TINGE OF ROMANCE

THAT ONCE CAST ITS WELCOME RAYS ACROSS MR. W. C. HANDY

IS PLEASANTLY RECALLED.

A BUBBLE ON THE WINE WHICH BROKE BEFORE HE TOUCHED THE GLASS.

STILL HE REMEMBERED IT ALL,

And to Show His Heart Is Right, Now Aids the Son of a Lost Love.

The most intimate friends of W. C. Handy would scout the idea that that gentleman was inclined to sentiment or was ever given to romance. He has a reputation among the numerous reportorial writers of the Pioneer Press, on which journal he occupies the position of city editor, of being cold and cynical. The manner in which he gives out assignments to the members of the staff and the heartless indifference with which the best things in the copy handed in become shining marks for the blue pencil has served in a way to sustain this reputation.

Each morning before leaving the desk Mr. Handy writes a few brilliant paragraphs about what persons will miss unless they peruse the columns of the paper on which he is employed. It might be stated, however, that this is but a part of his duties and although he advises other persons to thus waste their time he for himself reads the Globe for the news.

It was while reading the Globe a day or so ago that Mr. Handy saw an article about George Dennis, a youth who was picked up by the police as a vagrant. The item went on to say that an uncle of the lad's who resides in Baltimore, Md., had requested the police to hold the youth until his mother at Santa Cruz, Cal., was heard from. There was something familiar about the name and the fact that the youth had an uncle living in Baltimore brought back old days and pleasing memories to the mind of Mr. Handy. He hied himself to the county jail and had an interview with the boy. The interview was an extended one and although the lad had been put through a number of cross examinations by the police since his arrest, he was obliged to acknowledge that they were easy compared with the one to which he was subjected by Mr. Handy. Dennis had been in the habit of telling the police in various cities, fairy stories about his parents' home and his travels but he found that Mr. Handy had considerable of an edge for instead of letting him go ahead with the usual talk, Mr. Handy commenced to get at his family history in a manner which for a few minutes simply paralyzed him. Seeing that he had some one to deal with that was right next Master Dennis lent a willing ear and tongue to the interview. The result was that after the talk with the boy Mr. Handy walked from the jail with the friskiness of a two year old colt. That evening at his work his associates were surprised at his actions. He seemed to be preoccupied and during the night kept humming words which the office boy said was something about a pleasure turning to a pain and his heart turning to an old love again.

The mystery was cleared up yesterday when Master Dennis was taken from the jail by Mr. Handy and for the first time in several months dressed throughout in a new suit of clothes. To a confidential friend Mr. Handy explained his rather strange conduct during the past few days. It appears that years ago the mother of the lad and Mr. Handy were well acquainted and through the kindness of Col. Cupid had built air castles for the future. The result was, however, that Mr. Handy drifted West and engaged in the newspaper business, while the young lady married another. The item in the Globe regarding the arrest of young Dennis and his story brought back the whole scene, almost forgotten, to the busy newspaper man and for the sake of old time friendship to the mother the lad has found a friend and at a time when he most needed one. The boy will be taken in charge by Mr. Handy and it goes without saying will receive the best of care until such time as his mother, who is now married a second time to a merchant of Santa Cruz, can be communicated with.

EASTERN STAR PARTY.

One of the Events of the Day in a Social Way.

St. Paul Chapter O. E. S. held its annual picnic at the home of Mr. and Mrs. Leslie Parlan on Phalen avenue yesterday afternoon and evening. The grounds were lighted with lanterns and at 6 o'clock supper was served from tables prettily decked with flowers and arranged under the trees on the lawn. The tables were in charge of Mesdames W. H. Cook, N. O. Ainey, Soule and Geo. Brookings and Miss May Gunther. Mrs. Louise Lyon Johnson of Minneapolis, P. W. G. M. was present.

F. E. Bergman, of Chicago, is the guest of St. Paul friends. Mr. Bergmann is a former resident of Red Wing.

Miss Joy Marsden, of Warren street, leaves July 18 for the Pacific coast.

Mrs. Tucker, of Holly avenue, gave a tea yesterday afternoon for Miss Tuthill, of Chicago. The assisting women were Mrs. Page, of the fort, Mrs. Kenyon, of St. Paul, and Miss Fletcher, of Minneapolis.

The class of '94 of the high school enjoyed a barge party down the river last evening.

Mrs. Holbert, of Holly avenue, entertains the Fudge club at euchre today.

Mrs. George Foley, of Osceola avenue, entertains the Ladies' Afternoon Euchre club today.

At the meting of Central W. C. T. U. at Conover hall yesterday afternoon the flower committee gave its report and the G. A. R. committee reported having conferred with the county president, who will call the county conference early in July to make arrangements for the work during the encampment. At the next meeting officers will be elected and the president wishes a large attendance.

The festival by the young people of Trinity church held on Wabasha street last evening was well attended and was a financial success. Westminister orchestra was in attendance and the grounds were handsomely decorated with flags and bunting and gaily lighted with Japanese lanterns. The lemonade booth did a thriving business under the management of Misses Laura and Minnie Fuhrman, and the candy booth was not neglected. Misses Gusta Gerber and Gertie Nachtegall had this booth in charge.

There was a pleasing programme rendered at the 4th of the monthly entertainments given by Minnehaha Camp No. 674 Modern Woodmen, in Odd Fellows hall last evening. Hattie and Beulah Monts and Jean Patterson sang. Marie and Myrtle Collins, Roy Hurd and M. Patterson recited, and Hattie Mounts, Ada Lockwood, Carl Anderson and A. Hooper gave instrumental selections. Dancing followed.

Mrs. W. W. Holcomb, of East Fifth street, leaves soon for Prior lake. After the Fourth she goes to Watertown for a visit.

CATHEDRAL SCHOOLS.

Graduating Exercises Will Be Held This Evening.

The combined graduating exercises of the Cathedral schools take place this evening at the Grand opera house, beginning at 8 o'clock sharp. Archbishop Ireland will preside, and short addresses to the graduates will be given by the archbishop and Rev. Father Heffron. At the close of the exercises the diplomas and rewards will be presented to the graduates. The graduates from the girls' school are Mary Brennan, Mary Palmer, Rose Brennan, Mary Roche. From Cretin school, Jas. E. Conway, Edward P. Daly, James A. Feeley, Joseph F. Hinds, Martin F. Newell, William P. Curran, John J. Feckey, Thomas P. Geraghty, Henry P. Nachtsheim, James L. Ryan, A. Otto Schimansky.

Following is the programme:

Welcome Song.....Cretin School Choir
Greeting.....Miss M. Brennan
Chorus—"Summer Fancies".....Metra
Vocal Class.
"Bright Side of War".....John J. Teckey
Pantomine and Reading— "Bo Peep's Party."
Reader.....Miss M. Roche
Pantiministes.....Minims
Recitation—"The Ant and the Cricket,"
Miss M. Palmer
Song—"Playing House.".....Streabbog
A reading.....James L. Ryan
Drama—"Dottie's Dream.".....Mercedes
Characters.
Nan.....Miss A. Kelly
May.....Miss M. Keegan
Libbie.....Miss P. Kelly
Eva.....Miss M. McMahon
Nellie.....Miss C. Hughes
Dottie.....Miss M. Boyle
Grace.....Miss N. Maloney
Florrie.....Miss M. Doherty
Fairies—Misses M. Murphy, A. Voelker, F. O'Brien, M. Teckey, T. Dowdle, E. Erran, A. McQuade.
Vocal Duet—
Albert Vervais and H. McQuade
Lecture.....John Blanchard
Operetta—"Voices of the Flowers."...Sargent
Buttercups—Misses L. Peyer, C. Grace, M. Keegan, P. Kelly.
Violet and Sunflower—Misses H. Jans and R. Allie.
Daisies—Misses C. Hughes, E. Peyer, A. McQuade, M. Teckey
Flowers—Members of Junior Grades.
"Public Spirit.".....James E. Conway
"Armenia and the Nations."—
Composed by Members of Class of '96.
Characters.
Turkey.....Miss M. Brennan
England.....Miss R. Brennan
Armenia.....Miss M. Palmer
America.....Miss M. Roche
States.....Juniors
"The Mill.".....Thomas J. Grace
Concert Recitation—"The Rainbow."—
Misses A. Voelker, R. Allie, F. Bailey, M. O'Keefe, E. Vitt, A. McClure, E. Snyder.
"Tableaux of the Virgins."—
Wise Virgins—Misses N. Culnane, L. Cook, M. Connell, M. Brennan, L. Datka.
Foolish iVrgins—Misses R. Rapp, M. Roche, K. Ryan L. Conway, M. Mullen.
Valedictory.....Miss R. Brennan
Awarding of Honors and Diplomas.
Chorus—"Till We Meet Again.".....Bailey
Vocal Class.

Old Settler Gone.

Patrick Farrell, aged 77, an old settler, living at 474 Western avenue, died yesterday. Mr. Farrell came to St. Paul in the early '50s, and has resided here continuously since.

Buys More Real Estate.

William C. Read has sold to Thomas B. Scott sixty feet on West Seventh street, near the Seven Corners, for $18,000. The lot runs through to Fifth street. This is the third purchase Mr. Scott has made in the same locality.

For Your Saturday Holiday.

Trains leaving St. Paul 1:30 p. m., 3:30 p. m. and 4:45 p. m. via the Great Northern Railway, reach Hotel Lafayette, Minnetonka Beach, before the starting gun is fired for the first great boating contest of the season, which takes place between the Minnesota and Duluth Boat clubs on the afternoon of Saturday, June 27. The event will be followed by the opening hop at Hotel Lafayette, train leaving Minnetonka Beach at 10:55 p. m. Ticket offices, 199 East Third street, St. Paul, and 300 Nicollet avenue, Minneapolis.

WOMAN AS A DELEGATE.

Sits Unsuspected as a Silverite in the Democratic Convention.

INDIANAPOLIS, June 25.—A woman sat and voted in the Democratic state convention here today. Probably not 100 persons in the convention knew she was there. Antoinette Leach is her name and Sullivan is her abiding place. She is a lawyer.

Once before she was before the public eye. Three years ago she applied for admission to the bar. Judge Graves, of the Greene and Sullivan county circuit, refused her on account of her skirts. She appealed to the supreme court and won. Since then she has been practicing law at Sullivan and incidentally taking a hand in the political game. She was true to free silver, so the Democrats of Sullivan county made her a delegate. They said nothing about it, though. Her name was written in the credentials simply as A. Leach. An alternate was provided for her in case objection should be raised, but the credentials committee never suspected her sex.

She sat with her delegation all day, endured the smoke, bad air and uproar, and "voted right" every time without offering to say a word. Tonight she is the proudest woman in Indiana. She is the first of her sex who ever sat in a convention of either of the old parties east of the Mississippi river.

FINE CROP PROSPECT

Reported After an Inspection Along the Milwaukee Road.

MILWAUKEE, Wis., June 25.—President Roswell Miller and General Manager Earling, of the Chicago, Milwaukee & St. Paul, who have just returned from a general tour over the western and northwestern portions of the system state that the general crop outlook throughout the west and northwest was never better or more promising than at the present time. They found the crops in the very best condition on all portions of the system and it is apparent that if nothing intervenes to change the prospect, the crops will be larger and better than ever, this year. President Miller says the company is well pleased with the volume of business being done and the present indications are that there will be a large shipment of grain from the West and Northwest next fall and winter which will doubtless bring the entire rolling stock of the company into active use.

VILLAGE DEBTS VOID.

Trouble Caused by the Wisconsin Supreme Court.

MILWAUKEE, Wis., June 25.—A special session of the legislature is liable to be called because of a decision of the supreme court, which invalidates the incorporation acts of villages created since 1858. In consequence the securities of cities and villages will be depreciated. A curative act, the attorneys say, will go a great way, but it cannot entirely remedy the situation. They hold that the legislature cannot impose upon a village or city a debt that has been held to be void for its payment.

LAUGHS AT THE A. P. A.

Pittsburg Police Officer Profits by Its Opposition.

PITTSBURG, Pa., June 25.—It has leaked out the the A. P. A. is back of the removal of Roger O'Mara from the office of superintendent of police. For several years Director Brown has been coaxed and threatened and finally agreed to put an anti-Catholic at the head of the police force. To conciliate O'Mara and keep him in the service a new office, that of chief of detectives, was created for him. At present he receives $2,500 per year. The new office will pay $3,000. It is claimed O'Mara appointed too many Catholics to office. He is satisfied with the chane and laughs at the efforts of the A. P. A. to get him out of office.

Awarded
Highest Honors—World's Fair,
DR. PRICE'S CREAM BAKING POWDER
MOST PERFECT MADE.
A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant.
40 YEARS THE STANDARD.

THEY DISCREDIT IT

LOCAL RAILWAY MEN RIDICULE A REPORT ABOUT THE NORTHERN PACIFIC.

IT ORIGINATED IN CHICAGO,

AND SAYS THAT HENRY VILLARD IS AGAIN TO BE A FACTOR IN ITS REORGANIZATION.

IDEA IS SCOUTED IN NEW YORK

Where the Story Is Declared to Be Absolutely Without Foundation in Fact.

CHICAGO, June 25.—The Evening Post of this city publishes an article to the effect that Henry Villard is to be again a great factor in American railroad circles and declares that he has secured backing for the attempt to form of the Baltimore & Ohio, the Chicago Greatwestern and the Northern Pacific a trans-continental route between the Atlantic and the Pacific oceans.

It is stated that Mr. Villard has really never lost the confidence of his European supporters. They have again rallied to his support and have provided him with sufficient means wherewith, with what he can control on this side of the Atlantic, to buy in the Northern Pacific road when it is offered at foreclosure sale next month. The outward animosity which has seemed to exist between the Adams reorganization committee and Mr. Villard since the road went into the hands of the receivers has really been more apparent than real.

The Baltimore & Ohio will in the course of the next few months be sold under the hammer. Villard and the Rockefellers are reported to have been quietly but industriously buying up its securities since the receivers got possession of it, and they have already got enough of them to make their ultimate control of the property absolutely certain.

The story is not entirely confirmed.

NEW YORK, June 25.—A banker prominently identified with large European interests in American railroad securities and associated with the reorganization of the Northern Pacific railroad says in relation to a Chicago report of an impending Villard control of Northern Pacific and Baltimore & Ohio:

"The story is absolutely without foundation in fact. As the Northern Pacific reorganization committee has obtained the deposit of nearly all the company's bonds, it, and not Mr. Villard, will, with these bonds, buy the road at the forthcoming sale. Mr. Villard's bonds have been deposited with the committee, but there is otherwise no connection between the parties. Furthermore, voting trustees have been appointed to control the property for five years and have selected a president of the new company."

In connection with the appointment of Edwin W. Winter, rumors are being persistently circulated of a Vanderbilt control of the Northern Pacific and of the Chicago & Northern Pacific, in which, even if Mr. Villard and alleged associates did secure control of the Baltimore & Ohio, they would not have the connection with the first mentioned properties suggested in the Chicago report.

It was impossible to secure an expression yesterday from officials of the lines directly interested in the Chicago telegram. General Manager Stickney, of the Chicago Great Western, was at White Bear Lake, and could not be reached. The receivers of the Northern Pacific are scattered along the line of that great system, with the exception of Mr. Burleigh who has not yet returned from a trip to St. Louis. Others, however, who know something of the situation concerning the sale and purchase of the Northern Pacific, ridicule the report.

UNION DEPOT SCARE.

Small Boy Is Run Over but Not Fatally Hurt.

A child in trouble always excites sympathy, even among people who are just starting on a long journey and have troubles of their own, just about the time the train is ready to start. Since the recent hot weather began the tide of travel to the Northwest, especially on the St. Paul & Duluth, the Great Northern and Northern Pacific afternoon trains, has been very heavy, and the depot platforms have been crowded with tourists and their friends, to the annoyance of the baggagemen, and the mail carriers, who have been delayed in passing through the crowds that lined the platforms. Yesterday the crowd was the largest of the week, and there was hardly standing room on the platform before the Northern Pacific train, which about ready to leave. Truck after truck, laden with mail, express matter, baggage and other material, passed slowly through the throng. The conductor shouted "All aboard," and a belated truckman, his vehicle freighted with heavy iron express chests, pushed his way through the thickest of the crowd. Suddenly there was a scream, a shriek, a curse, almost all in the same breath. Then the frantic screaming of a little boy, whose right foot had been partially crushed by the heavy truck wheel. The truckman, frightened at the scene, stopped, and was approached by a big, burly traveler, who made the blameless laborer quail. The child continued to weep, and the little one's mother, who had shrieked when the accident occurred, stood silent, pale, with tears running down her cheeks, while a hasty examination showed no serious injury had been done the little fellow. In the crowd that quickly assembled were General Passenger Agent Fee, of the Northern Pacific; Assistant Superintendent Farley, of the Pullman company; Maj. White, E. C. Long, and other well-known citizens, who were at the trains bidding friends good-by. From the trains, too, tourists came pouring out, to offer suggestions or to learn the extent of the child's injury. A motherly old lady pushed her way through and handed the little chap's mother a bottle of witch hazel. She opened the package, explained its virtues, said she expected she would need something of the kind when she began exploring the National park—but she would get more elsewhere, and would the boy's mamma please take the remedy and apply according to directions? The boy's mamma did, with tearful thanks. The little chap had ceased to weep by this time, and beyond an ugly bruise on ankle and instep, he probably will escape with a short period of lameness.

But in the excitement of the sympathetic wave the truckman escaped with his load.

NOTHING DONE.

Mr. Winter Will Await the Return of General Manager Kendrick.

So far as could be learned there was nothing new in the situation about the Northern Pacific and Omaha offices yesterday, although there were numerous predictions made as to the changes that are to be made before and after Mr. Winter of the Omaha shifts his quarters to the president's rooms in the Northern Pacific building. As the Omaha loses an official and the N. P. gains one, it seems probable that there will be a greater shaking-up in the Omaha staff than on that of the other line. Mr. Winter had no communication with the higher executive officers of the Northern Pacific owing to the absence of both General Manager Kendrick and Traffic Manager Hannaford. Until they return, which is expected this week, it is not probable that Mr. Winter will concern himself in the organization of his prospective staff.

There was some talk yesterday that the office of traffic manager would be revived on the Omaha and that James T. Clark, the present freight agent, will be honored with the title. The office was abolished with the retirement of Frank B. Clarke from the service of the road some years ago and Mr. Winter's intimate acquaintance with the affairs of the company enabled him to dispense with such an assistant. With Mr. Burt, the incoming general manager, however, the case is different, and it is thought that he will create the office of traffic manager and that likewise he will be guided by his predecessor's advice in the selection of such an assistant. Mr. Winter would undoubtedly recommend Mr. Clark for the position. Such a change would probably involve other promotions.

LIKE OLD TIMES.

Steamer St. Paul's Arrival in the City Yesterday.

The steamer St. Paul brought up the biggest cargo of freight and the largest passenger list yesterday that has reached this city by the water route for many a long day. The "manifest" was calculated to bring delight to the managers of the Diamond Jo line. One hundred and fifty names were on the clerk's books, but not all of them were cabin passengers, as many were from near by river points who boarded the steamer yesterday.

The boat arrived at 3 o'clock, and there were twice as many people at the wharf as there were on the boat. As those on board recognized the friends ashore who were awaiting them, there was much waving of handkerchiefs, and altogether the scene was one that reminded the spectator of the days when the Gem City and the War Eagle and other noted up-river boats did a tremendous business and made the millions that "Diamond Jo" left in his will to numerous benefactors. If the present high stage of water could be maintained, there would be a daily steamer service between St. Paul and lower river points.

There's a bigger cargo in the outgoing freight house than the St. Paul can carry away on this trip. It is even hinted that another boat will be put into service, for a time at least, to aid the St. Paul and the Sydney in taking care of the increased offerings of freight. All the boat owners ask for is a good stage of water. With that there will be more steamers brought into requisition.

NEW MILEAGE.

Big Increase Shown for the Present Year.

CHICAGO, June 25.—The Railway Age in its forthcoming issue will publish statistics showing that during the first six months of 1896, 788 miles of new railroad have been built in twenty-nine states and territories on sixty-three lines. For the first six months of 1895 the records showed 641 miles of new track and for the corresponding period of 1894 only 525 miles. This shows about 20 per cent more miles built in the first six months of 1896 than the same period of last year and 47 per cent more than in the first six months of 1894. Louisiana shows the greatest new mileage, 104 miles of track having been laid on three lines and is followed by California with 96 miles.

PASSENGER CONTROL.

Joint Traffic Roads at Buffalo Are to Consolidate It.

CHICAGO, June 25.—The lines of the Joint Traffic association have taken action which is regarded by the Western roads as being the greatest step in the direct line toward consolidation of interests that has been taken by any association in this country for many years. The story is that W. F. Baldwin, formerly connected with the passenger department of the Monon road and afterward with the Pullman company, has been appointed a joint agent of the roads of the Joint Traffic association at Buffalo. It is reported that he is to have jurisdiction over the sale of tickets of all the roads at that point, and that the ticket agents of all the association roads are to be subordinate to him. He is to have control of the certification of all tickets, and will run the passenger business generally from the Buffalo standpoint. There is a feeling among many of the Western roads that Mr. Baldwin's powers will not be quite so comprehensive as all this, but that was the nature of the story that was going the rounds today.

NEW CROOKSTON LINE.

Great Northern Preparing to Begin an Extension.

Special to the Globe.

MOORHEAD, June 25.—The Moorhead & Northern will be extended to Crookston this year, and it is probable that Foley Bros. & Guthrie, the St. Paul contractors, will be given the contract. Recently Chief Engineer Stevens, of the Great Northern, accompanied by Alex Street, chief of surveyors, and John L. Snapp, field agent, went from here to Halstad, the present Northern terminus of the line, and drove across country to Crookston. They examined the line and the permanent location will soon be made. Charles Fowillet superintendent of the grading department for Foley Bros. & Guthrie, also went over the proposed line last week.

NOTHING DONE.

Colorado Passenger Rates Question Not Settled.

KANSAS CITY, June 25.—The trans-Missouri committee of the Western Passenger association concluded its session here last night. Beyond abolishing the summer tourist rates to Wisconsin summer resorts in so far as those rates apply from Colorado points, the meeting has accomplished nothing. The Wisconsin tickets from Colorado points were falling into the hands of scalpers at Kansas City and Chicago. The meeting was unable to come to any agreement on the Missouri river-Colorado passenger rates question and referred the matter to the meeting of the executive committee of the W. P. A. to be held at Chicago June 27.

OAKS REGRETTED.

General Wish That He Had Stayed With the N. P.

CINCINNATI, O., June 25.—Samuel McLean passed through here yesterday on his return from the Pacific coast, whither he had gone on behalf of foreign and home owners of Northern Pacific, Oregon Navigation and Baltimore & Ohio securities, for the purpose of gathering facts about the physical condition of the above named lines. Mr. McLean reports, in a general way, that he was agreeably surprised at finding all of these lines in a most substantial condition, ably managed and doing an increasing business. There seemed to be universal regret that Mr. Oakes had resigned the management of the Northern Pacific, on account of his thoroughly practical acquaintance with the business demands of the community.

Another Yellowstone Party.

John T. Terry, Rev. Roderick Terry, John T. Terry Jr., R. Terry Jr., all of New York City, and Col. F. T. Peet, of Albany, N. Y., occupied the private car Cumber of the Baltimore & Ohio road which was attached to the afternoon Northern Pacific train yesterday. The party is bound for the Yellowstone on a pleasure trip. It may be surmised that John Terry Sr., who is a director of the Baltimore & Ohio, the New York Central and several other railway enterprises, will transact some business even while on a mere journey for recreation.

Don't forget the Junior Pioneers' outing down the Mississippi river on the steamer Daisy, Saturday, June 27th.

CHICAGO GREAT WESTERN RY
Maple Leaf Route.
1. Quickest Time. 2. Free Chair Car Service. 3. Free Libraries. 4. Private Chamber or Modern Section Sleeping Cars. 5. Cafe Dining Cars.
Maple Leaf Ticket Offices: Cor. Nicollet Ave. and 5th St., or Chicago Great Western Depot, Minneapolis, and Cor. Robert and 5th Sts., or Union Depot, St. Paul.

ST. PAUL IN IT.

Another Victory in the Hamilton Trophy Contest.

NEW YORK, June 25.—The whist players at Manhattan Beach spent another dreary day, owing to the rain and dismal weather. Play continued until very late. The fourth round of the Hamilton trophy contest resulted as follows:

Section A—Brooklyn beat Hyde 13 tricks; American, of Boston, vs. Hamilton, of Philadelphia, tie.

Section B—Fanwood beat Hamilton, of Brooklyn, 11 tricks; St. Paul beat Dartmouth 12 tricks.

Section C—Wilmington beat Knickerbocker 2 tricks; Capitol Bicycle beat Milwaukee 12 tricks.

Section D—Baltimore beat Chicago 2 tricks; New York beat New Jersey Whist 19 tricks.

The eighth round of the Minneapolis pair contest was finished tonight. At the close of the round the score stood:

Baltimore won 7, lost 1; Hamilton of Philadelphia won 7, lost 1; Boston Duplicate won none, lost 8; Des Moines won 4, lost 4; Albany won 3, lost 5; Commercial Travelers of Albany won 5, lost 3; Minneapolis won 4, lost 4; Fergus Falls won 5, lost 3; Brooklyn Whist won 5, lost 3; Capitol Bicycle won 2, lost 6; Hamilton of Brooklyn won 2, lost 6; St. Louis won 5, lost 3; Narragansett won 5, lost 3; Nashville won 3, lost 5; Chicago won 3, lost 5; American of Boston won 4, lost 4.

The eighth round of the East and West showed these scores: Fergus Falls 116 plus 1; St. Louis 116 plus 1; Hamilton of Philadelphia 114 plus 1; Baltimore 114 plus 1; Commercial Travelers 113 plus 1; Des Moines 113 plus 1; Boston Duplicate 110 minus 1; Brooklyn Whist 106 minus 1. Average at the end of round, 112¾.

The East and West contest was completed at 11:55 tonight. The grand averages stand: North and South 339, East and West 311.

St. Paul won its match against Dartmouth by 12 tricks and beat the Hamilton club of Brooklyn 22 tricks, thus going into the semi-finals with four victories and no defeats. Baltimore beat Chicago, and will be in the semi-finals. The Hamiltons of Philadelphia and the Newtons are ahead in their sections and will probably be in the semi-finals. The St. Paul men hope to win the trophy but Baltimore and Hamilton will be hard to defeat.

BIRD RULED OFF.

Ninety Day Penalty for Competing in Unsanctioned Races.

PHILADELPHIA, June 25.—The following bulletin has been issued by Chairman Gideon, of the racing board of the L. A. W.:

B. B. Bird, St. Paul, Minn., is suspended from all track racing and connection with the track affairs for three months from June 20, for competing in unsanctioned races.

The following are suspended from all track racing for 30 days from June 20: Art Beule, Wallie Klawitter, Beaver Dam, Wis.; B. J. Husting, Mayville, Wis.; Frederick Hochshaitd, Danvin Brunt, Horicon, Wis.; Walter Walter, Frank Rudolph, E. Kelley, Rob Lueck, Lester A. Lees, Juneau, Wis.; Mort Smith, Heron Lake, Minn.; George Janssen, Clarence Heisler, A. Lubbing, Arthur Flatchmeir, Charles Betts, Freeport, Ill.

For competing in unsanctioned races after warning the following are suspended from all track racing for 90 days from June 20: H. Severson, J. Dixon, W. Keatin, C. Stillman, J. Groom, H. Dearbolt, N. Haskins, Edgar Sulm, P. Davis, L. Davis, S. Currie, E. K. Lann, Willie Weidner, H. Frank Haze, Milwaukee, Wis.; A. M. Patiz, Milwaukee, Wis., has been appointed official handicapper for the state of Wisconsin.

Sanctions granted: July 4, St. Bonifacius and St. Francis Xavier Beneficial Society, Green Bay, Wis.; June 27, Sodality Athletic association, Milwaukee, Wis.

PEORIA MEET.

Prizes Picked Up by St. Paul and Minneapolis.

ple assembled at Lakeview Park this afternoon to witness the first day's races of the bicycle tournament. In the two-mile handicap race there was a collision and several riders went down. J. Boller had his collar bone broken and Sanger was slightly injured in another race. H. C. Wood, of Chicago, went against the half-mile record of 58 seconds, but the attempt was a failure because of the wind. E. M. Newman, of Chicago, was referee. The track record was broken, Harry Clark making the mile in 2:18 3-5. Following are the results:

Amateur one mile novice—J. H. Warren, Peoria, first; Charles Lavin, Chicago, second; B. L. Virgin, Jacksonville, Ill., third; Will Cummings, De Kalb, fourth. Time, 2:30 3-5.

Professional two-mile handicap—J.F. Griebler, first; A. C. Mertens, second; F. H. Allen, third; W. F. Allen, fourth. Time, 4:31.

Amateur, one-quarter mile, state championship—C. C. Ingraham, Dixon, first; Jesse Curry, Aurora, second. Time, :32 3-5. Order of finish reversed on account of Ingraham's starting ahead of the pistol.

Professional, one-half-mile, open—W. C. Sanger, Milwaukee, first; Otto Zeigler, San Francisco, second; Arthur Gardner, Chicago, third. Time, 1:03 1-5.

Amateur, five-mile, handicap—E. W. Peabody, first; Charles Lavin, second; C. C. Ingraham, third; W. J. Becker, fourth. Time, 12:31 1-5.

Amateur, one mile, 2:30 class—Lou Coburn, St. Louis, first; E. C. Wood, Chicago, second; Clark McAdams, Alton, third. Time, 2:30 1-5

Professional, one mile, 2:20 class—Harry Clark, Denver, first; F. C. Barnett, Chicago, second; Joe Griebler, Minneapolis, third. Time, 2:12 3-5.

Amateur, two-mile, handicap—W. L. Becker, first; A. A. McLain, second; W. F. Shelby, third; W. Turnbull, fourth; C. Lavin, fifth. Time, 4:29 3-5. Scratch man's time, 4:30 flat.

Professional, one mile, open—Tom Cooper, Detroit, first; Arthur Gardiner, Chicago, second; Otto Zeigler, San Francisco, third; Charles E. Hofer, St. Paul, fourth. Time, 2:15 1-3.

LATONIA DERBY.

Big Kentucky Stake Won by Ben Brush.

CINCINNATI, O., June 25.—Latonia races opened here today. The weather was fine; track fast and attendance enormous. Summary: First race, one mile—Islin won, Bloomer second, Cutielene third; time 1:45¾. Second race, four and a half furlongs—Protus won, Three Bars second, The Planet third; time 58½. Third race, six furlongs—Moylan won, Prince Imperial second, Dupee third; time 1:17½. Fourth race, the Latonia derby, one mile and a half, for three-year-olds, value to winner $12,290—Ben Brush, 122, Sims, 1 to 4, won; Ben Eder, 123, Thorpe, 1 to 4, second; Loki, 122, Ray, 10 to 1, third; time 2:40½. Semper Ego and Howard Mann also ran. Ben Eder even money place; Ben Brush and Ben Eder coupled. Fifth race, five furlongs—Suissun won, Belle Bramble second, Adowa third; time 1:06½. Sixth race, six furlongs—Aimee Goodwin won, Mate second, Elsket third; time 1:44.

WITH THE AMATEURS.

Hamm's exports and the Picketts will play on the West side grounds Sunday afternoon at 3:30 for stakes of $175 and the gate receipts. The teams have defeated most of the crack amateur teams of the state, and there is much rivalry between them.

* * *

The Cyclone team would like two games for the Fourth and the following day. Out-of-town games are preferred. Address 297 Lawson street.

* * *

The Minors challenge any club within the limits of St. Paul under the age of fourteen years. Address John W. Stauble, 730 Stewart avenue.

Informal Cycle Races.

The Laurel Cycle club will give its second informal race meet at Kittsondale this evening, the 26th. After the trial runs of applicants to the three-minutes class, a two-mile handicap race will be given, open to all members of the club. This will be followed by a mile open, and, if time permits, by a five-mile handicap. No admission will be charged.

It Was Marie's Race.

The regatta committee of the Minnetonka Yacht club, consisting of E. J. Phelps, Fletcher Walker and C. L. Mendel, had a meeting yesterday morning in Mr. Mendel's office in Minneapolis to consider the protest entered against the Marie. After long deliberation, Marie, owners, Chamber of Commerce Syndicate, was declared entitled to the race.

Will Back Sharkey.

SANTA CRUZ, Cal., June 25.—Paul Herman, flag signal quartermaster of the United States man-of-war, Philadelphia, who taught Sharkey how to read and write, and who gave Corbett's late adversary his first lessons in boxing, says he is ready to back his protege for $10,000 against any man in the world.

Ladies Breaking Records.

Special to the Globe.

DULUTH, Minn., June 25.—Scores at the end of two hours' riding tonight at the ladies' bicycle match were: Allen, 77 miles and 4 laps; Baldwin, 77 miles and 4 laps; Christopher, 77 miles and 4 laps; Paterson, 77 miles and 3 laps; Hokerson, 75 miles and 11 laps; Mack, 73 miles and 1 lap. All world's records were broken for out-door 14-lap tracks in the third half-hour.

Won by Belmont.

LONDON, June 25.—August Belmont's Terpischore II. won the Rookery two-year-old race from six starters at the Sandown park first summer meeting today.

Leroy Was the Winner.

Special to the Globe.

LEROY, Minn., June 25.—Leroy won yesterday's game, 8 to 1, not Winona, as reported from there.

Took One Each.

Special to the Globe.

MANKATO, Minn., June 25.—Mankato defeated the Austin ball team yesterday by a score of 6 to 4. Today Austin won by a score of 7 to 5.

Hastings Club Wins.

HASTINGS, Minn., June 25.—The River Falls (Wis.) club was defeated here today in a game af base ball played with the Hastings nine by a score of 12 to 3. Riches and Flannery were the battery fro the home club.

NOVEL WEDDING.

Hebrew and Quakeress United by the Ceremony.

CHICAGO, June 25.—Walter S. Lieber, a Philadelphia merchant, and Miss Bontine Butler, also of Philadelphia, the former a Hebrew, and the latter a Quakeress, were married in unique fashion in this city last evening. For a long time their difference in faith prevented the wedding, but a compromise was effected. The ceremony took place on one of the peninsulas of the lagoon in Washington park. Thirty bridesmaids robed in pure white chanted the words which bound the couple. Both parties are highly connected in the East, and the peculiar ceremony was written by friends, with the assistance of the bride. Mrs. Lieber has been attending the Chicago Kindergarten association course here for several months. After the romantic part of the ceremony, a justice of the peace briefly assisted in making the marriage legal.

A FEW QUOTATIONS
FROM OUR
Great Alteration Sale!
20 TO 40 Per Cent Discount on All..... Men's Clothing
$15.00
Gives you your choice of any $25 or $20 Suit in our store. Our Finest Dress Suits are included in this
GREAT OFFER.
25 Per Cent DISCOUNT on all..... STRAW HATS
20 Per Cent DISCOUNT on all..... Boys' Clothing
Boys' Sailor Suits, in Wash Goods, at COST.
20 Per Cent DISCOUNT on all..... ODD PANTS
Big Reductions in All Departments.
Browning, King & Co.,
SEVENTH STREET, CORNER ROBERT.

LOCAL NOTICES.

Christian Endeavorers.

The Y. P. S. C. E. Convention of 1896 will be held at Washington, D. C., about July 9 or 10. Those who took the "Big Four Route" from western cities to Boston last year well know the superior facilities of that line. The "Big Four" from St. Louis, Chicago, Peoria, Indianapolis and West and Northwest in conection with the C. & O. Ry., offers the best line to Washington. It is historical and picturesque and is delightful in every respect. Through Palace Sleeping Cars run daily from St Louis and Indianapolis to Washington. Look up the many advantages when you make up the interesting itinerary of your trip. Information cheerfully furnished.

E. O. McCORMICK, Pass. Traffic Mgr., D. B. MARTIN, Gen'l Pass. & Tkt Agent
CINCINNATI, O

Silver or Sound Money

Will be the issue at the National Democratic Convention at Chicago, July 7th. Chicago Great Western Railway (Maple Leaf Route) makes an open rate of one fare for the round trip. Tickets on sale July 4th, 5th and 6th, good returning until July 12th. Apply at ticket office, corner Robert and Fifth streets.

National Educational Association.

For this meeting, to be held in Buffalo, N. Y. July 7th to 11th, the Burlington Route will sell tickets, July 4th and 5th, at one fare for the round trip, plus $2 membership fee, good to return until and including July 13th. Purchasers will have choice of several all rail routes from Chicago, or can go from Chicago by steamer, returning either by steamer or by rail. The rate by steamer can be ascertained by application. The return limit on tickets can be extended to September 1st, if desired. Tickets and berths can be secured, and any information obtained at 400 Robert St., St. Paul; 306 Nicollet Ave., Minneapolis, or at Union Depot in both cities.

The "Seaside and White Mountain Special." The finest train in the world, to Portland, Maine, and the seaside, will leave Chicago, via Grand Trunk Railway System, every Wednesday, commencing with June 24th, up to and including August 26th.

This entire train is lighted by electricity, and runs through solid from Chicago (Dearborn Street Station), via Niagara Falls, Toronto, Kingston, St. Lawrence River and Montreal, to the White Mountains, Portland, Me., and the seaside resorts of the North Atlantic Coast. For further particulars, apply to E. H. Hughes, Assistant General Passenger Agent, Grand Trunk Railway System, Rialto Building, Chicago, Illinois; or to W. R. Jaffray, Northwestern Passenger Agent, No. 120 Endicott Arcade, St. Paul, Minnesota.

Are You Going to Buffalo, N. Y.?

Annual meeting of the National Education Association will be held at Buffalo, N. Y., July 7th and 11th.

For this occasion the "North-Western Line" will sell special excursion tickets at one fare for the round trip plus $2.00 for membership f