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prohibit the shipment beyond the limits of the state in which they are produced not only of conventional goods, but coal, iron, marble, lumber and all articles of commerce made ready for market by convict labor. Some such measure has been demanded by the labor unions of the country for many years. In some of the states mechanics are protected by law, but this protection is possible only at the expense of their fellow workmen in neighboring states, to which the products of convict labor are shipped. The proposed law will put a stop to the present practice, and is as far as national legislation on the subject can extend. For congress has no right to regulate commerce or trade within the limits of any state, its jurisdiction extending only to interstate transactions.

There is a justice's court in Chicago where all the proceedings are conducted in the German language. When a witness appears who is unable to speak English, a number of interpreters are present. All depositions of the court are given in the language most in vogue in "der Faderland." It is not known whether the court is guided by rules of law laid down in American or German legal text books, or whether the laws that govern are found in the German or the Illinois statutes. Singularly enough, there has never been a remonstrance against this singularly out-of-place court, and it has done business at the same stand for many years.

MR. BERRIAM'S CANDOR. Ex-Gov. Merriam sees that the "viral" of his name is spreading. He is a party that he feels called on to sound a note of warning and recall. As a man of business, he makes an able protest against this mad craze, and points out its inevitable effect on the country. He is not a party to the craze, but he is a party to the cure. He is a party to the cure, but he is not a party to the cure. He is a party to the cure, but he is not a party to the cure.

There has been but one expression throughout the world regarding the dastardly deed that robbed France of her most brilliant statesman. It is a cry of horror and dismay, and the detestation of the crime and its perpetrator has been universal. The San Francisco incident has been the only one of its kind in the history of the world. It is a crime that has disgraced the nation and its people.

It is just a bit funny to read in the Washington papers of the indignation of local Democrats over the appointment of Taylor, colored, of Missouri, as registrar of deeds because it is an infringement of their right of home rule. It is a bit funny because the registrar of deeds is a public official, and his appointment is a matter of public concern. It is a bit funny because the registrar of deeds is a public official, and his appointment is a matter of public concern.

THE WIND HAS CHANGED. The Republican league of clubs fills the office of a pathfinder for the regular organization of the party. It is a pathfinder for the regular organization of the party. It is a pathfinder for the regular organization of the party. It is a pathfinder for the regular organization of the party.

AN ADMIRABLE SELECTION. The selection of William M. Singery, editor and proprietor of the Philadelphia Record, as the Democratic candidate for governor of Pennsylvania, is a wise one from every point of view. Mr. Singery is capable, honest and available, is a man of wealth and popularity, and especially in Philadelphia, where he is best known, he will poll a large vote.

The funeral of Mrs. Ignatius Donnelly took place from the Cathedral at 10:30 yesterday morning. The family and immediate friends and pallbearers gathered at the residence of her daughter, at 235 Kent street, at 10 a. m. Mr. Singery, her son-in-law, and Thomas A. Frendreger, P. H. Kelly, M. Doran, J. E. Beaumont, H. E. Stevens, H. P. Hall, W. R. Merriam and John S. Prince, of St. Paul; Dr. William Thorne, of Hastings; J. B. Hanson, of Minneapolis, and P. H. Rabilly, of Lake City.

THE TOP OF THE CAKES. The top of the cakes was literally placed upon the altar of the profane floral offerings of loving friends, and a long procession of carriages followed the remains to Calvary cemetery, where the interment took place. Father Fitzgerald officiated at the grave. Besides the bereaved husband and children of the deceased, there was present Mrs. Favor, of Hastings; the widow sister of Mr. Donnelly.

Charles Brady, a colored barber, was arrested last night by Lieut. Bahe on the charge of stealing a quantity of clothing from a companion. Mrs. Lovell, a 65-year-old girl, was brought to the central station last night by the Margaret street patrol wagon, and a charge of incontinence was placed against her by her parents. The police last night picked up a drunken fellow who was in a hopeless condition. He had \$21 on his person, and was not arrested, but he was so far gone in his cups that he could not give his name, and had to be carried to the hospital.

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will poll a large vote, and under the conditions that existed four years ago would undoubtedly have been elected. He will, however, even now make a strong run, and reduce the Republican vote to an extent as to demonstrate the wisdom of his selection. He certainly deserves the compliment of a routing vote, especially in Philadelphia, where his benevolence has been chiefly manifested, and where he is known of all and highly esteemed for his sterling worth and kindness of heart.

FRANKLIN MACVEIGH. The nomination of Franklin MacVeigh as the candidate for the Democratic party of Illinois for the United States senate will be received with some degree of surprise. Mr. MacVeigh is a successful business man of excellent reputation, who for many years was president of the Republic party of Chicago. In 1894 he gave the nomination of Blaine, and he gave a cordial support to Cleveland, and during the campaign of 1892 was also conspicuous in the history of the party. But he was never ranked by the community as a Democrat, and until quite recently has not acknowledged fealty to that organization, preferring to be classed as a "mugwump" or a protestant against the arbitrary and unconstitutional methods of the Republican party leaders. He has no record in statesmanship, for he never held an office, and there are many who are of the opinion that his conversion to Democracy is a lowly and incapable, honest and every way respectable, and on those grounds is the peer of any person who has been named in connection with the office.

They Don't Find It a Good Recruiting Station. The Northwestern branch of the Gooeyles have previously abandoned St. Paul as a recruiting station. Most of the army stragglers left the city yesterday, but a couple of men remained in charge of the commissary department. They secured a quantity of clothing here, which was distributed to the men here in Minneapolis. A large box was prepared for shipment to Duluth to be distributed among the men there. Word was sent to Fargo to direct the men there and arriving at that city to report to Duluth, and not come down to the Twin Cities. There are said to be about 500 of the men in the West yet. There were very few recruits from St. Paul. The collection of money here amounted to about \$100, and was used for the clothing and food provided. There will be no more public meetings here by this branch of the industrial army.

REMODEL THE CLIFFTON. The Hotel La Beocan an Old Building. The five-story brick building on East Fifth street, between Wabasha and Cedar, heretofore known as the Clifton hotel, has been placed in the hands of a contractor to be completely remodeled into an office building. Fitzpatrick & Son have charge of the reconstruction, which will involve an outlay of \$20,000. The interior will be supplied with a complete set of iron supports, an elaborate steam-heating plant, and the wood and glass work of the offices, as well as the elevators, are to be of the latest model. The building is the property of A. L. Washburn, of New York city.

WANT THEIR SALARIES. Burns' Financial Anticipation Not Satisfactory. The clerks in the county auditor's office are in a state of discontent over receiving their salaries. They have learned that the salary for the present month will be four percent less than that of the previous month. They are in a state of discontent over receiving their salaries. They have learned that the salary for the present month will be four percent less than that of the previous month.

ANCIENT LANDMARK HOLDS ITS ANNUAL MEETING. Ancient Landmark Lodge No. 5 held its annual meeting last night. The financial statement was very satisfactory, and the lodge was in excellent condition. The election of officers for the ensuing year resulted in the choice of the following: Worshipful master, J. H. Reiber; senior warden, J. S. Finney; junior warden, W. E. Bickel; secretary, W. T. Emery; treasurer for three years, M. D. Cornish. The installation of officers will come off in two weeks, and in the meantime notice will be given in case a public installation is desired.

THINKS THE PRESS IS HOSTILE. President Foster, of the St. Cloud branch of the American Railway union, which cut so important a figure during the Great Northern strike, was in the city yesterday. He was found by a reporter of the GLOBE. He shrewdly declined to comment in any way whatever. He intimated that the press was against the A. R. U. generally, and thought that the only thing for that federation to do was to get on with their own work that would correctly set the sentiments of the A. R. U.

W. A. VAN SYLVE WAS LAMENTING YESTERDAY the devastation of his lawn by the storm of the night before. Large quantities of lawn furniture were blown away, and a grand crab apple tree, under which his children have played every summer of their lives, was utterly destroyed by the falling of the shade trees. Horat Will Try to Hold on. The hearing of the Wagner election contested election case is set for today in the district court. It is said that Mr. Wagner will be supported by the city treasurer until forced out by the court, and will then throw any obstacles in the way of a quiet election.

POLICE PICK-UPS. Charles Brady, a colored barber, was arrested last night by Lieut. Bahe on the charge of stealing a quantity of clothing from a companion. Mrs. Lovell, a 65-year-old girl, was brought to the central station last night by the Margaret street patrol wagon, and a charge of incontinence was placed against her by her parents. The police last night picked up a drunken fellow who was in a hopeless condition. He had \$21 on his person, and was not arrested, but he was so far gone in his cups that he could not give his name, and had to be carried to the hospital.

THE N. P. STRIKE. Continued From First Page. and holding possession of and managing said property under this order." GENERAL MANAGER WINTER. The Northwestern Will Move With Pullman's Not as All. General Manager Winter, of the Omaha, was seen at his office yesterday afternoon. He stated that the only reported trouble the Northern Western line had had was at Duluth on Wednesday night. Some delay had been experienced in getting out the Omaha's train No. 63 on account of its having Pullman's. The fireman refused to make a run and another one was finally found to take his place. "No signs of any disturbances with our trains here," said he, "has been made up to this time" (9:30 p. m.). It is this strike is kept up for any considerable length of time it will make trouble for everybody, and will not be confined to the railroads alone. The entire public was affected. The situation is practically this: The men have no grievances against the railroads at all. They are a legitimate and honorable body. The A. R. U. might as well say: "We will refuse to carry out a strike unless a bargain is struck on board." He at the head of a manufacturing firm that we don't like; we have differences with that firm." Then, again, the usual knowledge of this strike is still more evident in their actions. The A. R. U. men insist as well as to handle the trains because there was a cargo of Washburn-Crosby flour on board, in case they had any grievance against that corporation.

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applied last night with no sleepers attached. The train left Chicago yesterday morning without Pullman's, but the management said it was a misunderstanding, as they proposed to run the Pullman's as they were. A little coup d'etat was indulged in last night, for when the train pulled out of the union depot at 7:30 there were no Pullman's attached. When South St. Paul was reached it was discovered that the Pullman's were there, and they were ready to be attached. There were considerable murmuring among employees at that point, and an evident desire to refuse to attach the Pullman's. There was a brief parley among the employees, and then the cars were coupled on and the train left for Chicago. The Pullman's were taken to Chicago to consult on the situation with other managers.

AT THE UNION DEPOT. Most of the Trains Outside the N. P. Have But Little Trouble. At the union depot yesterday afternoon, the Burlington's train from Chicago and St. Louis arrived on time at 9:30 a. m. Pullman's were not used for Minneapolis without trouble of delay. The Wisconsin Central train for Chicago, with one Pullman, due to leave at 1:10 p. m. was not put out by the Pullman's. The fireman declined to serve. After waiting an hour of valuable time the conductor of the train volunteered to act as fireman, and a start was finally made.

As Reported Up to 8 A. M. Today. The Omaha train which is due to leave St. Paul at 11 o'clock p. m. went out last night at that hour without any trouble, with a baggage car, three passenger coaches and one sleeper, strictly on time. The conductor said he had not heard of any trouble anywhere on the Northern division owing to the A. R. U. boycott. At the train dispatching office of the company it was ascertained at 11:30 that the corresponding train, with Pullman equipment, had not yet left, but that it was expected to leave Duluth at 11, pulled out. Messages were received showing that the train was en route, and that it was expected to leave Duluth at 11, pulled out. Messages were received showing that the train was en route, and that it was expected to leave Duluth at 11, pulled out.

IN MINNEAPOLIS. The Northern Pacific Men in the Flour City Walk Out to a Man. In compliance with the instructions from the American Railway Union, the employees of the Northern Pacific road in Minneapolis quit work yesterday morning, and the city was completely as it could be. The order to quit work went into effect at 7 o'clock yesterday morning, when the train men in the city quit work. The order to quit work went into effect at 7 o'clock yesterday morning, when the train men in the city quit work. The order to quit work went into effect at 7 o'clock yesterday morning, when the train men in the city quit work.

THE EVENING TRAINS. The report that Receiver Payne had decided that no attempt would be made to move out Northern Pacific trains for the present was amplified yesterday by the fact that the 4:15 train for the coast, so it proved with the train for Fargo, that should have left at 8 p. m. All through the evening, when the platforms were crowded with hundreds of interested onlookers, among them were many railroad officials. At the depot of the Minneapolis & St. Louis, at the foot of Broadway, and alongside the Northern Pacific offices, the regular 6:45 p. m. train left just fifteen minutes behind time. The regular train on the Omaha for Sioux City, scheduled for 8 o'clock, went out with no hitch. The Wisconsin Central 7:15 p. m. train did not move out on time. It was reported that it would have done so, but the fireman declined to make the run. It was said, however, that he was half inclined to do so, but that he was overruled by fellow members of the A. R. U. to desert his train, and to stay at home. General Superintendent Horn, of this company, who is in the city, was standing alongside the bolted train, talking with the conductor. The GLOBE reporter accosted him. "Mr. Horn, what is the reason your train does not pull out?" "Can't go out without a fireman," he replied laconically. "Will you have to abandon the train?" "No, sir. We expect to pull out less than one hour late." And so it proved, as a fireman was found who was acceptable to the engineer, who would work only with a Brotherhood man. This train went out about 8:40.

YESTERDAY afternoon a GLOBE reporter visited the union depot and found everything extremely quiet. The east train which left St. Paul Wednesday night was usually sidetracked in the yards at the Northern Pacific and passengers removed their baggage. Train No. 5 for Fargo, and due in Minneapolis at 9:30 a. m. yesterday morning, was also abandoned. A Supt. A. E. Law, of the Northern Pacific road, was seen by a GLOBE reporter yesterday afternoon in response to inquiries he said that the company would not attempt to move a train, and that the business of the road was in abeyance. "We cannot," said he, "find men to move our trains, and as a result the traffic of the road is at a standstill. At this stage of the proceedings it would be useless for the company to attempt to result in business, and it is simply impossible to say what shall be our future policy."

ALONG THE LINE. The Northern Pacific Not Running Any Trains. Specials to the Globe. ANOKA, Minn., June 28.—Two or three Northern Pacific freights went through today, but no passenger trains. The mails are greatly delayed. Anoka is experiencing just about another time as during the Great Northern strike. It is through here by railroad mail. The Northern Pacific will be tied up in a

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as the Great Northern, freight train included. WEST SUPPLY, Wis., June 28.—The Northern Pacific at this point was completely tied up today, and not a train left the city. The sale of tickets over this line has been stopped at the union depot. Some of the men went out early in the morning, and others followed, until at noon none were working. The Omaha passenger went out tonight, but the switching crew had been discharged. The conductor complied to the rear of the train and departed. These are probably the only two roads that will be affected here.

FARGO, N. D., June 28.—The Northern Pacific yards here the appearance of a graveyard today. The walk-out of A. R. U. men there was complete to the order of work, and not half a dozen men could be found at their usual places today. In the car shops only two men went to work this morning, and they quit at noon. The switch engines are all in the roundhouse. Operators, ticket men and baggage men were at their offices with nothing to do. The mail train went East on time this morning, but no attempt being made to interfere. This evening an engine ran onto a side track, coupled onto a coach and started for Moorhead under a full head of steam. At Moorhead all the cars were picked up in short order, and in less than five minutes the train was moving. It was not until the train came in and one went out on the Southwestern branch. The executive committee of the union depot was kept busy several hours with the handling of applications for membership. Supt. Wilson came in from Jamestown in a car, and a strike was wholly unexpected, as it was not expected a move would be made because the Northern Pacific owns a half interest in the line, and the road's ownership of the cars.

BRAINEED, Minn., June 28.—At 12 noon today the officers of local A. R. U. received orders from headquarters to quit work on the Northern Pacific road, and members of that organization went out in a body. Not a man was left in the car shops, and all but two stationers went out on the North side, the boiler shop, machine, tin and blacksmith shops, where the A. R. U. was more successful. The men were ordered to their posts. A mass meeting was held at the opera house at 3 p. m., attended by hundreds of railroad men, who were addressed by the officers of the A. R. U. and strongly urged to join, and tonight over 300 new members have been enrolled on the membership. Committees have been appointed by strikers to see that no damage is done to the company's property. It is asserted, and with truth, that no wheel will turn in the mammoth shops of the Northern Pacific road here to-morrow. The men are in a state of high tension in enlisting employees into the cause. No. 11 Duluth passenger train came in today with a Pullman's attached. No trouble has been caused, and none is expected, as the men are orderly.

MINNEAPOLIS, N. D., June 28.—The Northern Pacific shops are running here, and no indication of trouble. Pullman's are moving in both directions. DULUTH, June 28.—The order for a general strike on the Omaha and Northern Pacific roads has paralyzed freight traffic, but as yet passenger business is almost entirely unaffected. About fifty trainmen and yard crews are out.

DELAY AT CHIPPEWA. The Wisconsin Central Moves a Train With Difficulty. Special to the Globe. CHIPPEWA FALLS, Wis., June 28.—The American Railway union men refused to haul Pullman cars on the Wisconsin Central this afternoon. The train from Chicago was two hours late when it arrived here, and when it was reached James Scott, the engineer to take charge to St. Paul, refused to take the train unless the Pullman car was detached. An engineer was found who would take it, but no fireman would consent, but after a delay of several hours the fireman of the machine shop agreed to fire to St. Paul. No. 2 from St. Paul, arrived here at 10:30 a. m., with the conductor with J. C. Hoffer as fireman, and Engineer Murray. There is some excitement, but no signs of violence yet. All the members of the A. R. U. are determined to stand firm.

Bookcase and Desk NEAT FOR \$5.00! DON'T YOU THINK SO? WE HAVE LOTS OF Summer Goods Left and they are marked low to close. Closing Sale of 25c off all goods. Summer Comforts, light as down, slightly soiled, at just Half-Price. Genuine Slaves at low prices for good goods. This Large Book for the month, with 25c off all goods. The Big A. C. Chatterbox for \$2.50. We have the best of all goods for 75c each up.

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