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SATURDAY'S WEATHER.

Fair; Southerly Winds.

By the United States Weather Bureau.

MINNESOTA—Fair; westerly, shifting to southerly winds.
NORTH DAKOTA—Fair; westerly, shifting to southerly winds.
SOUTH DAKOTA—Fair; westerly, shifting to southerly winds.
WISCONSIN—Fair; warmer in southern and eastern portions; fresh westerly winds.
IOWA—Fair and warmer; light variable winds.
MONTANA—Fair weather; cooler in eastern portion; westerly winds.

YESTERDAY'S TEMPERATURES.

The Northwest.

St. Paul	66	Battleford	68
Duluth	64	Prince Albert	66
Huron	61	Calgary	58
Bismarck	66	Medicine Hat	70
Williston	64	Swift Current	66
Havre	68	Qu' Appelle	62
Helena	56	Minnedosa	68
Edmonton	66	Winnipeg	70

Buffalo	50-56	Montreal	52-52
Boston	58-62	New Orleans	66-72
Cheyenne	48-50	New York	46-56
Chicago	46-46	Pittsburg	48-54
Cincinnati	34-42		

YESTERDAY'S MEANS.

Barometer	30.08
Mean temperature	54
Relative humidity	43
Wind at 8 p. m.	Northwest
Weather	Partly cloudy
Maximum temperature	67
Minimum temperature	42
Daily range	25
Amount of precipitation in last twenty-four hours	0

RIVER AT 8 A. M.

Station.	Danger Line.	Gauge Reading.	Change in 24 Hours.
St. Paul	14	3.6	0.0
La Crosse	10	4.3	—0.1
Davenport	15	4.6	—0.1
St. Louis	30	21.2	*0.4

*Rise. —Fall.

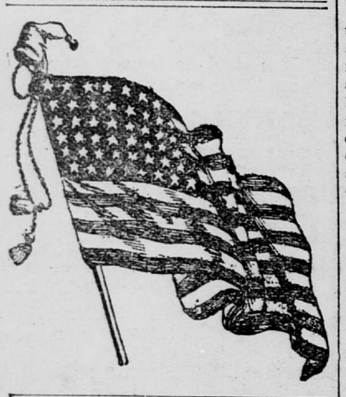
Note—Barometer corrected for temperature and elevation. —P. F. Lyons, Observer.

ATLANTIC LINERS.

NEW YORK—Arrived: Britannic and Cufic, Liverpool; Edam, Rotterdam.
LIVERPOOL—Arrived: Germanic, New York. Sailed: Cevic, New York.
MOVILLE—Sailed: Ethiopia, New York.
COPENHAGEN—Sailed: Hekla, New York.
NAPLES—Sailed: Aller, New York.

TODAY'S EVENTS.

GRAND—"Blue Jeans."
METROPOLITAN—Dark.
Humane society, 608 Chamber of Commerce, 11 AM.
St. Paul Gun club shoot, Kittsondale.
North Star Gun club, Rice street and city limits.
Minnesota Cricket club, practice game, Kittsondale.
Lecture, Miss Martha Foote Crowe, one of a Shakespearean series, Park Congregational church.
Opening of Commercial Cycle club house, Como.
Base ball, St. Paul vs. Omaha, Lexington park, 3:30.
Railway postal clerks' convention and banquet, Hotel Metropolitan, afternoon and evening.
Ramsey County W. C. T. U., St. Paul Commons, 3:30 p. m.



—The gold dollar is beginning to look mighty small alongside of the bushel of wheat.

—Next time, Spain, you will make arrangements to have your big battles right over a coal supply.

—Will the army surgeons please see that John Barleycorn isn't mustered into the service of Uncle Sam.

—Spain, suppose you call your subjects off both the Atlantic and Pacific oceans and live respectably at home ever afterwards.

—St. Paul Democrats can reflect that there are lots of Democrats in office not far away—in Chicago and New York, for instance.

—Gen. Fitzhugh Lee has already selected part of his staff. He is evidently chafing for an interview with a Winchester with Gen. Blanco.

—If Commodore Dewey could see some of the "poetry" which has been written about him, he would hesitate before winning another victory.

—This country has $2,465,000 worth of yachts in the Mediterranean. Now, if Spain had a spark of bravery, she could even up on the prize-taking business.

—Walter Wellman is about to start on another trip to the north pole. It will seem much colder this time, Walter, as we are having such a "hot time" at home.

—Now, if the cruiser Yale should win a battle and the cruiser Harvard should lose one, the students of the two educational institutions would feel just like old times.

—If those fellows at Manila get their voices tangled with their names, it will all be up with them. The commander of Spain's infantry in the Philippines goes by the name of Don Hipolito Vidal-Habarca.

"Our Traditional Policy."

There has been apparent within the last ten years a decided drift away from the foreign policy advised by Washington. It showed itself in the effort of Harrison to annex Hawaii. Later, we have the reversal of the Monroe doctrine, which promised no disturbance with the possessions of foreign nations in this hemisphere, in the notice to Spain to quit Cuba. Now we have it again in the discussion of the disposition to be made of the Philippines, over which, if report is true, Dewey has established military government. The declaration of war expressly repels a purpose of conquest and annexation of Cuba; but, in the message that drew out that declaration, the president said that he submitted the whole matter to congress because "of the grave relation the course that is now incumbent upon the nation to adopt must needs bear to the traditional policy of our government, if it is to accord with the precepts laid down by the founders and religiously observed by succeeding administrations to the present day."

The policy of expansion is unquestionably the popular one. There is something in it that stirs the brute in men, appeals to their imagination, and over which they throw the convenient mantle of patriotism. Already we read arguments for the permanent occupation of the Philippines and of Porto Rico, after its capture, and it is probably that such a policy, if adopted, would have the general support, although every reason is strongly against it. We need not go abroad for solid reasons against such a course; they are to be found in the nature and disposition of the people occupying those lands; their utter incapacity for self-government and the necessity of ruling them by means repugnant to our institutions. We have not developed in our treatment of the Indians a capacity for governing alien races in such measure as to make it clear that we could wisely or well govern the mixed races of the Philippines or of Porto Rico.

When we go away from home, we find reasons more potent. We enter into relations with foreign nations when we appropriate these islands, especially the Philippines. Already we hear a note of protest. The balance of power which the nations of Europe have established for mutual self-protection will be disturbed. Russia was deprived of the territory conceded by Turkey in the treaty of San Stefano. Germany was allowed to take Alsace and Lorraine because it was virtually a retaking of her own. Japan was prevented from getting permanent lodgment on the continent after taking and occupying Wei-Hai-Wei. The partition of China, so far as it has progressed, has been permitted only by a balancing of interests. It is hardly to be expected that the powers will see a new factor enter the Eastern hemisphere and obtain territory without demanding that they be consulted.

But, whatever possessions of Spain are occupied by our forces and held when peace is established, they can be held in pledge to secure the payment of any war indemnity that may be agreed upon. The German army remained in Paris until payment of the indemnity exacted was secured. Japan held Wei-Hai-Wei as security for the payment of her indemnity. We can hold the Philippines for the same purpose. We have precluded ourselves from putting Cuba in pawn for that purpose; and, as the real purpose of the war is to expel Spain from this hemisphere, we could not take Porto Rico as security to be returned to Spain upon payment. There will doubtless come a strong movement for the annexation of that island, and, if it is successful, we may expect thereafter a steady growth of the expansion spirit and a permanent surrender of our traditional policy.

The Arbitration Bill.

While congress is furnishing the material for the prosecution of war it is also preparing a measure that looks for the maintenance of peace. There are wars and wars, and those which break out and rage among organized industrialists are quite as destructive of wealth as are those which are fought out between nations with powder and shell. The strike is a battle in which endurance is the ammunition. It puts both contestants in a state of siege. Success depends upon which party is the better provisioned. But, whatever the result, whichever wins, both lose. And, where the battle is between persons engaged in serving the public, there is nothing but loss for it.

Congress, by virtue of its power to regulate interstate commerce, proposes to furnish a remedy for the disturbances resulting from railway strikes. The measure that passed the house makes it the duty, in the first instance, of the commissioner of labor and chairman of the interstate commission, at the request of either party to the dispute, to endeavor to bring about an amicable settlement. Should they fail the controversy "may" be submitted to arbitrators, who shall sit, hear and decide, and their decision, filed in the circuit court, becomes binding upon all parties, but there must be an agreement to submit signed by each party.

And if either party refuse, what then? The brief synopsis of the bill gives no information as to what is for the public the vital point in the whole matter. These contests between railway corporations and their employes, where a strike has resulted, have gone on the assumption that the public had no rights which either was bound to respect; that neither disputant owed to the public duties that were superior to any mutual rights of either contestant. The corporation, created to serve the public, and its employes, engaged to help it serve, subject it to their quarrel, compel it to await their pleasure, to submit to the disarrangement of business, to sustain without remedy the consequent losses, each acting as if the public existed only for their convenience and profit.

The weak feature of the bill, that which will make it of no value where either party to a railway strike loses reason in anger, is this permissive resort to arbitration. Either party can defeat it by refusing to agree to arbitrate. And one or the other party will, if the interests at stake are of importance. If past experience teaches anything, it is that the power to regulate commerce must be exercised to absolutely prevent the interruption of commerce by strikes. Each party, railway and employes, must subordinate its relations and all questions growing out of them to its duty to the public. Whatever stage the differences may reach, they must never be allowed to interfere for a moment with the operation of the railways. This the public has a right to demand, and no measure that ignores that right is sufficient. Provide ample machinery for the settlement of any possible difference, but insist that, pending settlement, traffic shall not be impeded.

A Thing or Two.

War is inflammable! The United States nation is embarked upon a mission of war! Whether justifiably or not, it remains for history to record. There will undoubtedly be heroes made during this war, but the honesty of intention and purity of motive which inspire the onslaught in favor of Cuba must be judged when the war is ended.

Meanwhile the country must expect to encounter complications of serious character. The first was developed yesterday in the capture and subsequent release of the French steamer Lafayette, which was heading for the port of Havana when overtaken by our fleet. The idea of taking into possession a large steamship of a great nation, with whom we are on friendly terms, must necessarily open the eyes of every one to the reality of existing war. It seems almost shocking.

The president, in his message of April 22, clearly said: "Any neutral vessel approaching any of said ports, or attempting to leave the same without notice or knowledge of the establishment of such blockade, will be duly warned by the commander of said blockading force, who will indorse or have registered the date of such warning and where said warning was made, and if the same vessel shall again attempt to enter any blockaded port, she will be captured, etc."

There is a strong liability to errror on the part of naval officials, who, out on the ocean, regard every ship an object of prey which does not come to promptly on call and surrender, no matter whether the passengers are spies or the merchandise is contraband of war. In the War of the Rebellion the Trent affair was probably the most brilliant illustration of American fairness and honesty that was ever given to the nations of the world. There is no question that in that instance this country was wrong; and through the superlative wisdom of Secretary Seward and Abraham Lincoln a diplomatic point was settled to the everlasting honor of both this country and Great Britain.

Women of the Northwest.

How does it happen that the Northwest, properly speaking, has no representation upon the general board of officers of the National Federation of Women's Clubs? The South is three times represented, the middle West, the East and the far West, but the Northwest is a silent partner in the national organization. Why? Has it produced no woman who is able to hold her own with this body of sterling women?

It is not possible that of the 250,000 women in the national federation the Northwest furnishes so small a fraction that it is not worthy of representation, and the South so large a fraction that it should have three representatives.

On the programme of the approaching congress at Denver, Minnesota is represented by Miss Margaret J. Evans, of whom "The Clubwoman" speaks as a "famous educator." Among all the names this is the only Northwestern representative. The honor and pride of Minnesota women are safe in her hands, but will the women of the great Northwest let another election pass by without securing recognition on the national board? Opinions of club women are solicited on the subject.

EPISTLES TO ST. PAUL.

A boy sat on the steps of the Merchants' hotel for four hours yesterday afternoon, holding one end of a rope. At the other end of that same rope there was a yellow dog of the most "ornery" description. He was a large-limbed dog and was obviously intended by nature to be built on a generous plan, but the material for him ran out—and very poor material it must have been. Once in a while the boy pulled on the rope and dragged the dog up close to him. Then the boy would kick the dog and the brute would retire as far as the length of the rope would permit and howl. Passers-by stopped and pitied the dog and reviled the boy. Neither one of the two paid the least attention to the objurgations and commiserations, which were about equally divided. Along about supper time a man came out of the hotel and walked up Jackson street. The boy got up and followed him.

"You gimme my money," shouted the boy. "The dorg is your dorg an' my paw wants pay fer 'is board." The man tried to shake the boy and the dog off and finally he jumped aboard of a cable car. Just as he landed on the steps the boy "sicked" the dog on him, and the cheap brute, having been kicked forty times by the boy, obeyed him and tried to take a piece out of the man.

Some men in a cigar store, who had been watching the boy and had seen the man make the chase for the car, overhauled the youngster and asked what was the matter. Being presented with a gratuity in the way of a dime, and not being interfered with while he administered another kick to the dog, the boy explained:

"A long time ago dat man wuz stoppin' at de Merchants' an' wuz goin' ter Alasker an' he wanted dorgs an' he advertised in der paper dat he wanted dorgs 'n' my paw saw it in der paper 'n' he tol' me ter bring down Daniel Webster dere an' sell 'im 'n' I sold 'im ter der man fer seven'y-fi' cents 'n' der man sez ter me ter take 'im home 'n giv' 'im my address 'n keep der dorg till he comes back 'n he'll pay me for der dorg's board," said the boy, without taking a breath. Then he went on:

"I tuck 'im home 'n der man never come back till yesterday 'n' I sees 'im on der street 'n' tels 'im how erbout der dorg 'n he tells me ter goter'il dat dere's dorgs ter burn in Seattle 'n I bin waitin' for 'im all day 'n' paw says he'll break my face 'n don' get ten cents a week fer de dorg's board 'n' I'm goin' ter stay 'n' get der sixty cents 'fi has ter stay in front er' der hotel fer six weeks."

He took the dog across the street, and, as the brute had got tired of being kicked and tried to break away, the boy tied him to the iron railing in front of the hotel, and was still waiting for that man to come back two hours later.

The air of militarism that pervades the capitol these days makes the plain civilian feel that he is a sort of sneaky person not to offer himself on the altar of his country. When Wade comes out of the gubernatorial sanctum, meets Capt. Converse, comes to a standstill in such a hurry as to jeopardize his equilibrium, throws his forefinger up to his hat, waits until he is saluted in return, then marches on with military precision, it makes you feel that the one thing there is left for you to do is to hurry out to Camp Ramsey and give yourself up to the authorities. It reminds some of the old-timers around the capitol of a story they used to tell of Gov. Hubbard.

While Hubbard was governor, Adjt. Gen. Seeley was the active boss of the militia, and Capt. Berger was military storekeeper. It was a point of honor with Berger to maintain military discipline in the relations that existed between himself and the adjutant general. If Gov. Hubbard had asked for the loan of a lead pencil and it had been necessary for Berger to ask Seeley for the pencil he would have drawn himself up, saluted and said:

"General, the compliments of the commander-in-chief and would you loan him a lead pencil?"

Hubbard didn't like all this punctilio, and one morning when Seeley was in his office Berger came in, drew himself up, saluted, and waited for the adjutant general to answer his salute. Seeley did not respond instantly and Hubbard looked up and saw Berger standing as stiff as a poker.

"Look here, Seeley," said the governor, "if you and Berger were of the same rank would he have to salute you?"

"Well as I would rank him in senority, I suppose that he would," answered the general, at the same time relieving the strain by returning Berger's salute.

"Then I'll tell you what I'll do," said the governor, "if it is in my power I'll reduce you both to the ranks. Now in the future you can do as you like when I'm not around, but when you're in here remember that you are both privates and I'll have the first one of you that salutes court-martialed for insubordination." —The Philistine.

ST. PAUL WOMEN SHOCKED

When They Learned That Volunteers Were Unprovided For.

To The St. Paul Globe:

Please allow me space to say a word in regard to a letter, signed "J. H. Sheets," which appeared in your columns today, criticising the patriotic societies for not preparing a reception for the volunteers who arrived in this city on Friday morning last. The Daughters of the American Revolution, the Colonial Dames, in fact all the women of St. Paul, would have been only too glad to have met the boys and given them a hearty breakfast had they imagined for one moment that the proper authorities would not have attended to it. That no preparations in the way of food and shelter had been made by Gov. Clough for the reception of his troops, came as a shock to the women of St. Paul, and while patriotic societies were not instituted to assist negligent state officials, they would have been glad to have made amends for the illtreatment received by the volunteers from the chief executive of the state.

I would like to say to your correspondent that patriotism is a sentiment inspired by love of country, good government and protection of citizens. That our national guard were obliged to go hungry on the day of their muster was a revelation to us, and the Daughters of the American Revolution have since done their best to make life easier for the brave volunteers at Camp Ramsey.

I feel assured that Mr. Sheets has suffered no personal inconvenience.

—Caroline M. Beaumont,
Distaff Chapter,
Daughters of the American Revolution.

DONS' FLEET EXPECTED

PREPARATIONS TO RECEIVE THE SHIPS AT PORTO RICO

Admiral Sampson on His Way to the Same Place, and at Washington Important News Is Expected Within a Day or Two—Rumors of Movements That May or May Not Be True.

NEW YORK, May 6.—A special from San Juan says that preparations are being made there for the reception of the Spanish Cape Verde fleet, the arrival of which is expected almost momentarily. The only warship now in the harbor of San Juan is the Isabella. The harbor has been cleared of noncombatant vessels to make room for the anchorage of the Verde fleet. All merchantmen have been pulled up under the protection of the hills, fearing a bombardment by the American fleet.

WASHINGTON, May 6.—It is expected in administration circles that Porto Rico will be taken by the United States by tomorrow. Important news is expected from Porto Rico Sunday.

NEW YORK, May 6.—A special from Kingston says that four United States warships have been sighted off Porto de Banes, Cuba. They are supposed to be a part of Rear Admiral Sampson's fleet.

BUENOS AYRES, May 6 (via Galveston, Tex.).—The Spanish torpedo gunboat Temerario, which has been, it is alleged, undergoing repairs at Ensenada, on an estuary of the La Plata, thirty-five miles from here, and which was said to be without a crew and disabled, sailed today, presumably going northward.

CHARLESTON, S. C., May 6.—Firing at sea was heard off Charleston this morning, but no vessels have been sighted.

MAYOR DORAN IS WEARY.

Moran Investigation Is a Long-Winded Affair.

Mayor Doran was busy all of yesterday morning listening to evidence in the complaint that was filed against Police Officer Moran for using an ax in serving a warrant upon Mr. Begley.

A great many witnesses were heard, but there were yet others to tell their version when the mayor declared that he had had enough of it for one day and adjourned the hearing without making a decision.

The matter will come up again this morning.

MRS. GALVIN DIVORCED.

Sequel to the Marriage With the Brief Honeymoon.

Mrs. Minnie A. Galvin was yesterday granted a divorce by default from Thomas Galvin, whom she wedded March 15, 1897.

The couple lived together but three days. Mrs. Galvin was formerly Mrs. Goff and kept a boarding house at 25 West Fifth street. Mr. Galvin was a policeman when he met, wooed and wed the widow Goff. Three days after the ceremony he disappeared. Many months later he returned to St. Paul, but not to his wife. Hence the divorce proceedings.

Judge Bunn handed down the decree.

For Students of History.

The Minnesota Historical society has received the following books by purchase: Geologies of the Elderkin, Fowler, Frost, Coffin and Seaton families," "One Hundredth Anniversary of the Town of Riverland, Suffolk County, N. Y," "Old Times in Huntington, N. Y.," by Henry O. Platt. By gift, from W. A. Truesdale, St. Paul: "The First Engineer," "The Use of Pictures in Libraries," by Dr. S. A. Green. From department of interior, United States geological survey: "Reconnoissance of the Gold Fields of Southern Alaska," by George F. Becker; "Geology of the Yukon Gold District, Alaska," by Josiah E. Spurr, and Harrold B. Goodrich; "Map of Alaska, Showing Known Gold-Bearing Rocks, etc., etc."

Reminiscence of Chapel.

Judge Willis has ordered that David C. Hull be permitted to maintain an action on sheriff's bond against Charles E. Chapel as principal and William R. Merriam, Charles Kittelson and E. S. Warner as sureties in his own name as if he were the obligee named in the bond.

This is an action to compel Chapel as sheriff to pay over to plaintiff $1,801.75, proceeds of the foreclosure of a mortgage on property in White Bear, Ramsey county. Chapel's bondsmen are made parties to the proceedings.

Apologized to Dr. Artz.

T. O'Connor, the man who assaulted Dr. Artz the other day, apologized publicly in the municipal court yesterday for his action.

O'Connor said that he was entirely to blame, being too hasty. It seems that the doctor was summoned to the house occupied by O'Connor and was directed to the latter's apartments. Mr. O'Connor said that he thought the doctor an intruder and therefore assaulted him. He admitted that Dr. Artz gave him no provocation.

Dr. Artz was willing to have the man discharged, which was accordingly done by Judge Twohy.

TRADE CORNER TURNED

IMPROVEMENT PERHAPS SENTIMENTAL, BUT APPARENT

Business Interests Appear to Have Come to the Conclusion That the Possible Effects of the Present War Have Been Largely Discounted—A Few Unfavorable Features in the Situation.

NEW YORK, May 6.—Bradstreet's will say: Evidences accumulate that the corner has finally been turned in the trade situation and that circumstances which have hitherto been regarded as disquieting have begun to give way to more cheerful conditions or are beginning to be recognized in a truer and more reasonable light. While it is claimed, and perhaps with justice in many cases, that the changes yet noted are largely sentimental and that little that is tangible is to be cited in the direction of improvement, it is not to be forgotten that the dullness and even repression ruling for sometime past was likewise largely sentimental, and, it is now beginning to be admitted by many, had even less of a basis to rest upon than the present unmistakable signs of improvement.

A new sense of national strength and energy seems unquestionably to have developed since the news of the American victory at Manila, and the business community generally, with few exceptions, would appear to have come to the conclusion that the possible effects of the present war have been already discounted.

Among the more favorable features of the week have been the slightly easier tone in the money market and a little more disposition on the part of the financial institutions to accommodate legitimate demands of trade. Another has been the very general foreign recognition of the critical position of wheat supplies, in the lowering or the suspension entirely of import wheat duties, notably in Italy, France and Spain, and reflected in advances proportionate to the import duty reduction in those countries. Prices, both at the seaboard and at the interior, have broken all records for many years past, while the eagerness of foreign buyers to take hold at the advance furnish testimony to the fact that the present wheat corner is not due entirely to the fear of interruption in supplies, nor yet to the successful projection of a wheat corner, but, to a considerable extent, to foreign recognition of the fact that the world's wheat stocks today are smaller than they have been for many years past, and that sometime must yet elapse before the admittedly good world's wheat crop prospects find expression in new supplies.

Of considerable importance in the direction of actually stimulating business in some lines are the large orders received for equipment and supplies of all sorts for military use, notably in the lines of cotton and woolen goods, shoes, projectiles and ammunition of various sorts.

It, of course, would be useless to deny that there are some unfavorable features in view, notably in the cotton and woolen industry.

The wheat exports for the week reflect the temporary check to demand, caused by sudden advances in prices, and show a falling off, aggregating 2,478,775 bushels, against 4,449,000 bushels last week; 1,799,000 bushels in this week a year ago; 1,882,000 bushels in 1896 and 2,805,000 bushels in 1895. Corn exports aggregate 6,164,000 bushels, against 4,316,000 bushels last week, 3,127,000 bushels in this week a year ago, 1,899,000 bushels in 1896 and 934,000 bushels in 1895.

Business failures are slightly smaller this week, aggregating for the United States 240, against 245 last week, 228 in this week a year ago, 267 in 1896 and 224 in 1895.

NO TROCHA FOR HANNA

THE CIVIL SERVICE RULES ARE BRUSHED ASIDE

By the Ohio Senator in Securing the Appointment as Chief of the Bureau of Statistics of O. P. Austin, the Editor of Republican Campaign Literature—Not Hanna's First Victory Over Reform.

Special to The St. Paul Globe.

WASHINGTON, May 6. — Senator Hanna has again played a long hand, and this time lands the man who sends out ready made editorials from Room 1, Glover building, to the Republican brethren. The civil service regulations are rudely brushed aside and all precedent violated by the removal of Worthington C. Ford, who for years has been recognized as the most accurate statistician in Washington, and O. P. Austin, of Room 1, Glover building, is to succeed him. The position from which Mr. Ford retires is under the civil service rules as extended by President Cleveland. To the world at large it is known as chief of the bureau of statistics of the treasury department. In the section of the revised statutes, however, which authorizes its creation it appears simply as a "division clerk," to be appointed by the secretary of the treasury to "superintend the bureau."

The question is likely to arise, therefor, how Secretary Gage is going to get Mr. Austin into the position vacated for him, as he is not now in the civil service. But Mr. Hanna can settle that as easily as he did the appointment of C. T. McCoy, of South Dakota, to a civil service position. McCoy never took an examination. He was not in the eligible list, and yet hundreds of weary, waiting and competent citizens who have passed a postoffice inspectorship examination, are wondering how McCoy "was placed." Mr. Hanna has some sort of secret combination not enjoyed by the ordinary every-day Republican senators and congressmen.

LEITER IN DULUTH MARKET.

Buying of 300,000 Bushels of Wheat Causes a Big Jump.

Special to The St. Paul Globe.

DULUTH, Minn., May 6.—A. D. Thompson & Co. created a sensation on the local board of trade today when they bought over 300,000 bushels of cash wheat for the Leiter syndicate. They paid flat prices for the wheat to arrive here and advanced the price successively from $1.87 to $1.38, $1.39, $1.40 and $1.41, a cent at a jump. Thompson & Co. have purchased almost 1,000,000 bushels of wheat in the past two days which, for this time of year, is a marvelous heavy purchase.

ST. VINCENT DEDICATION.

Archbishop Ireland to Conduct the Ceremonies and Preach.

The new St. Vincent De Paul Catholic church, located on Virginia avenue and Blair street, will be dedicated with impressive ceremonies, which will begin with an early mass and close with the evening exercises. Archbishop Ireland will dedicate the church and preach the sermon in the morning.

All the priests in the city will take part in the services, and several pastors and church societies will attend from Minneapolis and other points near St. Paul. The following parish societies have been invited and have signified their purpose of attending: All Hallow's Court of the Catholic Order of Foresters, St. Vincent's Crusaders, St. Vincent de Paul Conference Temperance society, Perpetual Adoration, Holy Name society and St. Andrew's association. These will form the procession and guard of honor during the ceremonies.

Rev. Lawrence Cosgrove, the pastor, has sent out a large number of invitations, and so many have accepted that it is expected that a very large delegation of visitors will be in the city. The arrangements are under direction of the pastor, assisted by Ambrose Pierce, Thomas H. Nolan and Charles McCarron, the executive committee of the new church.

The ladies will decorate the church with flowers and shrubbery.

FEATURES OF THE SUNDAY GLOBE.

Big News Is Coming—
And if You Want It Without Fakes You Can Get It in Tomorrow's Globe.

Sampson Is About to Strike—
And the Blow Will Be Heard Around the World.

Dewey's Great Victory at Manila—
The Details of the Splendid Naval Struggle Off Cavite Are Likely to Be in in Time for the Sunday Paper.

Spain's Torpedo Fleet—
Strength of the Vessels Which Are Now Said to Be Moving From Cape Verde Islands to Porto Rico.

Pizarro and Cortez—
Story of the Cruelty of Two Spanish Leaders in the Sixteenth Century.

St. Paul Teachers—
Sayings and Doings of Those Who Are Instructing Our Children.

At Camp Ramsey—
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NEWS OF THE RAILWAYS

NOT IN HOTEL RYAN LOBBY

WILL THE QUESTION OF TRANSPORTING TROOPS BE SETTLED

Representatives of All the Passenger Associations in the Country Will Meet in Washington and There Agree on a Uniform Rate if Possible—Soldiers' Movables Classed as Emigrants' Movables.

The question of rates for transporting troops will probably be settled at a meeting of representatives of all the passenger associations, which will be held in Washington, D. C., May 17.

B. N. Austin, general passenger agent of the Baltimore & Ohio (formerly assistant general ticket agent of the Northern Pacific); E. A. Ford, of the Pennsylvania, and George De Haven, of the Chicago & West Michigan, have been appointed a committee by the lines in the Central Passenger association, with plenary power to attend the Washington conference.

The Central association passenger agents still have hopes of securing a better rate for the transportation of the soldiers than one cent or even a cent and a half per mile, although Chairman Blanchard, of the Joint Traffic association, has been advised by the government that a higher rate than a cent a mile will not be considered.

The government has also informed Chairman Blanchard that the soldiers' supplies will have to be classed as emigrants' movables, and be charged accordingly.

BIG EXCURSIONS COMING.

Sunday Will Be a Big Day at Camp Ramsey.

The Omaha, St. Paul & Duluth and Eastern Minnesota lines have in effect a round trip rate of $4 from Duluth to the Twin Cities on account of the militia encampment. The rate is effective until Sunday.

The Omaha road has arranged for not less than forty car loads of people from Southern Minnesota points, who, it is expected, will take advantage of the low rates. It is expected that the towns of Blue Earth and St. James, which are represented at Camp Ramsey, will turn out at least 450 people; Mankato, 500, and also large aggregations from St. Peter and Le Sueur.

The Milwaukee road expects to bring in about 3,000 people.

CHICAGO-DULUTH FIGHT.

Flour Rates Via the Lakes a Bone of Contention.

There will be a meeting of the flour lines at Minneapolis this morning for the purpose of regulating the apparently lower rates via Chicago than via Duluth.

It seems that Lake Superior lines are complaining that the present combination on Lake Michigan is giving the lines operating via Lake Michigan ports an advantage over the lines running via Lake Superior points, and today's meeting will decide what should be done to adjust the difficulty.

As the situation stands at present the Lake Michigan lines are able to quote a lower rate than can be quoted by the Lake Superior lines.

ANOTHER WAR KEEPS UP.

That on Packing House Products From the Missouri.

There seems to be no likelihood of an adjustment of the rate war on packing house products from the Missouri river. At the meeting held in Chicago recently of the lines in the Western Trunk line committee the attempt to end the provision war was fruitless.

All the roads are losing by the war, but all hold their ground and insist upon their claims. Although there is a large volume of this kind of traffic moving, a number of the roads have abandoned the business entirely rather than carry it at unremunerative rates.

The fact that the roads have entered into contracts reaching far into the future is what stands in the way of a definite settlement of the strife. The contracts cannot legally be abrogated, and, while they are in effect, the rate war is sure to continue. Another serious feature of the situation is the fact that if the present contracts are allowed to stand new ones will be made and the war will be continued indefinitely.

LIVE STOCK RATES.

Western Roads Working With the Illinois Commission.

The executive officers of the Western roads are trying to convince the railroad and warehouse commission of Illinois that a further reduction in live stock rates between points in Illinois would make the business unprofitable, and, in order to make both ends meet, the railroads would have to reduce wages and operating expenses.

An important conference between the commission and the managers of Western lines was held at Chicago to discuss the intention of the commission to order such a reduction. It seems that shippers claim that the rates to Chicago are proportionally higher than to St. Louis and other points, and efforts were made to secure an abrogation of the switching and terminal charges in Chicago, but as the roads refused the commission was appealed to.

Fearing that their wages would be reduced, a committee representing 15,000 engineers, trainmen and other employes argued against a reduction.

The matter was postponed by the commission until May 9.

Prefer a Western City.

Representatives of the Western lines do not approve of the proposition to hold a conference in New York May 19 to discuss the rate war with the Canadian Pacific.

The Western lines do not feel as if they should be asked to take the long journey to New York, in view of the fact that they have done so before numerous times without having gained any satisfaction.

It is said that should the joint passenger committee meet in New York, as proposed, not one Western line will be represented, and nothing will be accomplished toward a settlement of the international rate war.

Woodruff May Go Too.

It is rumored that when W. H. Newman leaves the Great Northern railway to enter upon his duties as president of the Lake Shore road, the position of chief clerk to the second vice president of the Great Northern will also be vacant.

Frank E. Woodruff, Mr. Newman's chief clerk is said to be slated for a similar position on the Lake Shore road.

New Rate on Cement.

The Chicago Great Western railway has published a tariff, effective Monday, making a rate on cement from Chicago and Milwaukee to St. Paul, Minneapolis, Minnesota Transfer and Duluth of 10 cents per 100 pounds.

RUMBLE OF THE RAILS.

General Freight Agent Lyman, of the Burlington, is in Chicago attending a grain meeting of Western lines.

Warren Draper, resident counsel at Duluth for the Duluth & Iron Range road, is here.

President Mellen, of the Northern Pacific, has postponed his trip to the Pacific coast until some time in June.

H. F. Moler, assistant general passenger agent of the Flynt & Pere Marquette road, has been appointed general passenger agent of that line.

Judge I. B. Mills, Nathan Kingsley and A. K. Teisberg, of the state railroad and warehouse commission, have gone to Washington, D. C., to attend the annual convention of the national railroad commission. They will be gone two or three weeks.

The Central Passenger association has accepted an invitation from George De Haven, of the West Michigan road, to hold its July meeting at Charlevoix, Mich., where a new hotel, the Inn, has been completed and will be opened by that date.

James Charlton, general passenger and ticket agent of the Alton road, was unanimously elected chairman of the recently elected executive committee of the Western Passenger association, at a meeting held in Chicago. Mr. Charlton attempted to escape the election, but his pleas were not heeded by the members of the committee.