping to break Yale's heart in the first mile. Yale responded gamely with thirty-eight strokes, and kept right abreast of Harvard. For a furlong, perhaps, the boats rowed nip and tuck, and then the long, stronger strokes of the sons of old Eli began to tell and Yale began to draw away. At the end of a mile she was easily five seconds ahead, a full boat length and her lead steadily grew. At the mile Harvard's stroke had dropped to thirty-six, while Yale still kept on at the thirty-eight rate, with which she started. Her lead grew steadily. She passed the mile and a half nineteen seconds ahead of Harvard. The crews here began to reduce their stroke, Yale dropping to thirty-six and Harvard to thirty-four, but while Yale's strokes were deep and strong Harvard's work was ragged. After the first half mile Harvard's men were never in good stroke. Had they been perfect oarsmen, however, they would still have lost the race by their steering. From the mile flag on the Harvard boat zigzagged across the stream in the most extraordinary manner, and finally struck the two and one-half mile flagstaff. The crew rallied bravely from the shock, but after that were never in the race for a moment. They spurted, but their stroke soon dropped back from thirty-six to thirty-two, and they were horribly beaten. Yale crossed the line in 23:47, almost a minute in advance, Harvard's time being 24:40. The official time by miles: One mile, Yale 5:50, Harvard 6:07; two miles, Yale 11:47, Harvard 12:20; three miles, Yale 17:47, Harvard, 18:35; four miles, Yale 23:47, Harvard 24:40.

YALE FRESHMEN

Beat Columbia Freshmen by Two Lengths—Harvard Not In It.

NEW LONDON, June 28.—The triangular freshmen's race between Yale, Harvard and Columbia was rowed at half past 11 this morning and resulted in the triumph of Yale, Columbia second, Harvard third. While it had been agreed that Yale should have the center course, with Harvard on the west and Columbia on the east, the boys got confused in taking position, and the boats were placed with Harvard in the center, Yale to the east and Columbia to the west. The boats carried no flags nor distinguishing colors, and their change of position caused general confusion to the spectators, nearly every one believing that Columbia had won. Yale took the water first, almost without a splash, while Columbia and Harvard simultaneously started on their two-mile course up the river, each doing considerable air and water fanning on the first few strokes. By the time the half-mile flag was reached Harvard was fully a length and a half astern of Yale, and the Columbia oarsmen had passed Yale by about one-half a length. In this manner they rowed for the next quarter of a mile, when Yale took a trifle faster stroke. At the mile Yale and Columbia were having as pretty a race as could have been witnessed. At the mile and a half Yale was well in the lead, and from that time to the finish the Columbias knew they were beaten, but still fought well. Harvard was out of the race from the start. Yale won by two lengths. The winner's time was 11:15; Columbia's, 11:27.

GREETING TO GROVER.

Don Dickinson's Convention Wired Congratulations to Cleveland.

GRAND RAPIDS, Mich., June 28.—Chairman Campau called the Democratic state convention to order shortly after noon. On motion of Don Dickinson congratulations were wired to President Cleveland. Assistant Secretary of State Edwin F. Uhl was nominated for United States senator for the long term, and ex-Gov. John Strong for the short term, both by acclamation.

Ex-Congressman Spencer C. Fisher was nominated for governor by acclamation, and Milton F. Jordan, of Barry county, was nominated for lieutenant governor.

Blaze at Lake City.

Special to the Globe.

LAKE CITY, Minn., June 28.—Fire broke out at about 11:30 this evening in the stable of R. H. Moore, a prominent attorney of this city, and gained such headway that the dwelling which was contiguous was partially consumed before the fire could be placed under control. The loss on house and stable will exceed $2,000, which is partly covered by insurance. Two horses, valued at $250, were consumed by the flames. The fire is supposed to have been incendiary.

Vermont Democrats.

BURLINGTON, Vt., June 28. — The Democratic state convention today made the following nominations:

Governor, G. W. Smith; lieutenant governor, E. M. Ballard; secretary of state, J. W. Gordon; auditor, E. E. Sargent.

FIVE EXCELLENT RACES.

WIGHTMAN, A MINNEAPOLIS HORSE, WINS AN EXCITING RACE.

THE TALENT WINS A LITTLE.

The Winners Yesterday Besides Wightman Were Remorse, Yucatan, Little George and Maquon—The Races Were All Exciting—Crowd Not Overly Large—Friday's Card.

The second day of the Twin City Jockey club's meeting was a grand success, except in point of attendance. For a while it looked as though the bookmakers, jockeys, touts and the free list would constitute the gathering; but the crowd increased, and when the first race was called upward of 2,000 people were present. The weather was anything but favorable, there being a strong wind, and the track was also a little heavy. The talent showed signs of weakness in betting. Instead of $100 and $500 bets, the amounts placed ranged from $2 to $50. The betting was lively, however, and the bookmakers are probably glad that the amounts were small, as nearly all the talent were on winners. With the exception of the second race, it is probable that the bookmakers were heavy losers. In this race Roy Lochiel, of the Red Ribbon stable, was a hot favorite. In the first betting Roy came up 7 to 10. There was any amount of money poured in and the price was cut to 1 to 3. At this odds the talent still wagered a large amount, and, finally, all the speculators except one firm refused to take any money on the horse. Murphy stood pat, and, as a result, he is several hundred dollars ahead, as Roy Lochiel was easily beaten. In the last race the talent again made a great rush to get their money on J. E. Cushing's Wightman, who was a favorite from the start. Hundreds of dollars were placed by the Flour City sports on the Minneapolis horse, and, as on Derby day, Wightman won easily, and the bookmakers were kept busy for an hour cashing tickets on the horse that O'Hara rode. The events started at 2 o'clock and were through at a little past 5.

There were no special features of the day, save the dump in the second race. Starter Ferguson, as on Derby day, had excellent luck in getting the horses off well, and there was not a complaint from any quarter. It is quite evident that all the horses thus far started have been "out for the stuff," and that is all the talent asks for.

THE RACES.

The first race—seven-eighths of a mile—for a purse of $400 was exceedingly interesting. Remorse and Calhoun were the favorites. The talent evidently were well posted on Remorse's capabilities for winning, and poured a large sum of money into the books. In the last betting Remorse was even money, having been cut from 3 to 1. Remorse got off a length in the lead, and set the pace throughout the race. Calhoun and Williston run gamely on the back stretch, and promised to give Remorse a hard fight in the stretch, but Jockey Ham won, riding easily, with Calhoun second and Williston third. Bismarck was fourth, a neck ahead of Henry Jenkins. Sly Lisbon was fifth, and Looking Backward, Pearl N, Fakir, Dousman, Orphan and Kingsclere came in the order named. Ham rode the winner. Time, 1:33.

The talent looked a little surprised after the second race, three quarters of a mile. Everyone thought that Roy Lochiel had a walk-over and placed their money accordingly. Yucatan, the second choice, won the race handily, and Jockey McDonald, who rode the favorite, was a little surprised to find his horse second under the wire. The race was a pretty one and the horses were kept well bunched until the stretch was reached. Chorn rode the winner. Time, 1:18½.

Third race, for three-year-olds, purse $500, distance one mile—Francis Pope was the favorite in this race, with Little George second choice. The betting opened with 4 to 1 on Pope, but the large sums placed by the talent reduced the price to 2 to 1 and 7 to 5. Little George was selling 4 to 1 in the first betting and 5 to 1 in the last. The favorites were several lengths away when the word was given. Envy secured the lead and set the pace to the quarter. Adjuster was second, a length ahead of Francis Pope. At the quarter Folly was running second, half a length behind Envy. The others were well bunched and all were riding hard. It was evident that the favorites were to be given a contest for first place. At the half Little George was given a call, and around the turn he crept up by Pope's side, and when the stretch was reached the talent was in doubt as to the winner. Little George set an awful pace and won by a neck. Pope was a length ahead of Saxaphone. Adjuster was fourth, Crevasse fifth, Barefoot sixth, Folly seventh, Carroll eighth, Envy ninth. Time, 1:49.

Fourth race, purse $400, maiden two-year-olds; weight, seven pounds below scale; those not having run being allowed five pounds; distance five furlongs. After several attempts the two-year-olds were given the word. Indian Girl led to the quarter, where All Smoke crept ahead with Maquon a length behind. At the stretch Maquon took the lead and kept it to the finish, winning by half a length ahead of Bonnie M, who came very fast down the stretch. Indian Girl finished third, Baby B fourth, Diamond fifth, All Smoke sixth, Little Jerry seventh, Frank Shaw plunged heavily on All Smoke and many of the sports followed him.

The last race—three-quarters of a mile—was the most interesting of the day. Every one that is supposed to be posted on the bang tails had been waiting for this event. Wightman, Cushing's horse, was tipped as a sure winner. The jockeys and touts alike thought well of the Minneapolis horse, and before the word was give the bookmakers had handled several hundred dollars that was placed on O'Hara's mount. Fagin was off in the lead, with Jennie W second, a length ahead of Marble Rock. Fagin was still leading at the quarter and Marble had closed up to second place. Wightman began to let out a few sheets under the skillful management of Jockey O'Hara, who was plying the whip. At the half Fagin was half a length ahead of Wightman, and Jennie W was running third. On the turn the Minneapolis horse set a very rapid pace, and it was plain that the bookies were heavy losers, as the favorite sailed down the stretch a few lengths ahead of Fagin. O'Hara won on Wightman, riding easily. Rico was third, Lottie Mills fourth, John Wilson fifth, Rouser sixth, Tea Set seventh, Jennie W eighth and Marble Rock ninth. Time, 1:17¾.

TODAY'S ENTRIES.

Two Interesting Handicaps on the Programme.

Today's card is a good one. A glance at it shows that first-class sport has been provided for those who attend the track. The features are the two handicaps. In the fourth race the public will have a chance to see the winner of the Derby. The distance is a mile and seventy yards, and while the son of Harry O'Fallon-Slipalong carries top weight, that weight is only 104 pounds, so that he will possibly repeat his performance of Wednesday. Still, he will have Chimes and Simrock to beat, as well as two other good ones if he takes down the purse.

The other handicap contains twelve entries, and Honest Dollar is penalized with 124 pounds. Can't Tell is is this race, and Moss Terry, whose good performance in a trial spin one day last week was a tip to the rail birds to keep an eye on this flyer. There are six races all together, and they are all filled well so that good, exciting finishes ought to be the order of the day. Following are the entries:

First race, seven-eighths of a mile, three-year-olds—Satelite, 110; Frank Farmer, 115; Intimidad, 115; Amanda, 117; Artie Fern, 117; Mrs. Bradshaw, 117; Ixion, 122; Tilsit, 122; Theodore H, 122.

Second race, five-eighths of a mile, two-year-olds—Beauregard, 100; Ruby, 100; May Howard, 100; Lexington Belle, 100; Duillo, 109; Allen Louise, 100; Fisherman, 103; Pittsburg II., 103; Two-Step, 107; Carrie B, 107; De Jure, 107; Switty, 107.

Third race, mile, selling—Tesse D, 86; John Dunn, 95; Disturbance, 95; Williston, 95; Brahma, 99; Denver, 101, Ataman, 104; Uncle Jim, 104; Excelsior, 109; King Mac, 109.

Fourth race, mile and 70 yards, handicap—Prince Leon, 94; Josie D, 95; Simrock, 103; Chimes, 103; Oakwood, 104.

Fifth race, three-quarters of a mile—Little Dorritt, 102; Autumn, 104; Dixy, 104; Rosa Simpson, 106; Three Forks, 106; Charlie McDonald, 106; Spoon, 107; Apollo, 109; Disturbance, 111; First Chance, 117; Tim Murphy, 119; Council Plat, 119.

Sixth race, three quarters of a mile, handicap — Quickstep, Moss Terry, Pebble Rock, Watch Me, Can't Tell, 104; Queen Bess, King Henry, 106; Bill White, 107; Contest, Kimberly, 109; No Remarks, 119; Honest Dollar, 124.

CARS BURNED.

Rumor Started That Were by Strikers Was Not True.

A still alarm of fire, sent to the department from the Great Northern yards last night, caused quite a ripple of excitement for a short space of time. People in the lower part of town at once circulated the wildest rumors of an attempt to burn the shops.

Investigation proved that two freight cars were burning, having been ignited from sparks of a passing switch engine. The blaze was confined to the burning cars, and soon extinguished by the department.

ST. PETER'S CHURCH.

Anniversary Services to Be Held This Evening.

At the anniversary services to be held on St. Peter's day, Friday, June 29, at 8 p. m., the following will be the order of service: Processional hymn, "Psalms of Glory Radiant, Bright;" versicles and responses, Tallis; psalms, 84, 122, 134, cathedral psalter; magnificat, nunc dimittis, unison in D, Dr. W. Spark; Hymns (a), "Thou Art the Christ, O Lord," (b) "Hark the Sound of Holy Voices;" anthems, (a) "Crossing the Bar," H. H. Woodward; (b) "I Will Lay Me Down in Peace," H. Hilas; tenor solo, N. P. Wold; recessional hymn, "For All the Saints."

Death of Clifton P. Lewis.

The death of Clifton P. Lewis, of the Priedeman-Lewis Biscuit company, takes from St. Paul one of its leading business men. He passed away at Watertown, Wis., the home of his parents, and the body was buried there. He had been ill for a long time and his departure was anticipated. Mr. Lewis was born in New York. In 1878 he formed a partnership in St. Paul with J. S. Priedeman in the bakery business. This beginning grew into a great cracker factory. Mr. Lewis owned considerable St. Paul real estate.

Two Buildings Burned.

An empty barn on North near East Seventh street was discovered in flames yesterday morning. The flames spread to a tenement house near by, owned by Mrs C. Kanning. The barn was totally destroyed, involving a loss of $1,000, and the tenement house was damaged to the extent of $1,500. Losses fully oovered by insurance.

Escapes on Defective Mind.

Peter Anderson, nearly sixty years old, was finally given a trial in the police court yesterday, after having had to stand a number of continuances. Anderson was arrested some time ago while walking away with a beadstead not his own property. It was shown during the hearing that Anderson was not of sound mind, and he will be tried in the probate court relative to committing him to the asylum.

Small Street Blaze.

Through the carelessness of some boys playing with matches a pile of dry paving blocks caught fire yesterday afternoon near 710 Cedar street. Owing to the high wind the department was called and the blaze extinguished before any serious damage was done.

Bricklayers' Election.

At last night's meeting of the bricklayers' union officers were elected, as follows: President, William Brown; vice president, Frank Monzel; recording secretary, George P. McCory; financial secretary, A. J. Ries; treasurer, Charles Haupke.

DISTRICT COURT.

The executors of the estate of W. Jerome Green, deceased, have begun an action against James Middleton and others to reform a mortgage for $20,000 so as to conform to the intention thereof and then to foreclose it by selling lots 3 and 4, in block 33, of Kittson's addition to St. Paul.

Who Will Be Auditor?

The county commissioners will meet at 4 p. m. today to elect a county auditor, vice James H. Burns, resigned.

TRACK OF A TORNADO

Traversed by a Correspondent of the Globe.

THE BURIAL OF THE DEAD.

South Dakota Teacher Killed by Lightning.

SERIOUS DAMAGE TO CROPS.

The Blow Very Heavy Around Henry, S. D.

AFTERMATH OF A BIG STORM

Special to the Globe.

PIPESTONE, Minn., June 28.—Your correspondent drove over the entire track of last night's cyclone today. The storm traveled over twenty-five miles, and varied in width from 50 to 400 feet. Not one of the twenty builnings wrecked can be repaired, several of them being blown entirely away. The funeral of Mrs. Hicks, who was killed, will be held tomorrow afternoon. Her parents, from Sioux county, Iowa, will be present. Mrs. Mahannah and two children, Mr. Hicks and Mr. Belmer, who were injured, are gaining slowly, although the latter is not out of danger yet. He lives at Pontiac, Ill., and was here on a visit. The damage to crops was light.

WIND'S AWFUL WORK.

Demolishes Things in a South Dakota Township.

Special to the Globe.

HENRY, S. D., June 28.—Reports came in this morning from Pripps township, twelve miles north of this place, of the terrible work of wind last evening with every evidence of cyclonic character. The new residence of John McCabe was utterly demolished and scattered in broken fragments about the prairie. McCabe, two carpenters and several children were blown from one to two hundred yards and very seriously but not fatally injured. The residences of W. J. Quick and Peter Peterson, in the same locality, were also demolished and the occupants seriously injured. The barn and windmill of Charles Flintcroft, two miles south of Henry, were also badly wrecked. Slight damage is reported from all quarters. The wind was accompanied by the heaviest rain of the season. Crops are improving daily, but the rain was too late to make more than half a crop at best. Henry will celebrate the Fourth of July in regulation style.

MILLER, S. D., June 28.—Yesterday's storm was the worst ever known here. Several farmers in the county lost houses, barns, etc., while crops were pounded out by hail.

SCHOOL TEACHER KILLED.

The Damage Around Aberdeen Was Very Large.

Special to the Globe.

ABERDEEN, S. D., June 28.—Reports of losses by hail and wind during the big storm have been coming in all day. One-third to one-half the crop near Warner village and all the grain on a strip three miles wide, three miles north of Warner, were destroyed. Similar losses practically complete in character are reported from Rondell township and various sections southwest of Aberdeen. Miss Nina Swift, one of the best known teachers of the county, was struck by lightning twenty miles northwest of here and instantly killed. The rainfall in Aberdeen, measured by the government gauge, was 6¼ inches, the greater part of which fell in the brief space of two hours. Frederick, Westport and other towns were flooded and much damage done. The entire loss in Aberdeen will reach close to $5,000. At Houghton, Bath and other localities there were marked cyclonic characteristics, and many houses and barns were demolished.

LITTLE CHILD KILLED.

Several Farms Devastated in McLeod County.

Special to the Globe.

GLENCOE, Minn., June 28.—A devastating and death-dealing cyclone passed within three miles of this city last evening about 9 o'clock, and was witnessed with interest by many here. It appeared first in the form of a dark, funnel-shaped cloud in the southwest, moving in a northeasterly direction. Its first ravages in McLeod county began with the home of Charles Johnson, living about five miles west of this place. Here a large residence was lifted some twenty feet off its foundation. The building was badly jarred and the inmates shaken up and frightened, but, fortunately, no one was injurad. An immense barn that stood to the north of the house was completely demolished, and its timbers and contents scattered broadcast. One horse lost its life in this structure, and another was rescued uninjured from the wreck this morning.

From this point stretching to the northeast the devastating element took its course, leaving a sulphurous-looking and blackened trail behind it. The second building it struck was the school house in District No. 8. With the exception of one gable end this building was carried completely away. The stove and pieces of slate and broken desks and splinters were found strewn to the north, but thus far there is no account as to where the walls, roof or floor of the structure landed. Pieces of school desks were found on the premises of Anthony Dank, four miles from where the school house stood.

The first unfortunate to suffer complete loss was Peter D. Larson. His premises this morning afforded a sad picture of desolation and ruin. The family escaped with very slight injuries by fleeing to the cellar, but their residence, barn and every other building was scattered to the four winds of

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