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HIT A FARGO BANK

SHARP NORTH DAKOTA FORGER $2,200 AHEAD ON HIS WHEAT DEAL.

WHICH FIRM IS THE LOSER?

CASH PAID ON STRENGTH OF THE CORRESPONDENCE WITH DULUTH DEALERS.

OFFICIAL COUNTS COMPLETED.

Returns From a Number of Counties Come in Late—Change the Estimates But Slightly.

Special to the Globe.

FARGO, N. Dak., Nov. 14.—A man giving the name of J. W. Knowlson worked a slick scheme on the First National bank, of this city, and the Stevens-Moore commisison house at Duluth. He walked into the bank in this city and asked an advance on cars bills of lading. He had been in correbills of lading. He had ben in correspondence with the Duluth firm and had a letter from them saying he was all right. The money was advanced by the bank, and the bank drew on the commission firm, but the cars of wheat never got to Duluth.

BELATED OFFICIAL RETURNS.

Clay County's Vote—Majorities in Winona and Other Counties.

Special to the Globe.

MOORHEAD, Nov. 14.—The official vote cast in Clay county this year is as follows: McKinley, 1,594; Bryan, 1,908; Clough, 1,352; Lind, 2,152; Dean, 58; Gibbs, 1,514; Bowler, 1,853; Wedge, 83; Berg, 1,636; Heinrich, 1,792; McConkey, 84; Koerner, 1,607; McKinnon, 1,874; Childs, 1,544; Keyes, 1,783. For congress: Eddy received 1,787, against 1,758 for Lommen, the Demopop candidate. For representatives from the Fifth district in the state legislature: W. B. Douglas, of Moorhead; D. F. McGrath, of Barnesville, and J. C. Wood, of Breckenridge, are the successful candidates as shown by the official count. Messrs. Douglas and McGrath are old members, and Mr. Wood replaces E. J. Moore, of Becker county, a Populist. R. M. Probstfield, the Demopop candidate, receiving the largest number of votes, was 31 votes behind Mr. Wood.

Special to the Globe.

MOORHEAD, Nov. 14.—Hon. John M. Bayer, of this city, has announced his candidacy to succeed himself as sergeant-at-arms in the house of representatives. During the last session Mr. Bayer proved himself a very competent as well as obliging official, and he will be a strong favorite with the members of the house of 1895.

Special to the Globe.

MOORHEAD, Minn., Nov. 14.—It has been repeatedly stated by Twin City papers that Hon. W. B. Douglas, of this city, who has just been re-elected to the lower house of the state legislature, was a candidate for the speakership. Today your correspondent interviewed Mr. Douglas upon the subject, and that gentleman very emphatically declared that he was not a candidate for the honor,and that at no time had he entertained a thought of seeking the position. The report that Congressman Eddy was working in his behalf, Mr. Douglas declared, was absurd.

Mr. Douglas was one of the strongest men in the last house, and was recognized as one of its leaders. As such he should undoubtedly be honored with the chairmanship of some prominent committee, but in that regard also Mr. Douglas will make no special effort.

Special to the Globe.

RED WING, Nov. 14.—The official vote of Goodhue county is as follows: McKinley electors, 5,748; Bryan, 1,426; Levering, 118; Palmer, 78; Matchett, 21; Clough, 5073; Lind, 1,991; Dean, 92; Ames, 21; Hammond, 12; Gibbs, 5,321; Bowler, 1,490; Wedge, 131; Berg, 5,421; Heinrich, 1,367; McConkey, 134; Koerner, 5,477; McKinnon, 1,386; Childs, 5,249; Keyes, 1,361; amendments, No. 1, yes, 4,974, no, 487; No. 2, yes, 3,045, no, 558; No. 3, yes, 1,649, no, 1,849; No. 4, yes, 2,782, no, 834; No. 5, yes, 1,988, no, 1,077; No. 6, yes, 2,211, no, 1,884; No. 7, yes, 2128 no, 982; No. 8 yes, 2,649, no, 578; No. 9, yes, 3,550, no, 744.

Special to the Globe.

GRAND RAPIDS, Minn., Nov. 14.—Work was completed last night by the Itasca county canvassing board. The official election figures are: McKinley 797, Bryan 705, Levering 4, Palmer 6; Clough 759, lLind 683; Gibbs 745, Bowler 606; Berg 747, Heinrich 592; Koerner 713, McKinnon 647; Childs 702, Keyes 598. Amendment No. 1, yes 1,153, no 18; No. 2, yes, 864, no 26; No. 3, yes 612, no 166; No. 4, yes 727, no 122; No. 5, yes 583, no 138; No. 6, yes 646, no 148; No. 7, yes 613, no 186; No. 8, yes 654, no 136; No. 9, yes 880, no 113. Morris 776, Towne 770.

Special to the Globe.

MORRIS, Nov. 14.—Stevens county gives McKinley 981, Bryan 685, Palmer 16, Levering 28, Matchett 2; Clough 851, Lind 829, Dean 37, Ames 10, Hammond 2; Gibbs 939, Bowler 703; Berg, 955, Heinrich 673; Koerner 963, McKinnon 654; Childs 925, Keyes 665; for congress, Eddy, Rep., 1,067; Lommen, Dem., 646. Amendment No. 1, yes 1,029, no 318; No. 2, yes 623, no 136; No. 3, yes 488, no 261; No. 4, yes 562, no 183; No. 5, yes 444, no 173; No. 6, yes 492, no 207; No. 7, yes 437, no 219; No. 8, yes 558, no 138; No. 9, yes 752, no 138.

Special to the Globe.

NEW ULM, Minn., Nov. 14.—Correct official returns of Brown county, as made public, give McKinley, 1,807; Bryan, 1,469; Levering, 42; Palmer, 50; Matchett, 15. Clough, 1,895; Lind, 1,986; Dean, 23; Ames, 13; Hammond, 4. Gibbs, 1,603; Bowler, 1,643; Wedge, 42. Berg, 1,649; Heinrich, 1,587. Koerner, 1,752; McKinnon, 1,524. Childs, 1,601; Keyes, 1,515. McCleary, 1,807; Day, 1,591. Amendments—First, yes 2,011, no 361; second, yes 1,345, no 300; third, yes 750, no 758; fourth, yes 1,074, no 484; fifth, yes 736, no 654; sixth, yes 909, no 498; seventh, yes 863, no 561; eighth, yes 1,166, no 383; ninth, yes 1,820, no 497. Brown county, in 1892, gave Cleveland 551 plurality; in 1896 McKinley 338.

DODGE CENTER, Nov. 14.—Dodge county gives McKinley 1,960, Bryan 911, Palmer 18, Levering 86; Clough 1,771, Lind 998, Dean 74, Ames 8; Gibbs 1,788, Bowler 883; McKinnon 885, Childs 1,737; Keyes 860; for congress, Tawney, Republican, 1,842, Fitzpatrick, Democrat, 905. Amendements: No. 1, yes 148, no 267; No. 2, yes 975, no 260; No. 3, yes 533, no 574; No. 4, yes 827, no 382; No. 5, yes 684, no 379; No. 6, yes 660, no 429; No. 7, yes 587, no 445; No. 8, 764, no 294; No. 9, yes 1,154, no 305.

TRIED TO BREAK JAIL.

Bold Scheme of Owatonna Prisoners Frustrated.

OWATONNA, Minn., Nov. 14.—This city is all excitement today over the attempted jail delivery, which was discovered in the county jail last night. Sheriff J. Z. Barncard returned to his home, which is a part of the jail, about 12 o'clock last night, and, after removing his overcoat, sat down to read, as is his usual custom. He had not been in the house long ere he heard sounds emanating from the jail. Stepping into the jail corridor, he thought to reach the "peep hole" and see what was going on, but a slight noise warned the prisoners of his presence, and so all work was instantly suspended. To carry out the blind, the sheriff returned to his room, shutting the door with a slam, but was, of course, soon back on the lookout. The prisoners had taken precaution to stuff the "peep hole" with bread, but, this having been removed, the sheriff saw that the prisoners had broken from the cage and were in the corridor. They were working on the brick wall by this time, and so the sheriff summoned his wife, and, suddenly turning on the electric lights, broke in on the surprised culprits.

The men were soon hustled into their individual cells, and an investigation showed that, with two iron sides of cots, the men had pried off the slats of the cage, and, being then free, they had at once proceeded to dig their way through the outside brick wall. But one more tier stood between them and freedom when they were found. The jail was full, one man being held on a charge of highway robbery, and one on a charge of rape.

MANITOBA SCHOOLS.

Terms on Which Compromise Is Said to Be Made.

WINNIPEG, Man., Nov. 14.—The outline of the school settlement is said to be as follows: School will remain national and under the control of the province; uniform inspection and uniform certification of teachers will be provided; in schools where the average attendance of Catholic children is twenty-five or over a Catholic teacher will be employed if available. This is for the purpose of having Catholic teachers to give Catholic instruction during the half hour from 3:30 to 4 p. m., which is set aside for religious instruction. During this half hour, any denomination is to have the privilege of entering the schools and imparting religious instruction to children belonging to their denomination. The children may be taken into separate rooms, and in schools where there is only one room denominations may take alternate days for religious exercises, so that all may be treated alike. All regulations regarding religious exercises must originate by petition from the people to the trustees. One clause provides for text books in the bilingual system, so that in districts where children do not speak English they may be taught to do so by the use of other languages.

JOHNSON ACQUITTED.

Trial of Kelly, Principal Actor in the Wyoming Tragedy, Set for Tuesday.

CENTER CITY, Minn., Nov. 14.—The jury in the case of Arthur Johnson, the boy implicated in the Wyoming murder case, brought in a verdict of not guilty last evening, after one hour's deliberation. There is general dissatisfaction with the verdict, for, while many believe he was not a principal, they think he was to some degree guilty. The trial of George Kelly, the principal party implicated in the murder, is set for next Tuesday.

JAILERS IN FOR A ROAST.

Grand Jury Reports on the Glencoe Lynching Case.

Special to the Globe.

GLENCOE, Minn., Nov. 14.—The grand jury has this week been investigating the lynching case and brought in a verdict finding the jail buildings in good condition and fully strong enough for the protection of prisoners. The report continues:

We further desire to say that relative to the outrageous crime committed, that we have used every effort in our power to unearth the perpetrators of said crime and bring them to justice, but have been unable to do so. But we are of the opinion that after the threat had been made, and the calling of troops to protect said unfortunates from harm, that our public officers whose duty it was in every way to guard said prisoners, that they acted in a most peculiar and lax manner. And that the guards placed over said prisoners were in every way unfit, and men of little or no nerve.

SAWYER SAYS IT IS SPOONER.

Senatorial Contest Appears to Be Settled in Wisconsin.

MILWAUKEE, Wis., Nov. 14.—The first statement which ex-Senator Sawyer has given to the public on the senatorship he made here today, and in effect he says he will not be a candidate. He said: "Ex-Senator Spooner will be elected United States senator at Madison without opposition. It will be so unanimous that I do not believe any other name will be mentioned and no caucus will be necessary. He is the man and will be elected."

Recount Ordered at Duluth.

DULUTH, Minn., Nov. 14.—A recount of the vote on the proposition to buy the gas and water plants has been ordered by the court, in accordance with a demand made by E. C. Bauman, who has begun contest proceedings. He claims that a large number of wrongly marked ballots were counted, and that if thrown out, as they ought to be under a former decision of the supreme court, the purchase proposition will be defeated. The counters appointed are J. H. Bingham, suggested by the contestant; L. A. Agatin, selected by the city, and Isaac E. West, chosen by the other two. The count will be begun Monday morning.

Love of Whisky His Ruin.

Special to the Globe.

KENYON, Minn., Nov. 14.—E. F. Parkhurst, who is employed by the Interstate Grain company at this place, committed suicide this morning by shooting. He lived about thirty minutes. He lately lost a little daughter, and as a means of burying his grief, drank himself into such a state of mind that he took his own life. He was thoroughly respected by those who knew him, and was in moderate circumstances. His remains will be sent to Spring Valley, where he leaves a wife and family. He left a note stating that his love for whisky was the cause of the deed.

FORTUNE IN A MOTOR.

Big Luck Which Is Claimed for a Sleepy Eye Man.

SLEEPY EYE, Minn., Nov. 14.—Hundreds of men have made steam and steam engineering a life study, but it has remained for a Sleepy Eye man to make into a practical working machine an idea that, although old, is yet so new that none of the thousands who have experimented with it have been able to work it out. Grant Brambel, of this place, has recently received letters patent on a rotary engine for which he has been offered £320,000, or $1,600,000 within the past week.

This wonderful engine does away entirely with the crank motion of the steam engine, a most desirable but to all intents and purposes hertofore impossible thing to do. In the ordinary type of cylinder engines the steam enters at the end of the cylinder, is cut off and used as expansion from the cut-off to the end of the stroke. The Brambel rotary engine does away with the crank motion, and uses its own plunger for a cut-off. The engine is steam tight and requires no ring packing. It can be made marine type, and, of course, can be either simple or compound. It is not a cheap machine, although it costs very much less to build than the ordinary engine. It weighs less and occupies only a fraction of the space of the old-style engine. It is a wonderful machine, and the working model weighed but twelve pounds and seven ounces, yet was of twenty-three actual horsepower.

Within the past few days Mr. Brambel has been offered the magnificent sum of £320,000 for his patent. The offer comes from H. F. Allen, of London, England, the president of a British engineering syndicate, and it may not be many days before the inventor and patentee closes with this offer and harvests a well-merited reward for his twelve years' study on his application of steam. Mr. Brambel says:

"When any one can build a fifty horse-power engine that may be carried around in a hand sachel, he has something that is very valuable, particularly when that engine is adapted to any and all kinds of work, wherever power is used. The Brambel engine of fifty horse-power, weighing less than 100 pounds, may be attached to the end of the armature or a dynamo and all the belting done away with, or a Brambel engine, not larger than a common saucer, could be attached to a creamery separator and set it whirling at the rate of 6,500 revolutions a minute. The largest of these engines, 250 horsepower in size, is less than a foot wide at the base and eighteen inches high. It is in use in a dynamo-room at Trenton, N. J., and the firm say they never had a more satisfactory machine.

The patent was obtained a year ago, since which time several machines have been built and put into use.

WOMAN AS EDITOR.

Mrs. Blanche M. Bliss in Charge of the Sioux Falls Press.

Special to the Globe.

SIOUX FALLS, S. D., Nov. 14.—The Sioux Falls Daily Press was today transferred by E. W. Caldwell, its founder and editor for nineteen years, to Mrs. Blanche M. Bliss, to satisfy a mortgage of $9,200. Under the new management the paper, which has always been Republican, will favor free silver and the anti-Republican programme in the state. Mr. Caldwell goes to Sioux City to join the Journal staff. The announcement of the change will be made in tomorrow morning's issue.

Sentenced at Worthington.

Special to the Globe.

WORTHINGTON, Minn., Nov. 14.—District court, in session for ten days, adjourned to the first Monday in January. Judge Brown passed sentence on Robert Drew, convicted of horse stealing, to three years and five months; George W. Clarkson, assault in the second degree, to four years and five months; Edward Larkin, assault in third degree, ninety days in jail; John Adams, assault in second degree, adjourned to adjourned term for sentence. Only two civil cases were tried. Oberman, charged with assault in first degree, acquitted.

Sanford Declared Elected.

Special to the Globe.

JAMESTOWN, N. D., Nov. 14.—The senatorial contest in this district ended today with the election of E. M. Stanford, Democratic and independent candidate, over Bailey W. Fuller, Republican, by a majority of thirteen votes, as shown by the returns as canvassed by the county board of officials. An effort was made to throw out the vote, because of a slight irregularity in regard to the returns from a couple of precincts, but the canvassing board unanimously decided against it. It was not claimed that the vote was illegal in any respect, except a defect in the manner in which the returns were made.

Owatonna's Jubilation.

Special to the Globe.

OWATONNA, Minn., Nov. 14.—The Republicans of Steele county celebrated the great McKinley victory with a tremendous rally and monster torchlight procession, in which nearly 3,000 persons were in line. The city was a blaze of light with fireworks, red lights and bonfires. After the long procession had passed through the principal streets, a monster meeting was held in the court house and was addressed by Lieut. Gov. Gibbs and Assistant Attorney General Edgerton, Senators Stockton, Sperry and a number of prominent Republican leaders of Southern Minnesota.

Booth Company Supreme.

DULUTH, Minn., Nov. 14.—The A. Booth Packing company has bought out the entire plant of the Connable Fish company of Crane Lake and Ely, including all its stores of fresh fish, boats, nets and other paraphernalia. About 200,000 pounds of fish already caught were included in the deal. Ralph Connable will act as resident manager and conduct the business at Crane Lake, Ely and along the northern food fish waters of the state for the A. Booth company. The plant will be enlarged somewhat.

Knight Embezzlement Case Fails.

WASHBURN, Wis., Nov. 14.—The case of State vs. Alonzo Knight, ex-county treasurer of Bayfield county, for embezzlement, which has been pending for two or three years, was dismissed in the circuit court this morning on motion of the prosecuting attorney for the reason that the information did not come within the statute as to the time of the alleged embezzlement. This will probably be the last attempt made to prosecute Knight.

Steel Works Will Be Operated.

WEST SUPERIOR, Wis., Nov. 14.—Judge Vinje this morning authorized Receiver Howard Morris to operate during 1896 and 1897 the plant of the West Superior Iron and Steel company and allowed him to issue $50,000 of receiver's certificates to cover operating expenses. There was no opposition to the order and the plant will start next week.

Crazy Red on the Warpath.

Special to the Globe.

CHAMBERLAIN, S. D., Nov. 14.—A crazy Sioux Indian belonging at the Lower Brule agency escaped from the reservation and terrorized the white settlement along White river. He was pursued and overpowered by the Indian police before any fatalities resulted.

Ferryman Gets Damages.

Special to the Globe.

WABASHA, Minn., Nov. 14.—In the district court today a jury awarded Fred Hugley a verdict of $3,500 against the city of Wabasha for injuries sustained while working on the city ferry last February.

Gets a Dakota Divorce.

Special to the Globe.

FARGO, N. D., Nov. 14.—Mrs. S. F. Taylor has secured a decree of divorce from her husband, George Taylor, a New York commission man.

Brakeman Fatally Crushed.

Special to the Globe.

WILLMAR, Minn., Nov. 14.—At 6:40 this morning, while John R. Townsend, a switchman,was attempting to make a coupling, while the train was in motion, he slipped and fell, several cars passing over his body, killing him instantly. Townsend was twenty-seven years old and unmarried. His sister lives at Long Prairie, Neb.

SURVEY HAS BEGUN

ENGINEERS ARE PREPARING FOR THE COMPLETION OF THE FOSSTON BRANCH

THROUGH TO DEER RIVER,

WHERE IT WILL COMPLETE A DIRECT LINE TO THE LAKES.

NEW SIBERIAN TRUNK LINE.

Its Progress Fraught With Great Importance to the Granaries of the Northwest.

The general belief among railroad men is that the Great Northern is figuring upon a very important piece of railroad building early next summer, the construction comprising the extension of the Fosston branch in a southeasterly direction about 125 miles, to a point near Deer river, the present terminus of the Duluth, Superior & Western.

A glance at the map will immediately show the great importance of such an extension. The Fosston branch runs down into a very fertile and productive territory, but the line is practically a dead end, as all the produce is required to be hauled back to the main line, and thence come down via St. Cloud, Hinckley and other common points on its way to the head of the line. This entails a haul of say 300 miles, perhaps somewhat less, whereas the construction of the proposed Fosston extension would cut the distance one-half and would make a direct cross country line to Duluth, via the Duluth, Superior & Western.

The mere fact that the extension would furnish a more direct outlet for Minnesota products is only half the advantage gained to the Great Northern, for the reason that the proposed extension would enable that road to haul its cargoes from the Pacific coast direct to the head of the lakes without necessitating the circuitous route via St. Cloud. It would mean a tremendous saving in time and operating expenses. Another advantage would be that the proposed extension would furnish another direct route to a point connecting with the Soo and the Duluth, South Shore & Atlantic, to the great advantage of eastbound shipments. It would create a new transcontinental system, practically speaking, by the mere uniting of the two ends in the northern part of the state.

It is said that the Great Northern already has a large force of surveyors in the field, and that these engineers have gone over the entire route and are now rapidly approaching Deer river with their lines. It is not known whether the proposed extension will be run to the north or the south of Lake Winnebigoshish. Which ever way the line is run, it wil traverse the Indian reservation by the same name. It is not unlikely that the road if built will be run between Leech lake and Lake Winnebigoshish. Deer river is in town 145, range 27 and section 35.

The country thereabouts and along the line of the proposed extension is timbered with valuable pine in a number of places, and much of the country is in the wheat section. The extension would afford a valuable outlet to the great Dakota fields. It is estimated that the road can be built for $15,000 a mile.

NEW SIBERIAN ROAD.

James J. Hill Watches Its Progress With Interest.

President Hill of the Great Northern is a close student of the growth of transportation facilities in foreign countries, especially in Asia, Siberia and Russia. The reason for this is that he shrewdly sees that every mile of railroad built on the continent of Asia means either an increase or a decrease in shipments from and to the ports of the United States, especially to the ports of the North Pacific coast. Mr. Hill is a very thorough student of the geography of the continent. He can pronounce the names of the most difficult and unheard of Chinese cities and provinces, and all the mountain ranges, rivers and lakes of Siberia. He is intimately acquainted with the Russian cities, and can tell just where the work of building the great trans-Siberian road to the Pacific is at almost any stage of the game.

"They are at Tomsk now," said Mr. Hill in a chat with the Globe yesterday. Mr. Hill placed his finger on a map of Asia and said that the route to the sea had not yet been decided upon. He predicted, however, that a route would be selected toward the south of the Great Siberian lake, and after working down through the mountains, the terminus would be fixed at Port Arthur, where there is a fine harbor. Speaking of the result of the building of the road upon the export of American grain, Mr. Hill said: "It is all foolishness to talk about the Russian grain driving the American grain out of the Chinese and Japanese markets. Now how many people do you suppose there are in this strip of land along the southern coast of China and back a few hundred miles into the interior, who are dependent upon flour for their sustenance? There are over 80,000,000 of them, and all the grain raised on the Pacific coast in the United States would only give each man and woman in that 80,000,000 but a little over seven pounds in a year.

"We will continue to ship all the grain over there that we have on the coast. The shipments of wheat from the Pacific coast to this section have had considerable to do, I believe, with the advance in prices."

"How is the new steamship line doing?" was asked.

"You can judge for yourself," replied Mr. Hill. "The last steamer for Japan was required to leave over 500 tons of freight which she could not carry. There are now 600 bicycles awaiting shipment to Australia in Seattle, via Japan and the Nippon Yusen Kaisha line. The influence which this line has had upon shipping is already very great, not only in freight but in passenger business. The shipments via San Francisco have fallen off materially. It is surprising to see the train loads of cotton which come up this way and go to Japan via this new steamship connection and the Great Northern."

NEW CINCINNATI LINE.

Calvin Brice Has Found a Way Into Chicago.

CHICAGO, Nov. 14.—Senator Brice's scheme to establish a new line between Chicago and Cincinnati, is likely to be realized at an early day. George L. Bradbury, vice president and general manager of the Lake Erie & Western and Fort Wayne, Cincinnati & Louisville, has opened an office at Chicago, and will have his principal headquarters in this city. Mr. Bradbury is the right hand man of Senator Brice, in the management of the roads he controls, and his removal to Chicago clearly shows that Senator Brice's Chicago-Cincinnati line is about to be opened for business.

The obstacle in the way of establishing the new route was the difficulty in obtaining an outlet for Senator Brice's Ohio lines for Chicago. A deal had been contemplated with the Baltimore & Ohio for the use of its tracks from Chicago to a connection with the Cincinnati, Jackson & Mackinaw railroad, but it appears that this idea has been abandoned and the Wabash will be used as an outlet from Chicago.

The most profound secrecy has been maintained as to the traffic in which two steamers which have been contracted for by the Lower Lake Steamship Co., to the Chicago Ship Building Co., are to engage. It is the general opinion in lake transportation circles that the boats are to be the nucleus of a new line of steamers between Chicago and Oswego with the seaboard connection with the Western & Ontario railroad, which long has been seeking an outlet to the West with a line of its own. If this surmise is correct Chicago is to have another important lake and rail-connection with New York, at the opening of navigation next spring.

KEEPING THE MONEY HERE.

Advantage of Yellowstone Park's Latest Boom.

General Passenger Agent C. S. Fee, of the Northern Pacific, returned from Chicago yesterday, and while in that city went to hear Stoddard, the celebrated lecturer. Mr. Fee said to the Globe yesterday:

"The theme chosen was "Yellowstone Park," which spot Mr. Stoddard classes with the Indian Himalayas as one of the two great scenes in nature, so far as observed by him in his several tours of the world, that stand out in a class of their own, distinct and above all other of nature's works. It was his first lecture on an American topic.

"It is a hopeful sign that people are manifesting so great an interest in the Yellowstone. One hundred thousand people going from the United States each year, spending $200,000,000, is a drain such as few countries have been called upon to stand."

CHANGES IN TIME.

Rumor Promises Some on the Great Northern.

It is the intention of the Great Northern to make some radical changes in their time tables, if current rumor is true. The Northern Pacific has also had alterations in the schedule under consideration for some time, but nothing has yet been decided upon. The Great Northern will very likely give St. Cloud a direct train to Duluth via the Hinckley line, which will be greatly appreciated by the people of St. Cloud. Trains for Duluth will be run from Yankton, S. D. The Willmar train will also run through to Duluth instead of stopping at St. Cloud. Trains 5 and 6 will run between St. Paul and St. Cloud on the present schedule.

It is also said that the limited will be moved up three hours, leaving St. Paul somewhere around noon. These changes have been under consideration for some time.

ESCORT THE ADMIRAL.

Railroad Magnates Accompany the Japanese Officer West.

President Samuel Hill, of the Montana Central; J. N. Hill, of the Eastern Minnesota; Chief Engineer Stevens, of the Great Northern, General Superintendent J. M. Barr, M. C. Heallon, of the president's office, and W. J. Murphy, of the Minneapolis Tribune, left yesterday afternoon in private cars for the coast, to be gone a month.

General Superintendent Barr had, as his guest in his own private car, Admiral Mayaoka, of the Japanese navy, who has been naval attache of the Japanese government at Washington. Admiral Mayaoka spent the day with President Hill in the latter's office, and it is supposed the conference had something to do with the new Great Northern ocean connection, the Nippon Yusen Kaisha Steamship company, which is under the control of the emperor. The admiral is on his way home and will meet his ship at Seattle. He is a handsome man, with bright, keen eyes, jet black hair and a splendid figure. He is a graduate of the Japanese naval academy and took a prominent part in the Japanese war with China. Admiral Mayaoka declined to be interviewed.

NO SUCCESSOR NAMED.

Great Northern Abolishes the Position of Traffic Manager.

Second Vice President Newman, of the Great Northern, yesterday issued a circular which practically abolishes the post of traffic manager, at least for the time being, and has placed added responsibility upon the shoulders of the general passenger and the general freight agents. The circular issued, reads as follows:

St. Paul, Nov. 14, 1896.—H. L. Shute has resigned the position of traffic manager of this company to accept service elsewhere.

George O. Somers, general freight agent, and F. I. Whitney, general passenger and ticket agent, will, from this date, take charge of the business pertaining to their respective departments which heretofore has been handled in the office of the traffic manager, and will report to this office.

INTERCHANGEABLE TICKET.

Western Roads Have Decided to Delay Action.

CHICAGO, Nov. 14.—The roads of the Western Passenger association have for some time been considering the advisability of placing on the market a 5,000-mile interchangeable ticket, and at the last meeting of the association in this city the matter was discussed in a very thorough manner. To meet some of the objections that were urged against the ticket it was suggested that the sale of the tickets be placed entirely in the hands of the chairman of the association, each road to be paid for whatever portions of the ticket it might turn in. At the end of the year if it be found that the aggregate collection of slips does not call for the entire amount of receipts of the association from the sale of the tickets, the balance remaining in the hands of the chairman to be divided among the roads in proportion to the amount of mileage shown on the slips turned in. After a long discussion it was decided that it would be the better policy to defer action until after the meeting of the Eastern lines, which has been called for this city on Thursday of next week for the purpose of considering the interchangeable ticket plan suggested by General Passenger Agent Ford, of the Pennsylvania lines. If no action is taken by the Eastern lines, the Western roads will take up the matter themselves.

BEEF TRUST CASE.

Federal Grand Jury Expected to Take It Up.

CHICAGO, Nov. 14.—It is said that in addition to the trial of ex-President Reinhart, and ex-Traffic Manager Hanley, of the Atchison road, which is set for the coming session of the federal court in this city, there will be other action taken by the federal grand jury that will be of interest to railroad men. It is alleged that there will be, on the part of the Interstate Commerce commission an investigation into the relations of the roads with the alleged beef trust, and some interesting proceedings are looked for. The story is not confirmed at the office of the federal district attorney, but the rumor is very lively among the roads, and they are rather looking for something to drop.

FAST RUN RECALLED

By a Recent Rapid Trip on a Western Road.

CHICAGO, Nov. 14.—The Alton road has reduced the time of its limited trains between Chicago and St. Louis to exactly eight hours. The new time card goes into effect Nov. 15. The recent fast run on one of the Western lines, 181 miles in three hours and thirty minutes, exclusive of stops, recalls the record made by the Chicago & Northwestern in transporting a special carrying Jay Gould and party from Council Bluffs, Io., to Chicago, April 22, 1891. The actual running time between the two cities, exclusive of stops, was nine hours. As the distance is 485 2-10 miles, the average was 53.92 miles an hour. The run from Clarence, Io., to West Fortieth street, Chicago, 180.1 miles, was made in 188 minutes exclusive of stops, and the 5.1 miles from La Fox to Geneva were covered in 4 minutes, or at the rate of 76½ miles per hour. It is believed that this record for both long and short distance running has never been broken by any Western line.

THE BEST RECIPE

For Overcoating and Ulster Cloths—**Put in all the warmth possible, then add toughness.**

One result is Frieze—It makes a grand looking coat, and as ours are made, very swell—now be sensible, get an overgarment. The full moon in November has come, the warm days and nights for this year are o'er; of course you can saw wood, split rails, shovel snow, you can tug at the gymnasium, or hug the stove, and either will help you keep warm, but when you get out walking or riding, going to or from home, or with your best girl, how'll you feel without a good warm coat? Cheeks pinched, nose blue—looking like the horror picture of a "before-and-after-taking" advertisement—there's the picture of the man who's going to try and worry through the winter without an overcoat or ulster, and thinks he's smart, or thinks he can't afford it.

Not smart a bit, anything but smart, and you can afford it, too, and you'll say so, if you only could see and know how little you need pay for a first-class garment **here.** For instance: That special 44-oz. Imported Black Irish Frieze Ulster, raw edge, Cassimere lined, 50 inches long, that we're selling

for $10

It's town talk—for it's the best $15.00 worth we ever sold, and others near by are asking $16 and $18 for the same garment. We bought 200, have sold 125 already. We'll buy 200 more if we can get them, but we can't always duplicate those grand things by pressing the button———

It's made in our own factory as a "leader." It's sold by us "as a leader" to win trade and hold trade, and it's **not** sold at that price because 'twas bought at 40 cents on the dollar from these poor, slow-witted manufacturers who were hard up, or didn't know what their clothing was worth, and so got the worst of it by these "Napoleonic buyers," but to show you the difference between **square selling that's winning trade** and fake selling that's losing trade. Better come now. Choosing was never easier.

L. G. HOFFMANN & CO.

ADVERTISERS OF FACTS,

RYAN BLOCK, SEVENTH AND ROBERT.

SOO IN MINNEAPOLIS.

Will Abandon the Union Depot in a Few Days.

The announcement in the Globe some time ago that the Soo line had decided to abandon the Minneapolis union depot and go into the Chicago, Milwaukee & St. Paul terminal station at Fourth avenue south and Washington, is at last verified, although the statement was denied by the other papers. The Globe's authority was no less an official than General Manager Underwood.

It is now announced on an equally good authority that the Soo will abandon the union depot in the Mill City within the next ten days, using the Milwaukee station. This undoubtedly means a new union depot in Minneapolis, to be erected jointly by the Soo, Northern Pacific, St. Paul & Duluth, Milwaukee and perhaps another road.

ACROSS THE RESERVE.

New Railway Into the Black Hills Is Projected.

Special to the Globe.

HURON, S. D., Nov. 14.—Much interest is taken here in the newly incorporated railway company, known as the Dakota & Pacific Railway company. The capital stock is fixed at $18,000,000, and the company proposes to construct a line of railroad from Rapid City in the Black Hills, to Sioux Falls. The Missouri river will be crossed at Chamberlain and a branch of the road will be run from that city to Huron. A number of Black Hills capitalists, together with well known railroad men in Chicago and other Eastern cities, are identified with the enterprise. The Huron board of trade will give it some attention.

LOCOMOTIVE MEN HERE.

In Consultation With Various Local Railway Officials.

Representatives of a number of the big locomotive works in the East have been in the city at different times recently in conference with the officials of the Great Northern, also the Northern Pacific, which gives rise to the impression that both roads are about to invest considerable sums in new motive power. Agents of the Schenectady, N. Y., and the Richmond, Va., Locomotive works have been in the city the past two days and have been seen in the general office buildings of both roads. The Northern Pacific is said to have asked bids on a number of new engines to be built from plans drawn by Superintendent of Motive Power Hickey.

NEW FAST MAIL.

New York To Chicago In Twenty-four Hours.

PHILADELPHIA, Nov. 14.—One of the fastest trains in the country will make its initial run over the Pennsylvania railroad between Philadelphia and Chicago today. It is the new fast mail, leaving New York at 8 a. m., Philadelphia at 10:25 a. m., and arriving at Pittsburg at 7:10 in the evening, and Chicago at 8 o'clock the next morning. This train is instituted primarily in the interests of a quicker mail service between the East and the West, and its principal equipment is composed of postal cars. The twenty-four-hour schedule between New York and Chicago places the train on the same plane in the matter of time, as the celebrated Pennsylvania limited, and its value in accelerating the mail service can hardly be estimated by the business people of the country.

ARMENIAN UNION SKEPTICAL.

Takes Very Little Stock in the Reforms in Turkey.

NEW YORK, Nov. 14.—The executive committee of the Armenian Patriotic Union of the United States today issued the following statement:

In view of the apparent satisfaction with which the latest promises of reforms made by the sultan of Turkey have been received in certain circles of Europe, the Armenian Patriotic union, through the executive committee, desires to make the statement that there has been no change in the political situation in the East and that this union intends to prosecute its work without any reference to any promises that may from time to time be made by the Porte.

FAITH CURE A GOOD THING

In Some Diseases, But It Is a Failure in Stomach Troubles.

Mere faith will not digest your food for you, will not give you an appetite, will not increase your flesh and strengthen your nerves and heart, but Stuart's Dyspepsia Tablets will do these things, because they are composed of the elements of digestion, they contain the juices, acids and peptones necessary to the digestion and assimilation of all wholesome food.

Stuart's Dyspepsia Tablets will digest food if placed in a jar or bottle in water heated to 98 degrees, and they will do it much more effectively when taken into the stomach after meals, whether you have faith that they will or not.

They invigorate the stomach, make pure blood and strong nerves, in the only way that nature can do it, and that is, from plenty of wholesome food well digested. It is not what we eat, but what we digest that does us good.

Stuart's Dyspepsia Tablets are sold by nearly all druggists at 50 cents for full sized package, or by mail from the Stuart Co., Marshall, Mich.

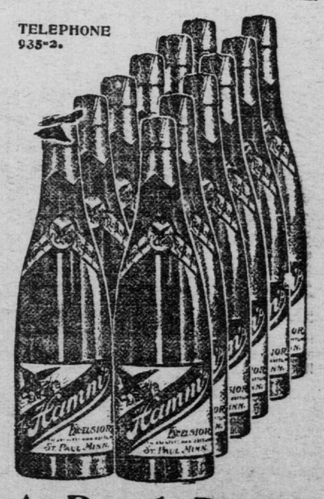
Send for book on Stomach Diseases.

ADVICE TO IRELAND.

Limit to the Action of the Vatican.

ROME, Nov. 14.—It is semi-officially stated at the Vatican that the reports circulated in the United States of the intention of the pope to remove Archbishop Ireland, of St. Paul, are "pure inventions." Archbishop Ireland has simply been advised from an authorized quarter, to moderate his attitude, avoid irritating discussions, and conform his conduct to the instructions of the holy see, especially as regards education, social questions and the favor to be accorded to religious bodies.

TELEPHONE 935-2.



A Royal Dozen.

Each Bottle a Quart of Cool Content. Brewed by the Excelsior Brewery, St. Paul, Minn.

DEFECTIVE PAGE