

IMMENSE PEOPLE EN ROUTE

IMMENSE EMIGRATION TRAFFIC IS NOW PASSING THROUGH THE UNION DEPOT

OTHER TRAINS ON THE WAY

Main Portion of These People Are Farmers Who Come From a Number of the Eastern States.

The travel through the union station yesterday is said to have been the largest for a single day in nineteen years. The bulk of the business constituted a tremendous movement of emigrants from the East and Southeast to North-western Minnesota and the Dakotas. More than 3,000 people went out yesterday, and the movement will trail along for two days to come before it is completed. From the Chicago lines alone between 1,000 and 1,200 families were received, and the Soo line brought in a substantial addition. Accompanying the usual condition of traffic is a heavy freight movement, made up of shipments of household freight and farming implements, stock and general baggage, the property of the west-bound settlers.

All the emigrants are farmers. They come from Virginia, Pennsylvania, Ohio, Indiana, Illinois, Michigan, Virginia and West Virginia, and will locate in the Turtle Mountain and Mouse river districts of North Dakota. The movement is unusual in that the majority of the men seeking Western homes are Americans, and that by the greater number they are well supplied with money. They constitute what immigration general agents consider the very cream of colonists, and will add a very considerable increase to the population of the state in which they settle.

The Wisconsin Central had five special trains on the way yesterday. The Milwaukee was handling an immense business for the Northern Pacific, and the Burlington and Omaha roads, as well as the Minneapolis & St. Louis, captured their share. At noon yesterday the Milwaukee brought in a special of ten coaches, filled to the limit with settlers. The business was turned over to the Northern Pacific, and the Milwaukee is now on its way to the north, carrying two special, one in the forenoon and one in the afternoon. The Omaha has the record for the largest special. It brought in twenty-one coaches last night, carrying enough people to populate a good-sized village, and an immense amount of baggage besides.

From Chicago to St. Paul it is estimated that yesterday's business required twenty coaches in addition to the regular equipment. This is in excess of the total equipment used during the G. A. R. convention week into St. Paul, when residents of the city prided themselves on having witnessed the greatest throng through the union station in fifteen years or more. Four special freight trains are on the way from Chicago carrying the accompanying freight movement. Estimates place the number of cars at two hundred, with a freight, including the special, at 700.

The heaviest share of the business went to the Great Northern yesterday. The movement was under the personal direction of General Immigration Agent Max Bass, who came up with the parties yesterday. It was received by the Wisconsin Central for the Great Northern from the Eastern lines at the Forty-eighth street station, and sent out from there without delay. The Northern Pacific's share in the movement, however, was handled by General Immigration Agent Mott, of St. Paul.

The majority of the families which went north yesterday are from the farm belt of the entire vicinity of the union station. In North Dakota, counties, principally in Ramsey, Cavalier, Towner, Rosholt, McHenry, Benson and Ward. These counties are the homes of thousands of Dunkards who have moved from points east of Chicago during the last seven years. The first movement of Dunkards, of which yesterday's business was largely composed, was in 1885 when 350 families were taken North. Every year since large parties have followed. At present the number of Dunkards located in these sections, is estimated at 50,000.

The scenes in the union station have not been paralleled. The emigrant room, waiting room and halls were crowded all night long. The movement of people made it almost impossible to get about. Along the train platforms were immense piles of trunks and boxes containing the personal effects of the travelers and the entire vicinity of the station was an aspect of unusual liveliness. A feature of the scene which caused considerable comment was that the emigrants were seen in the appearance of men that had passed through the station on an unusually busy day. Each successive train was greeted by friendly arrivals and a general buzz of mercurial conversation. The crowd was orderly, well dressed and entirely unlike a similar movement of foreigners. St. Paul proved a place for many reunions and the arrival of friends and neighbors of the late trains. The movement continued all afternoon, trains on the Great Northern and Northern Pacific carrying the settlers West. The Northern Pacific and Great Northern both ran specials and the regular service on both lines was crowded. Extra men were employed by the union station company to care for the day's business. Today's movement will be considerably less in volume and will consist of stragglers principally.

INDIANS MAKE TROUBLE.

Do Not Comprehend the Right of Way of Railroads. The Northern Pacific is experiencing a number of old troubles in completing its line in the Clearwater valley. Construction is still under way, and the general officers have received advices, shows that the Indians do not clearly comprehend the white man's ways and can resort to a little diplomacy in their own country. Work is temporarily arrested because of the fact that the Indians have buried thirteen graves on the right of way. Indian Commissioner Beede is now considering the case and all his arts have been requisitioned to settle the complication.

Gulf Acquisition.

KANSAS CITY, Mo., March 28.—It is announced from New York that the Gulf

& Interstate railway has been sold to the reorganization committee of the Kansas City, Pittsburg & Gulf railroad, now the Kansas City Southern railway. The Gulf & Interstate extends from Beaumont on the line of the Pittsburg & Gulf, to Galveston, a distance of seventy miles. The road, if acquired, will give the Kansas City Southern entrance to Galveston, and would indicate that the new owners intended to operate terminals at both Port Arthur and Galveston.

C. & O. HUMORS.

Action of Directors Has Given Rise to Them.

NEW YORK, March 28.—At a meeting held in this city today the board of directors of the Chesapeake & Ohio railway was reorganized, presumably in the interest of the Pennsylvania railway, and the board, by the election of the following as directors: S. M. Trower, Samuel Rea, N. H. Parker Shortridge, Chauncey M. Depew, H. McKay Twombly and H. J. Hayden. The three first named are directors of the Pennsylvania railway, and the three latter the Vanderbilts. The others elected are W. R. Stevens, Decatur Axtel and A. H. Wickham.

Rumors have been in circulation for several days regarding proposed extension of the Chesapeake & Ohio, and including the acquisition of the Toledo & Ohio Central, and Kanawha & Michigan railways. President Trower, chairman of the Chesapeake & Ohio, when asked today about these reports, said: "There is not a word of truth in it. A majority of the stock of the Chesapeake & Ohio is owned by the New York Central and Pennsylvania roads, and there are to be no extensions. The Chesapeake & Ohio road is now in a position where the other two naturally have a close interest in the management of its property and its management will not figure in outside deals. The fact that the Chesapeake & Ohio is a natural feeder as well as an outlet of the Big Four system made it necessary that the Vanderbilts should have a voice in its management."

Another influential officer in the Vanderbilt system said: "The time has gone by for the Chesapeake & Ohio system to be used in any new deals. It is the property of the Vanderbilt and the Pennsylvania railways, and a majority of the stock is in the hands of speculators cannot reach it. Undoubtedly such traffic alliances as the Chesapeake & Ohio has of advantage will be maintained and strengthened."

The Chesapeake & Ohio runs from Newport News to Cincinnati, and it is composed of a number of subordinate roads, including the Elizabeth, Lexington & Big Sand, Ohio River, Kentucky, Kentucky & South Atlantic and the Virginia Midland. There has also been close traffic relations between the Chesapeake & Ohio and the Pennsylvania, and the latter a further report is in circulation, with regard to the Chesapeake & Ohio, connecting the name of Vanderbilt with the Baltimore & Ohio. The recent upward movement of the stock of the Baltimore & Ohio railway stock is attributed to buying by the Vanderbilt interest, and rumor has declared that the New York Central would have equal representation with the Pennsylvania and Baltimore & Ohio board of directors.

WAR LESSONS NOT LEARNED.

Mistakes of Famous Generals of No Benefit to British Leaders. New York World. When Sherman with 42,000 men assailed Vicksburg's much smaller garrison he was backed with a loss of 2,000 men. When Burnside hurled his overwhelming forces against Lee's works at Fredericksburg his columns were shattered and broken to bits. When Lee sent Pleckett to his defense where he met Grant's defeat was quick and terrible. These lessons of war have remained unlearned and unlearned. Methuen at Modder river and Buller at Spion Kop reported the old blunders, with the old destructive results.

INTERSTATE COMMERCE HEARING.

LOS ANGELES, Cal., March 28.—At the opening session of the interstate commerce commission today, the hearing on the case of hardware, an amendment of the differentials would compel the hardware purchasing agents in the Middle West and bring them to the Atlantic coast by sea. The amendment would require the coast jobbers to combine to secure a line of vessels, and the rise of the change would be to the benefit of the coast jobbers as to the jobbers. Under the present differential the Pacific coast jobbers are being considered settled by the adjustment.

RAILROAD DIRECTORS NAMED.

NEW YORK, March 28.—Charles Steele, who recently entered the firm of J. P. Morgan & Co., was today elected a director of the Reading company, to succeed the late John W. Aldrich. Mr. Morgan, of J. P. Morgan & Co., will shortly be elected a director of the Northern Pacific, and the late Mr. Aldrich is also likely to succeed Mr. Baer as a director of the Erie and of the other large trunk lines. Mr. Aldrich is a director of the Erie and of the other large trunk lines. Mr. Aldrich is a director of the Erie and of the other large trunk lines.

MAY BREAK A RECORD.

C. A. Kniskern, assistant general passenger agent of the Chicago, Milwaukee & St. Paul, is in the city today, in charge of the movement of the immigration business on the road. Mr. Kniskern considers the present business of the road exceedingly good, with an excellent prospect of completing a record breaking year. Concerning the squabble among the Chicago lines he had nothing to say.

STILL CUTTING RATES.

One hundred and fifty Italian laborers will arrive in the city from Chicago. Advice was received by wire yesterday that the Chicago, Milwaukee & St. Paul will handle the business. The Chicago, Milwaukee & St. Paul is still cutting rates, and it is understood that low rates are still being received for the business. The Wisconsin Central is making an earnest effort to reconcile the other Chicago lines, but with little apparent success.

GRAND TRUNK'S NEW TARIFF.

TORONTO, Ont., March 28.—The Grand Trunk railway will, on April 2, put into effect a new export tariff between Toronto and Montreal. At present the rate on export grain is 17 cents. On April 2 it will be 13 cents. This rate will also apply to Boston and St. John.

NEW SWITCH INVENTION.

A new safety switch has been patented

THE PHILADELPHIA MUTUAL AID ASSOCIATION.

OFFICERS: DR. F. D. RENDRICK, Pres. and Treas. H. B. DILLIARD, Secy. BENEFITS: \$750 to \$100 per month for accident. \$40 for sickness and \$100 at death and free medical attendance. COSTS: \$1.00 per month. HOME OFFICE, 27 E. SEVENTH ST., ST. PAUL, MINN.

by W. H. Thorpe, of Beaver Dam, Wis., and its merits have been set forth to several of the lines centering in the cities. The investment is not large, and the fact that trains passing over it will not be derailed even if the switch is left open and unlocked, is a considerable feature of its features the ordinary split switch, of which it is a modification.

Good Business From the West.

J. P. Elmer, district passenger agent of the Chicago Great Western, returned yesterday from his coast trip, through his new territory. Mr. Elmer has made a journey through the Montana section and has returned with a number of important points being included in his itinerary. He expresses himself as being very satisfied with the amount of business offered in the new field, and considers his trip well repaid.

Freight Agents Confer.

NEW YORK, March 28.—Freight agents of a majority of the Western railroads are holding another conference with Commissioner Goodrich at Frankfort headquarters today, in relation to a revival of the prorating agreement which was abandoned last year. Freight agents are being made by Chicago freight agents to have the agreement restored, if only in a modified form.

Ore Rates Advanced.

PITTSBURGH, March 28.—Leading traffic men all over the West, at a meeting here today, adopted a schedule on the ore rates from lake docks to the Pittsburgh, Erie, and other other districts, which, in a general way, advances the present rates upwards of 20 per cent. The changes become effective on May 1.

Northwestern Scheme.

OMAHA, Neb., March 28.—It is said that a scheme is on foot to build a line from West in Iowa, to connect the Northwestern and the newly organized Kansas City Southern.

Pennsylvania Officers Re-elected.

PHILADELPHIA, March 28.—The board of directors of the Pennsylvania railway re-elected yesterday the following officers: J. P. Elmer, president; W. R. Stevens, vice president; and A. H. Wickham, secretary.

For Omaha, Deaver and California.

There is no line equal to the Minneapolis & St. Louis, and the Omaha, Deaver & California. Time only 12 hours and 15 minutes. Leave St. Paul, 8 a. m. and 8 p. m. Pullman equipment, parlor cars, coaches, Palace Sleepers and Buffet Library cars. Depot, Broadway and Fourth streets. Ticket Office, No. 229 Robert street. Phone 661.

POPULAR WANTS

You Want Work Find it by using the Globe Want Columns. You can get almost any position you wish. While the Globe is at your service

Don't Be Told. Any drug store takes Globe Want Ads. same as main office — one cent a word.

SITUATIONS WANTED - MALES.

Anybody out of work in St. Paul or Minneapolis may insert an advertisement under this heading free of charge.

HELP WANTED - FEMALES.

FOR KIDNEY troubles, biliousness, headache, constipation, use Ginseng, satisfaction guaranteed. 415 weekly, at 47 Wabasha st.

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POPULAR WANTS

AGENTS AND AGENCIES. ACTIVE, experienced salesman wanted by New York tea importers and coffee roasters. Must have connections; offer salary or 40 per cent profit. Address in strictest confidence, giving gross amount of last year's sales. Salesman, No. 181 Front st., New York.

HELP WANTED - MALES.

AT ONCE - Traveling and local agents for an article selling fast in spring and summer. Write Patent Market, St. Paul, Minn.

HELP WANTED - MALES.

BLACKSMITH - WAGONMAKER - A strictly first-class man of each trade wanted for work on farm wagons. Neal, Johnson, Laska, & Co., Minn.

HELP WANTED - MALES.

BOY to milk and deliver good home and fair pay; small place. A end of Concord car line. 670 Concord.

HELP WANTED - MALES.

WANTED - Men to learn barber trade, no limit. Largest two years' apprenticeship saved, constant practice, expert instructions, etc. Tools presented students. Guaranteed employment. Catalogue mailed free. Moier Barber College, 302 Washington av. south, Minneapolis.

HELP WANTED - MALES.

WANTED - A bright young man to take charge of a weekly paper in town of 15,000. Address 228 South Front st., Minneapolis.

HELP WANTED - MALES.

WANTED - Students to join our special classes in penmanship, grammar and arithmetic; day and evening school. Pioneer Business School.

HELP WANTED - MALES.

WANTED - Three colored boys for shoe shining. Apply 302 East Eighth st.

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The Anglo-American Consolidated GOLD MINES CO. OF ONTARIO, LIMITED, OPERATING IN THE Lake of the Woods and Seine River District NO PERSONAL LIABILITY. Capital, \$1,000,000 in 1,000,000 Shares of \$1 Each.

A development company having a number of valuable properties partly developed or under development.

PRESIDENT - D. C. CALETON, Esq., President of the Rat Portage Lumber Company, President Bullion Gold Mining Company.

VICE-PRESIDENT - Hon. Hugh John Macdonald, Q. C., Premier and Attorney-General of Manitoba.

BANKERS - The Bank of Ottawa.

A Sound Company, Based on Sound Principles - Sound Assets - Sound Management.

550,000 shares are reserved for treasury purposes. The company has authorized the sale of 100,000 shares (fully paid up and non-assessable) at 12 1/2 cents per share, of which there remain unsold

55,000 SHARES NOW OFFERED.

Applications will be received up to April 1st. Shares will be allotted in the order in which subscriptions are received. The proceeds from sales of treasury stock are used for development work only. Applications will be received by, and full information with prospectus and list of properties may be obtained from

Messrs. Foster & Tully, Agents, ENDICOTT BUILDING, ST. PAUL, MINN.

POPULAR WANTS

TRAVELERS' GUIDE. UNION DEPOT, MOBLEY STREET. Trains leave and arrive at St. Paul as follows:

Table with columns for destination (Chicago, Milwaukee, St. Paul, etc.), departure times, and arrival times.

TICKET OFFICE

5th & Robert Sts. Milwaukee Station, Minneapolis. Dining and Pullman Sleeping Cars on Winnipeg and Coast Lines.

THE GREAT NORTHERN

Ticket Office - 192 East Third St. Phone 494. Leave Daily, 6 Ex. Sunday, Arrive:

Table with columns for destination (Duluth, Superior, etc.), departure times, and arrival times.

"NORTH-WESTERN LINE."

Office 395 Robert St. (Phone) 474. Leave Daily, 6 Ex. Sunday, Arrive:

Table with columns for destination (Chicago, Duluth, etc.), departure times, and arrival times.

FOR SALE.

MEUR, U'ah, April, 23, 1888 - O. M. Robinson - Dear Sir: Pardon me for the delay in answering the receipt of your letter. I am very sorry that I am indebted with you, I cannot find words to express my appreciation of your ability to repair my violin. I am proud of my violin as a newly married man would be over his first baby. It is simply beyond my power to describe your ability beyond question. O. M. Huff.

BUSINESS CHANCES.

THE BULL season of the year is now approaching. \$20 will margin. Low prices of wheat 2 cents. Send for free book; facts and figures, explaining grain raising, and a regular salary. The Osborn Grain Co., 31 and 315 Phoenix Bldg., Minneapolis. Members Chamber of Commerce.

HORSES AND CARRIAGES.

HORSES - Horses at auction every Wednesday at Barrett & Zimmerman's Midway horse market, St. Paul; private sales daily; have from 300 to 300 head of drafters, farm mares, general purpose horses, drivers, Western bred horses and mules always on hand; give thirty days' trial on all horses sold, also part time given if desired.

CLAIRVOYANTS.

ALICE MCBAIN - Clairvoyant; gives advice on all affairs of life. 63 East Seventh St., Room 201.

BICYCLES.

WANTED - Bicycle; second hand; must be last season's make; in good condition and standard make; in good condition and cheap. W. L. 833 Broadway.

BOARD WANTED.

WANTED - Room and board in private family for three; references exchanged. Address H 20, Globe.

DOCUTA SANDALWOOD CAPSULES

Cure Gonorrhoea, Gleet, uncurable discharges in few days. All druggists. Address only Docuta, by mail \$1.00; full directions Dick & Co., 243 Centre St., New York.

"MUSICAL MERCHANDISE." Not We are not moving, but we are selling New Goods from 25 to 50 per cent cheaper than you can purchase elsewhere. Our Musical department is a banner for prices. We have the same goods under the manufacturer's names at less than jobbers' prices.

Table listing musical instruments and their prices: \$5.00 Mandolins, \$1.75; 7.00 Mandolins, \$2.27; 7.50 Mandolins, \$2.87; 8.00 Mandolins, \$3.47; 8.50 Mandolins, \$4.07; 9.00 Mandolins, \$4.67; 9.50 Mandolins, \$5.27; 10.00 Mandolins, \$5.87; 10.50 Mandolins, \$6.47; 11.00 Mandolins, \$7.07; 11.50 Mandolins, \$7.67; 12.00 Mandolins, \$8.27; 12.50 Mandolins, \$8.87; 13.00 Mandolins, \$9.47; 13.50 Mandolins, \$10.07; 14.00 Mandolins, \$10.67; 14.50 Mandolins, \$11.27; 15.00 Mandolins, \$11.87; 15.50 Mandolins, \$12.47; 16.00 Mandolins, \$13.07; 16.50 Mandolins, \$13.67; 17.00 Mandolins, \$14.27; 17.50 Mandolins, \$14.87; 18.00 Mandolins, \$15.47; 18.50 Mandolins, \$16.07; 19.00 Mandolins, \$16.67; 19.50 Mandolins, \$17.27; 20.00 Mandolins, \$17.87.

Proceedings in Bankruptcy. UNITED STATES DISTRICT COURT, District of Minnesota, Third Division. In the Matter of Thomas J. Kavanagh, In Bankruptcy. a n a h. Bankrupt.

PROCEEDINGS IN BANKRUPTCY. THE HONORABLE WILLIAM LOCHREN, Judge of the District Court of Minnesota. Ordered by the Court, that a hearing be had upon the same on 8th day of April, A. D. 1900, before said Court, at St. Paul, in said district, at 10 o'clock in the forenoon; and that notice thereof be published in the St. Paul Globe, a newspaper printed in said district, and that all known creditors and other persons in interest may appear at the said time and place, and show cause, if any they have, why the prayer of the court should not be granted.

PROFESSIONAL. LOCKWOOD'S Good Luck Salve; best thing for sore feet; all druggists; established eighteen years. PROFESSIONAL CHIROPODIST and Dermatologist - Dr. Betty Schmitt has moved to 27 East Seventh st., Kendrick Block, assistant wanted. Room 38, second floor.

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