

BULLETIN OF THE ST. PAUL GLOBE.

SATURDAY, NOV. 28, 1896.

Weather for Today—Fair and Cold.

PAGE 1. Transcontinental Lines Blocked.

PAGE 2. Ice Palace Plans. Copeland Will Hold On.

PAGE 3. Minneapolis Matters. Affairs of Stillwater. Forker at Canton.

PAGE 4. Editorial. New Law on Wills Outlined.

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PAGE 6. Bar Silver 65 1/8c. Cash Wheat in Chicago 51 5/8c. Stock List Sagging.

PAGE 7. Gossip of the Railways. Wants of the People.

PAGE 8. Wills and Rose May Get Free. News of the Courts. Brief in the Lane Case.

EVENTS TODAY.

Met-Field's Minstrels, 2.30. 8.15. Grand-Saved From the Sea, 2.30. 8.15

MOVEMENTS OF STEAMSHIPS.

NEW YORK—Arrived: Mannheim, North Shields. QUEENSTOWN—Arrived: Lucania, New York for Liverpool.

LONDON—Arrived: Europe, New York.

Put the gridiron away until next year.

Cuba is getting unhealthier every day for Capt. Gen. Weyler.

Why not put people off at Niagara Falls? Buffalo is run by the falls.

An Iowa town has completely eradicated hog cholera by killing all its hogs.

And now it is rumored that the coolness between Reed and McKinley shows no disposition to thaw.

The death of the rail trust does not necessarily mean that there will be less tracks for the bicycle tire in 1897.

Gold continues to flow into the treasury in a steady stream. The reserve now only lacks a few thousands of \$130,000,000.

We have had every kind of weather in the calendar during the past forty-eight hours, and yet some people are not satisfied.

The cashier of the First National Bank of Lebanon, Pa., stole \$200,000. He would have stolen more, but the bank didn't have it.

It seems that Cuban rebels are blowing up imaginary Spaniards with imaginary dynamite. This isn't very sanguinary warfare.

Li Hung Chang is now hobnobbing every morning with a threat to resign. He won't feel so gay if the young emperor calls his bluff.

Signs are not wanting that somebody is trying to hypnotize the Chicago council into accepting money enough to buy Christmas presents.

Fifty thousand Ohio people are going to Washington to see McKinley inaugurated. Several of them who do not now expect to walk home.

John L. Sullivan's friends want him to become an editor. In an event of that sort the office furniture should be heavily insured against his wrath.

Ever since Hobart was elected funny things have been happening in New Jersey. A hen down there has just hatched out a dozen featherless chickens.

After death an Oregon man was found to have a heart as big as that of an ox. There are few people on the Pacific coast who are troubled with enlargement of the heart.

It has been formally admitted that the Chicago divorce courts are not so swift as those of the Dakotas. A Chicago woman is at Fargo obtaining a divorce from her husband.

A Maine man has invented a perpetual motion machine that will saw wood. It is a good wager that it was invented by one of the tramps who have had to saw wood for meals.

A Chicago man died, leaving his gold-headed cane to his two brothers. This seems to have been his way of saying he didn't like his brothers, for, of course, they quarreled over which should have the head of the cane.

In the parlance of the street Matthew Stanley Quay is "getting good" in his old age. He refuses to support John Wanamaker for United States senator because he says he is opposed to any man who is trying to buy his way into public life.

A Maine dispatch says late buttercups and peas growing on a vine in blossom as in mid-summer have been picked at Rockport. Dispatches from North Dakota do not indicate that buttercups and peas are doing anything of that sort in that section.

McKinley's plurality is not far below the million mark in spite of the enormous majorities given Bryan in the silver states.—St. Louis Globe-Democrat, Nov. 25.

Why don't you add up a column of figures yourself occasionally? Mr. McKinley's plurality is but a trifle over 700,000, which is 300,000 less than a million. The election is over. Let's get at the facts.

WORST IN 15 YEARS

TRANSCONTINENTAL LINES HAVE NEVER EXPERIENCED ANYTHING SO BAD

AS THE RECENT SNOW STORM.

COMMUNICATION HAS BEEN CUT OFF WEST OF FARGO AND GRAND FORKS.

SEVERAL TRAINS ARE "LOST."

That is, the Officials do Not Know at What Stations They Are Blocked.

The storms which swept over Northern Minnesota, North and South Dakota and Northern Montana yesterday and the two days preceding, were the worst experienced in the last fifteen years. A railroad official, who has handled blockades for the last eighteen years, said yesterday that the blockade of yesterday surpassed anything he had experienced during his entire service with the road.

Neither the Great Northern or Northern Pacific will attempt to open their lines west of Fargo or Grand Forks until the storm is over. The officials say that it will be useless to start rotary ploughs out on the line until the blizzard is entirely over, for the reason that it will be in just as bad a condition as before. All the roads have their gigantic ploughs standing with steam up at every divisional point, and there will be a rush westward of rotary ploughs at every 100 mile point. It is expected that after the storm once ceases, each division can be cleared up in from four to six hours and that trains can follow the rotaries very closely.

As a matter of fact neither the Northern Pacific or the Great Northern know themselves just the exact condition of their lines west of Fargo and Grand Forks. The wires beyond those points are wholly down and no messages can be received or sent. General Superintendent Barr, of the Great Northern, and General Manager Kendrick, of the Northern Pacific, both of whom went west to look after the landslides and floods in the mountains, have come east as far as possible to look after the new trouble. Mr. Barr is on the east side of the snow blockade and sends frequent messages to headquarters in St. Paul. The Great Northern's Grand Limited, train No. 3, leaving St. Paul at 3 p. m. for Seattle, was abandoned yesterday and did not leave St. Paul. The company said they would very likely be able to carry their passengers as far as Grand Forks, but as the storm appeared to be working down this way, no guarantee could be offered. Consequently no train was started.

The reports along the line since that afternoon, as the reports were no more encouraging, it was also decided to abandon the train. The train from St. Paul to Langdon, N. D., and Winnipeg respectively. No. 9 leaves the city at 8 p. m. and No. 9 at 7.30. The reports along the line since that afternoon, as the reports were no more encouraging, it was also decided to abandon the train. The train from St. Paul to Langdon, N. D., and Winnipeg respectively. No. 9 leaves the city at 8 p. m. and No. 9 at 7.30.

On the Northern Pacific it was 4 below on the Grand Forks division, and on the Great Northern it was 2 below extending along the intervening territory. At Fargo it was 2 above, with a terrific wind piling the snow in heaps. At that point the Northern Pacific country was shut off from outside communication by wire. However, the Northern Pacific started their transcontinental train out of St. Paul yesterday afternoon, but the officials did not expect to get beyond Fargo. Every passenger was notified of that fact. However, an attempt was made with a full understanding of the situation. The passenger officials are nursing the hope that the line will be opened by the time they reach Fargo division, and if not, that the storm will have abated within twelve or fifteen hours after that time. It is an interesting situation when a railroad has to chronicle the fact that two or three trains are "lost," but both the Great Northern and Northern Pacific had to do it yesterday. That does not mean, of course, that the trains were snow-bound in the middle of the prairie. It is a matter of fact that owing to the fact that the wires are down, the officials are not able to find out at what stations the trains are laying over. Both the Jamestown and the Winnipeg trains are over due ten to twenty-four hours, were reported "indefinitely late" on the union depot bulletin board. As a matter of fact the officials of the road did not know where the trains were. A private telegram received at the Northern Pacific from Chicago, stated that the only telegraphic communication to be found to the west was over a "slow line" via the Central Pacific.

The two and the Canadian Pacific are also badly hampered with snow. The Soo train No. 7, due in the city at 8:45 yesterday morning was chronically late, and the Chicago, Milwaukee & St. Paul also had trouble with its South Dakota lines, trains being from two to six hours late. The Chicago-St. Paul lines were not seriously hampered with the snow, trains being from one to two and one-half hours late. The lines to the head of the broken wire west of Fargo and Grand Forks were generally on time. The officials of the transcontinental lines are hoping the first tidings from over the broken wire west of Fargo and Barnesville will bring news of a bettered condition, but the fact that no tidings were received would indicate that the storm was worse than supposed.

Yesterday was the first time in fifteen years, with the exception of a few days during the strike of 1894, that a west-bound overland train was abandoned, which significant fact speaks more plainly than words of the serious nature of the storm. It is believed that cattle and stock generally suffered all over the North.

ITS FURY ABATING

ALTHOUGH THE GALE CONTINUES AND TRAINS ARE BLOCKADED BY SNOW.

ALL WIRES WEST DOWN.

SINCE MARCH, 1891, NO WORSE STORM HAS STRUCK THE DAKOTAS.

FLOODS THREATEN WISCONSIN.

Log and Ice Jams in the Chippewa—Fears for Vessels on the Lakes.

WILD ON THE LAKES.

Steamer Monarch Has a Lively Time Making Harbor.

DULUTH, Minn., Nov. 27.—The worst storm for years has raged since midnight Wednesday. A northeaster, blowing forty-seven miles an hour, has been blowing since midnight. The storm was accompanied by a blinding sleet that made it practically impossible to see the gale. The steamer Monarch has been the vessel to arrive at the port since daylight, and only one has left during the past forty-eight hours. Capt. Robertson, of the Monarch, said last night that he has navigated twenty-five years he has navigated Lake Superior, he has passed through such a terrific experience as he did this time in making this port from Port Arthur.

The weather office there advised him that the indications were for westerly wind clearing weather, so he started out, only to run into a howling blizzard and gale. He came through without mishap, though the entrance to the harbor was treacherous, so impossible was it to see. He was headed for a range light on the beach of Minnesota point. He had serious doubts of his ability to reach the range light, so high was the water, but put on full steam, determined to make it or beach the Monarch high and dry. The vessel was blowing water, so he started out, only to run into a howling blizzard and gale. He came through without mishap, though the entrance to the harbor was treacherous, so impossible was it to see. He was headed for a range light on the beach of Minnesota point. He had serious doubts of his ability to reach the range light, so high was the water, but put on full steam, determined to make it or beach the Monarch high and dry.

The Duluth & Iron Range trains were only able to get as far as Endon, and the wires have been cut on the line of logs and debris upon the tracks between that station and the union depot that they will be impassable for a day or two. The storm is general throughout the state and it is expected the stock interest in the western part will suffer severely. No fatalities are reported here, but all roads are impassable and no news can be had from the country districts. The mercury tonight is lower than last night—below zero, but the wind has subsided and no news can be had from the country districts.

WORTHINGTON, Minn., Nov. 27.—The worst ice storm ever experienced in this part of the state has been in progress here. For thirty-six hours rain fell almost continuously and has frozen on the trees and wires. The damage to the city light plant will reach \$1,000 or more, and the beautiful shade of the plants in the electric park has been almost entirely destroyed. The loss to Nobles county will amount to thousands of dollars in the damage to fruit trees, and the ground is a perfect glare of ice, making it almost impossible to get around. Thanking you very much for the information, the people of this part of the state for the wonderful spectacle that met their eyes that morning.

ADRIAN, Minn., Nov. 27.—The rain and sleet storm of the last 48 hours has caused a great deal of damage here. Many fruit and ornamental trees and groves are entirely ruined, and telephone and electric light wires are down all over the country. In a short time complete destruction of everything which the heavy load of ice could destroy. The weather is still threatening more rain.

OSAKI, Minn., Nov. 27.—The heaviest sleet ever known here, with rain, is falling. Ice is an inch thick everywhere. Special to the Globe. DETROIT, Minn., Nov. 27.—About a foot of snow fell here during the last twenty-four hours. It is the heaviest snow storm there has been in this vicinity for years.

ADA, Minn., Nov. 28.—It has been raining hard all day and nearly a foot of snow is on the ground. Wind is northeast; mercury 16 above.

WINDOM, Minn., Nov. 27.—Rain fell here steadily for two days and nights, freezing as fast as it fell. Almost every tree in town is destroyed, being broken by the weight of ice. Telephone and Western Union wires are all down and a number of the poles are broken.

FLOOD IN THE CHIPPEWA

Millions of Feet of Logs Carried Away—Trains Blocked.

Special to the Globe.

EAU CLAIRE, Wis., Nov. 27.—The Chippewa and Eau Claire rivers are in a very dangerous mood. Heavy rains have been falling for several days, and the banks to overflowing. The stage of water above the Deils dam is 18 feet, at the Kelsey street bridge in the heart of the city it is 14 feet. The river has risen 2 1/2 feet since morning. If it goes up 2 feet more the destruction to property in this and other cities will be great. In the lower portions of the city, especially to the north side, many basements are flooded. A report from Bloomer, Wis., states that the dam in that city is in a very unsafe condition and fears are entertained that that may go out. Two hundred and fifty feet of lumber go down the river. The trains on the Mississippi Lumber and Boom company boom at Chippewa Falls gave away, letting millions of feet of lumber go down the river. The trains on the Mississippi Lumber and Boom company boom at Chippewa Falls gave away, letting millions of feet of lumber go down the river.

Special to the Globe. GRAND FORKS, N. D., Nov. 27.—The storm has abated here, and the snow has stopped. A heavy wind is still blowing. The only train to reach here this evening from St. Paul was over the Great Northern. It was laid up at Moorhead last night. There were no trains in or out tonight. The trains laid up in Moorhead were moved this afternoon. A stock train of twenty-three cars is stuck in the snow at Grand Harbor, and it is supposed that all the stock have perished. The damage to wires and railroad property is heavy. Connection with the West was made tonight. The Great Northern officials have no idea when traffic will be resumed. The snow is still blowing in some places the loss to live stock will be heavy. About 100,000 sheep, besides many hogs and cattle, are being fattened in Buffalo county, Neb. Three inches of rain fell there last night. This morning it turned to snow and continued to fall heavily all day. Much of the corn is not yet husked and the farmers fear they will have to leave it out until spring. Winter wheat is in excellent shape. The greater portion of the corn crop is night is covered with a coating of ice, and in most places snow has fallen on top of this. In Omaha the streets are slippery and walking is difficult. No accidents have been reported. The temperature has fallen forty degrees in about twenty-four hours and it is still growing colder. Wires are down all over Nebraska and trains are running without the telegraph.

Special to the Globe. BISMARCK, N. D., Nov. 27.—The recollections of the oldest citizens were that yesterday's storm in this state. There has been no blizzard when the thermometer registered lower, but none where the volume of snow was so great. Wires in every direction have been down most of the day. The morning meagre reports from around the state are obtainable. Not a wheel has turned on the Northern Pacific since yesterday morning, and no news can be had from the country districts. The mercury tonight is lower than last night—below zero, but the wind has subsided and no news can be had from the country districts.

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