

QUINCY IS PRETTY

NEW RIVER PACKET IS A HANDSOME ADDITION TO THE FLEET.

SIDE WHEELER THIS ONE IS.

FIRST OF THE UPPER RIVER CRAFT TO DISCARD STERN POWER.

SHE CLEARED LAST EVENING

With a Good Cargo and a Large List of Passengers for Below.

The elegant new packet of the Diamond Jo line, the Quincy, arrived in St. Paul at 3 o'clock yesterday afternoon on her maiden trip. The "Quincy" is the peer of all recently constructed river boats, and created a sensation among rivermen as she drew in at the wharf near the union depot.

The Quincy is far prettier to look at than the average river boat. To use a riverman's parlance, she is not a "wet-end" or stern wheeler, but has side wheels, a rare thing in upper Mississippi steamboating.

The Quincy ran into a fog this side of Hastings, from which town she cleared at 9 o'clock in the morning, and did not arrive at St. Paul until 3 o'clock. However she made the entire distance from St. Louis by water, without a mishap. She worked smoothly and cleanly, and the 400 passengers who were aboard of her at different points made her first landing.

In length she is 265 feet, beam 42 feet, which is wider than the ordinary river boat. She is built upon a new and her upper works pure white. She is supplied with the most modern appliances for handling freight, steering and propelling.

The speed of the Quincy has not yet been fully demonstrated, as she has not had an opportunity of doing her best in deep water. But on the down trip, if conditions are favorable, she will be given a spurt on Lake Pepin, and it is expected she will make a clean pair of heels to any competitors.

The main cabin of the Quincy is a beauty. The room is nearly 200 feet long, without pillar or post. The state rooms are arranged on the standard river plan, and are 74 in number, all having two berths, both upper and lower. The floor is of polished hard wood. The government will allow the Quincy a regular passenger list of 400 persons, which is greater than any of the packets on the upper river.

The Quincy cleared about 6 o'clock last evening with a heavy passenger list and a large cargo for lower river points. Capt. John Kallen was a very proud man when the Quincy drew up at the wharf, for he realized it was a very unusual thing nowadays to have the honor of bringing a brand new boat of the character of the Quincy into St. Paul. He was busy many hours receiving the congratulations of the passengers and admirers of the boat. The personnel of the Quincy staff is as follows: Captain, Daniel Green; first clerk, Thomas McGee; second clerk, M. Kallen; pilots, Edward West, Al Hill; steward, Thomas Reardon; first engineer, Edward Sauters; second engineer, Henry Brewer.

The crew of the Quincy say the boat is "right," meaning that she had no mishaps on her maiden trip, and consequently, after the belief of rivermen she is not "hoodooed." Her gang of roustabouts were elated at this fact, and say they will stick by the Quincy.

TAKES GEMMELL WITH HIM

President Winter Makes Him His Private Secretary.

W. H. Gemmell has been selected by President Winter of the Northern Pacific as his private secretary and chief clerk. Mr. Gemmell has been connected with President Winter in several capacities, and is well known to that official, who the latter was president of the Omaha road, and his appointment to larger responsibilities is a testimonial to his ability. Mr. Gemmell will assume his new duties within a few days.

NO RATE AT ALL

For Cleveland Encampment to Be Made by Western Roads.

CHICAGO, Aug. 17.—It seems very probable that the Western roads will refuse to make any reduction in rates for the meeting of the Knights of Pythias at Cleveland next month. The meeting was originally scheduled to be held in Minneapolis and a rate of one fare for the round trip was made by the Western roads. A rate of one fare and one cent per mile for the encampment of the Grand Army at St. Paul and the Knights demanded the same reduction. It was refused and they then changed the place for their meeting to Cleveland, and the roads refused to make a rate of one fare and one cent per mile for the encampment. Now the Western roads have been informed by the lines of the Central Passenger Committee, in whose territory the meeting is to be held, that because of the obstacles in their way by the managing committee of the Knights, the Eastern roads cannot honor any certificates issued by the Western roads. The meeting will be ended by the Western roads refusing to make any reduced rate at all.

MAY TAKE PEARCE AWAY

New Management May Locate Him at Tacoma.

The rumor reached town yesterday from Tacoma that the Northern Pacific had the workings of the Northern Pacific staff, and that the post of general manager for the Pacific lines will be given to George W. Dickenson, who will be in charge of the line. It is believed that the duties of the position being thrown on an assistant general manager, Mr. Dickenson will be in charge of the line when the road passes into the hands of the new company, at midnight, Aug. 31. Mr. Dickenson will be transferred to Tacoma, to fill the new post, Mr. Dickenson refused.

ROADS SATISFIED

Not Anxious to Restore Grain Rates to the Old Basis.

CHICAGO, Aug. 17.—The Missouri Pacific is at the head of a movement looking to a reduction of grain rates from the Missouri river to Chicago. The Missouri Pacific is trying to arrange for a conference of all the roads in the West by way of Chicago, and the rates back where they were before the recent reductions were made. The other roads do not seem to be falling over themselves to put the rates back to the old basis. The fact is, the reduced rates have started the corn to come in from the West, and this traffic forms the chief part of the business done at the present time by more than one of the roads, and until they can see a chance to get something in place of the corn they are now handling, it is not likely that the rates will be advanced to the old standard.

LAKE SUPERIOR TERMINALS

Traffic Men Meet Today to Consider Them.

The traffic officials of the Soo, St. Paul & Duluth, Eastern Minnesota and Omaha will hold a meeting today in the office of Vice President Finley, of the Great Northern, regarding the use of terminal facilities at the head of the lakes. The switching system, it is understood, will be rearranged, and the head of the lakes and the Twin Cities may also come up, as the action of the Burlington and Milwaukee in reducing rates from Illinois has disturbed the situation.

LABOR DAY RATES

There Will Be No General Reduction for Excursions.

Yesterday's batch of circulars from Chairman Caldwell, of the Western Passenger Association, announced that the proposition to grant a fare and a third rate from points west to Chicago on Labor day Sept. 7, had been refused, as all the lines had not voted in favor of the plan. The matter will be again brought up, as the action of the Burlington for reduced rates separately and upon their merits.

MET CAR FERRY RATES

Yesterday the Chicago Great Western announced new rates on merchandise between

ON THE ROADS AND BOATS.

W. J. Evans, recently appointed general agent of the Great Northern at St. Louis, left yesterday for his new field of work, accompanied by the best wishes of his friends in St. Paul.

FUNERALS BY HUNDREDS.

All Hot Weather Death Records Broken in New York.

NEW YORK, Aug. 17.—Notwithstanding largely increased forces of grave diggers, working by night as well as by day, graves could not be supplied to fill the demand at the cemeteries Sunday. There was also a shortage in the day of the week. There were 450 funerals in New York during the day and over 200 in Brooklyn. Undertakers said the funerals of Sunday would be more than the funerals of any other day of the last week, and that meant more numerous than any day in the history of this city. They were right.

Prices Advanced Sharply and the Appreciation in Hog Products Fairly Well Sustained.

CHICAGO, Aug. 17.—The uncertain financial outlook controlled the wheat market today, and the price for Sept. 1 declined 1/2 to 3/4 cent to 90 1/2 c. Corn ruled weak, though showing out little change. Oats were strong and closed 1/2 cent higher. Provisions show not much change, but all are moderately active and trading largely by scalpers, commission houses doing little. The fluctuations covered a range of 1/2 to 3/4 cent.

PANIC IN PROVISIONS HAS ABATED.

Quotations on hay, grain, feed, etc., furnished by Griggs Bros., commission merchants.

WHEAT—No. 1 northern, 61 1/2 c; No. 2 northern, 60 1/2 c; No. 3, 59 1/2 c; No. 4, 58 1/2 c; No. 5, 57 1/2 c; No. 6, 56 1/2 c; No. 7, 55 1/2 c; No. 8, 54 1/2 c; No. 9, 53 1/2 c; No. 10, 52 1/2 c; No. 11, 51 1/2 c; No. 12, 50 1/2 c; No. 13, 49 1/2 c; No. 14, 48 1/2 c; No. 15, 47 1/2 c; No. 16, 46 1/2 c; No. 17, 45 1/2 c; No. 18, 44 1/2 c; No. 19, 43 1/2 c; No. 20, 42 1/2 c; No. 21, 41 1/2 c; No. 22, 40 1/2 c; No. 23, 39 1/2 c; No. 24, 38 1/2 c; No. 25, 37 1/2 c; No. 26, 36 1/2 c; No. 27, 35 1/2 c; No. 28, 34 1/2 c; No. 29, 33 1/2 c; No. 30, 32 1/2 c; No. 31, 31 1/2 c; No. 32, 30 1/2 c; No. 33, 29 1/2 c; No. 34, 28 1/2 c; No. 35, 27 1/2 c; No. 36, 26 1/2 c; No. 37, 25 1/2 c; No. 38, 24 1/2 c; No. 39, 23 1/2 c; No. 40, 22 1/2 c; No. 41, 21 1/2 c; No. 42, 20 1/2 c; No. 43, 19 1/2 c; No. 44, 18 1/2 c; No. 45, 17 1/2 c; No. 46, 16 1/2 c; No. 47, 15 1/2 c; No. 48, 14 1/2 c; No. 49, 13 1/2 c; No. 50, 12 1/2 c; No. 51, 11 1/2 c; No. 52, 10 1/2 c; No. 53, 9 1/2 c; No. 54, 8 1/2 c; No. 55, 7 1/2 c; No. 56, 6 1/2 c; No. 57, 5 1/2 c; No. 58, 4 1/2 c; No. 59, 3 1/2 c; No. 60, 2 1/2 c; No. 61, 1 1/2 c; No. 62, 1/2 c; No. 63, 1/4 c; No. 64, 1/8 c; No. 65, 1/16 c; No. 66, 1/32 c; No. 67, 1/64 c; No. 68, 1/128 c; No. 69, 1/256 c; No. 70, 1/512 c; No. 71, 1/1024 c; No. 72, 1/2048 c; No. 73, 1/4096 c; No. 74, 1/8192 c; No. 75, 1/16384 c; No. 76, 1/32768 c; No. 77, 1/65536 c; No. 78, 1/131072 c; No. 79, 1/262144 c; No. 80, 1/524288 c; No. 81, 1/1048576 c; No. 82, 1/2097152 c; No. 83, 1/4194304 c; No. 84, 1/8388608 c; No. 85, 1/16777216 c; No. 86, 1/33554432 c; No. 87, 1/67108864 c; No. 88, 1/134217728 c; No. 89, 1/268435456 c; No. 90, 1/536870912 c; No. 91, 1/1073741824 c; No. 92, 1/2147483648 c; No. 93, 1/4294967296 c; No. 94, 1/8589934592 c; No. 95, 1/17179869184 c; No. 96, 1/34359738368 c; No. 97, 1/68719476736 c; No. 98, 1/137438953472 c; No. 99, 1/274877906944 c; No. 100, 1/549755813888 c; No. 101, 1/1099511627776 c; No. 102, 1/2199023255552 c; No. 103, 1/4398046511104 c; No. 104, 1/8796093022208 c; 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