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The grand old defender of the people's cause against plutocracy on one hand and anarchy on the other has been in the midst of worse storms than that of last Tuesday many times, and has had plenty of strength left to win magnificent victories. It is his other triumph to come.

THE TRUE BUSINESS POLICY. The attorney general has made a valuable contribution to the discussions now prevalent of economic and social questions in his recent letter to Judge Dallas, of the federal court, in the case of the protest of the Brotherhood of Trainmen against the order of the receiver that the brotherhood must choose between service with the company and their organization. It is a matter of minor importance that the letter is a complete refutation of the charges so vigorously made during the strike that Mr. Olney was but a creature of corporations, for such charges must be expected when any officer executes the law impartially.

Not is it the assent he gives to the right of laboring classes to form their unions, and to use this accreted power to either resist a reduction or compel an increase of wages, that gives his letter its value, for this right was established by the decision of Justice Harlan in the *Nathan* case. It is where the attorney general, after discussing the legal phase of the case, turns to consider the business policy of enforcing the order of the receiver that he makes a contribution to the discussion of the relations of capital and labor.

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AT THE THEATERS.

For the first time in many years we have the pleasure of seeing Augustin Daly and his company in this city, and as Mr. Daly's tours either in the fall or spring are generally of short duration we should consider ourselves lucky. There will be two performances today, which will also be the last. "Seven-Twenty-Eight" is one of the most successful of the Daly adaptations, will be the bill both at the matinee and evening performance.

The coming of Pauline Hall and her fine company to the Metropolitan opera house Thursday, Nov. 15, for an engagement of three nights and a Saturday matinee, promises to be one of the events of the season. "Jocosa," the new opera comedy furnished by its real significance in the presentation of the acts, and it is said to be in many respects his most clever work, which at once places it at a very high standard, who we consider it to be one of the most successful of the Daly adaptations, will be the bill both at the matinee and evening performance.

Eugene Tompkins' magnificent ballet spectacular production, "The Black Crook," comes to the Metropolitan for a week's engagement next Sunday evening. The history of this great old play dates way back to the sixties. Its strong plot and immediate suggestion of the wild and weird scenes of the past, its scenic effects, have given hints to managers for many years as a background for lavish and prodigal expenditure.

The sale of seats for the matinee at the Grand this afternoon indicates a large audience. "The Land of the Living" is an excellent play, well staged and acted.

William Lorraine, the musical director of the Metropolitan company, is without doubt the finest musician, musician of the present day, having just reached the age of twenty. He is the author of that beautiful ballad "December and May." His musical selections, which are of a high order, are of a new and original character.

LOYAL LEGION DINES. VETERAN TITLE WEARERS SWAP TALKS. Wine and Wit, Sense and Non-sense—The Usual Enjoyable Evening.

That noble warrior, Sir John Falstaff, who was equally vain of his prowess in the field and at the table, would have vastly admired the valiant trencher server of the *Loyal Legion* at Hotel Ryan last evening. No less in accord with the general opinion of the evening, the convulsing speeches which digested the banquet.

At the preliminary business meeting it was decided that hereafter "resident members" should be those who reside within Ramsey and Hennepin counties, and two additional members were elected—Capt. William Henry Harries, Third United States Veteran Volunteer Infantry, and Assistant Surgeon David H. H. Greenleaf, Fifth Pennsylvania Cavalry, United States Volunteers.

The entire assemblage joined in singing "The Anarchist." Col. Weiz had marshaled a numerous and admirable force of vaunts, with ample fluid reserves, but the *Loyal Legion* was not to be intimidated. When the first toast was cleared, Capt. M. C. Wilkinson, of the Third United States Infantry, was happily selected as "officer of the night."

There is a "Jingoism" that is essentially American in the offer of the services of our government as a mediator in the quarrel of China and Japan, unrelated to the spirit that prompted the Samoa and Hawaiian affairs, and that tempted sundry ambitions and ambitions to gain celebrity and popularity by "twisting the tail of the British lion."

The United States is unique in its position among all the nations as the one not entangled with alliances, or obliged, in self-preservation, to grant concessions of territory by bordering nations, lest they grow too strong. While the attitude of other civilized nations to each other is one of chronic readiness for war, ours is one of chronic peace.

The condition of public feeling in Germany must be turbulent when a paper dares to ask the emperor's attention to the case of Charles I., and assure him that Germany will brook absolutism no more than did the English. We can't measure public opinion there by the tone of the press if we judge it by the license allowed our own.

The third annual banquet of the Northwest Railway club took place last night at the Ryan, with about thirty members present. The banquet was presided by a business session, at which the following officers for next year were elected, as follows: E. C. Williams, mechanical superintendent of the Soo line, president; George D. Brooke, master mechanic of the St. Paul & Duluth, first vice president; George Dickson, general superintendent of the Great Northern, second vice president; C. A. Seley, mechanical engineer, secretary; J. O. Patten, superintendent of motive power of the Great Northern, treasurer.

It is just a week since the Democrats got the news that they were licked. Their rheumatic feeling has entirely disappeared, and they are buckling on their armor for another bout with the arch enemy of the people—the Republican party.

The returns from the special election in Cincinnati yesterday indicate that the people of the Buckeye metropolis already repent of their action Nov. 6.

Fire Insurer Work. The state relief commission was in session at Secretary Hart's office yesterday looking over accounts and planning for further expenditures. Col. Graves, of Duluth, Kenneth Clark and Secretary Hart were in attendance. Received by Kenneth Clark, treasurer, up to 12th Nov. 1894 \$1,000.04 47 From O. C. Lodge, La Crescent, Minn. 25 35 Total \$1,025.39 82

Man Injured in a Railway Accident. W. H. Bowen, of Ferris Falls, a brakeman employed on the Great Northern line, was taken to St. Joseph's hospital last evening, suffering from serious injuries in an accident three weeks ago. On Oct. 23, at 9 o'clock in the evening, Bowen was knocked from the top of a box car by a water pipe the train passed under before it was lifted. The accident happened near Benson. Bowen sustained a fracture of three ribs and his spine was injured. He was cared for at Willmar until yesterday, when he was removed to this city, and is now in the hospital. His condition is serious, though it is believed he will recover.

JIM ROOT RETURNS. GOT HIS FILL OF ACTING ON THE STAGE. Got \$500 a Week and Packed the Theater—He'll Run an Engine. Jim Root, the locomotive engineer whose heroism at Huckleley caused him to fall into the hands of a theatrical manager in New York, has returned from the stage and is home again, after playing a brief engagement at a salary of \$500 per week. Mr. Root was seen yesterday morning in the city jail, talking to a group of admirers who suffered from a cold and flu, and who were betrayed to signs of having been "on the stage." He explained to his hearers that he had had the boards as long as he could stand.

THE HARBOR ENDED.

Body of Czar Alexander Rests in State at St. Petersburg. Accompanies the Royal Remains From the Depot to the Cathedral. CZAR AS A PALL-BEARER. Imperial Mourners Deposit the Remains on the Royal Catafalque.

St. Petersburg, Nov. 13.—The funeral train, with the body of the late czar on board, arrived at the Nicholas station last night and was shunted upon a side track until this morning to enable the imperial family and their relatives to finish their night's rest. As soon as all the preparations for the funeral were completed, shortly after 10 o'clock, the imperial train re-entered the railroad station, the body was transferred to the hearse in waiting and was conveyed to the cathedral through the densely crowded streets, guarded by thousands of troops.

Every foot of ground along the route was occupied with spectators. The greatest mass of people were gathered in front of the Kassin, St. Isaac's and other churches, in front of which, previous to the starting of the procession, the clergy stood in their state robes. Three salves of artillery announced the arrival of the procession at exactly 11 o'clock.

The route followed by the cortege was through the Nevski prospect, past the Isaac cathedral, through St. Isaac's square, along the English quay, across the Neva by the Nicholas bridge, thence to University quay and through the Bourse square, re-crossing the river at the Metropolitan bridge, through Zolotarevskaya street along the Alexander prospect, over the Novokrovskiy bridge, and then under the gate of St. Isaac's cathedral, a distance of six miles.

The roadway followed by the procession had been carefully swept and strewn with sand. The rain, however, was damaged by the rain which fell during the morning, and was checked into a thick mud by the feet of those who followed in the funeral parade.

The czar's Cossack bodyguard headed the procession, and was followed by other detachments of cavalry. Then came fifty standards, each escorted by officers. The first two standards, the flag-bearer of the imperial army, and the horse of the dead czar and a man in armor in full armor, holding the sword of state, and mounted upon a black steed, caparisoned charger led by two grooms in the state livery.

Following the horseman came a second man in armor in black armor, carrying a naked sword. He preceded a number of high officials, who bore a mourning band on their heads, and a standard of the standards of the various Russian provinces.

The remainder of the procession until the end of the twelfth section was composed of high imperial and provincial officials, and a number of other officials bearing different banners. The rear of the twelfth section was brought up by another detachment of officers, who bore velvet cushions the late czar's medals, orders and the imperial crown. The latter was carried by high officials of state, who were surrounded by attendants.

The thirteenth, and most important section of the procession and the one in which everybody was waiting with eager expectation, was headed by the czar's coffin, which was carried by the czar's sons, the grand duke and prince, followed by their various military suites. After the latter marched a detachment of grenadiers, and following the grand-dukes and prince, the imperial carriages with the ladies of the imperial and royal families.

In the first coach were the czarina, Princess Alik of Hesse-Darmstadt and the Grand Duchesses Xenia and Olga, daughters of the late czar. The second coach contained the queen of Greece, the princess of Wales, the duchess of Saxe-Coburg-Gotha, and the duchess of Mecklenburg-Schwerin.

The other mourning coaches contained all the other royal and titled ladies who have journeyed from Livonia with the body of Alexander III. After the carriages came thousands of troops of all arms, who brought up the rear of the funeral procession. As the cortege approached the cathedral, the czar's coffin was lowered into the catafalque, which was supported by the czar's sons, the grand duke and prince, followed by their various military suites. After the latter marched a detachment of grenadiers, and following the grand-dukes and prince, the imperial carriages with the ladies of the imperial and royal families.

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Every foot of ground along the route was occupied with spectators. The greatest mass of people were gathered in front of the Kassin, St. Isaac's and other churches, in front of which, previous to the starting of the procession, the clergy stood in their state robes. Three salves of artillery announced the arrival of the procession at exactly 11 o'clock.

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St. Petersburg, Nov. 13.—The funeral train, with the body of the late czar on board, arrived at the Nicholas station last night and was shunted upon a side track until this morning to enable the imperial family and their relatives to finish their night's rest. As soon as all the preparations for the funeral were completed, shortly after 10 o'clock, the imperial train re-entered the railroad station, the body was transferred to the hearse in waiting and was conveyed to the cathedral through the densely crowded streets, guarded by thousands of troops.

Every foot of ground along the route was occupied with spectators. The greatest mass of people were gathered in front of the Kassin, St. Isaac's and other churches, in front of which, previous to the starting of the procession, the clergy stood in their state robes. Three salves of artillery announced the arrival of the procession at exactly 11 o'clock.

The route followed by the cortege was through the Nevski prospect, past the Isaac cathedral, through St. Isaac's square, along the English quay, across the Neva by the Nicholas bridge, thence to University quay and through the Bourse square, re-crossing the river at the Metropolitan bridge, through Zolotarevskaya street along the Alexander prospect, over the Novokrovskiy bridge, and then under the gate of St. Isaac's cathedral, a distance of six miles.

The roadway followed by the procession had been carefully swept and strewn with sand. The rain, however, was damaged by the rain which fell during the morning, and was checked into a thick mud by the feet of those who followed in the funeral parade.

The czar's Cossack bodyguard headed the procession, and was followed by other detachments of cavalry. Then came fifty standards, each escorted by officers. The first two standards, the flag-bearer of the imperial army, and the horse of the dead czar and a man in armor in full armor, holding the sword of state, and mounted upon a black steed, caparisoned charger led by two grooms in the state livery.

Following the horseman came a second man in armor in black armor, carrying a naked sword. He preceded a number of high officials, who bore a mourning band on their heads, and a standard of the standards of the various Russian provinces.

The remainder of the procession until the end of the twelfth section was composed of high imperial and provincial officials, and a number of other officials bearing different banners. The rear of the twelfth section was brought up by another detachment of officers, who bore velvet cushions the late czar's medals, orders and the imperial crown. The latter was carried by high officials of state, who were surrounded by attendants.

The thirteenth, and most important section of the procession and the one in which everybody was waiting with eager expectation, was headed by the czar's coffin, which was carried by the czar's sons, the grand duke and prince, followed by their various military suites. After the latter marched a detachment of grenadiers, and following the grand-dukes and prince, the imperial carriages with the ladies of the imperial and royal families.

In the first coach were the czarina, Princess Alik of Hesse-Darmstadt and the Grand Duchesses Xenia and Olga, daughters of the late czar. The second coach contained the queen of Greece, the princess of Wales, the duchess of Saxe-Coburg-Gotha, and the duchess of Mecklenburg-Schwerin.

The other mourning coaches contained all the other royal and titled ladies who have journeyed from Livonia with the body of Alexander III. After the carriages came thousands of troops of all arms, who brought up the rear of the funeral procession. As the cortege approached the cathedral, the czar's coffin was lowered into the catafalque, which was supported by the czar's sons, the grand duke and prince, followed by their various military suites. After the latter marched a detachment of grenadiers, and following the grand-dukes and prince, the imperial carriages with the ladies of the imperial and royal families.

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