

TRANSPORTATION NOTES.

THE ROCK ISLAND ROAD SURVEYING
A LINE TO ST. PAUL.

The Depot Buildings to be Erected in West St. Paul—Returns to Messrs. Oakes and Muir from the Pacific—The Canadian Pacific—A Branch to Benton—General Personal Gossip.

The Rock Island in St. Paul.

[Special Telegram to the Globe.]
NORTHFIELD, Minn., Dec. 17.—Varying reports respecting a railroad survey by the Chicago, Rock Island & Pacific company, alias the Cannon Valley road, from Cascade, distance of eight miles from Northfield, where, by effecting the proper survey they might gain entrance to St. Paul, has been quite current in business circles of late. Not, however, was anything gleaned which was correct till your representative called upon a certain official and was given these pointers:

"Yes sir, the long talked of survey has finally been permanently decided upon."

Question—What is the real object of this company putting a line, so to speak, side by side with the Milwaukee folks.

Answer—Sir, to make a competing line direct from St. Paul to St. Louis.

Question—Where do you expect to go into St. Paul.

Answer—We do not go into St. Paul proper at all, but in lieu terminate in West St. Paul, where adequate buildings will be erected for a start for the northern terminus of the road.

Question—When do you expect to commence grading for the road?

Answer—I have just received a letter from Mr. J. A. Devens, engineer of the surveying party which is now located at Empire, about fifteen miles from here, stating that within the past forty hours the survey had been chosen, that grade stakes are being driven coming this way, and I would add that the probabilities are that work will be commenced the first of February to grade should the winter be as fine then as it has been the past month. In answer to my question where would the road go through the bluffs surrounding West St. Paul on the north, the gentleman said it is not exactly known just at this time, but it would either take the old Dodd road or the road leading from the Dodd road some six miles from that city leading through the main street of West St. Paul.

Returns of Messrs. Oakes and Muir.

Yesterday morning Vice President Oakes and Superintendent of Traffic Muir, of the Northern Pacific road, returned from the extreme western end of the road, after an absence from St. Paul of several weeks. During this trip they have passed over the entire road and carefully examined it with special reference to ascertaining with their own eyes the true condition of it, and have come to the conclusion that it is a well constructed and well equipped road, and that in either respect there are few roads in the country that are superior to it, notwithstanding the haste with which the last part of it was finished. It is in all respects in excellent condition. It runs through a country most of which is fertile and capable of producing valuable crops, while a part of it is more suitable for grazing.

The mining interests all along through the mountains, especially through Idaho, are offering great inducements to miners. One of the most noted placer diggings at the present time is in what is called Coeur d'Alene, where the miners as far back as 1864, reaped a golden harvest where \$150 per day was not considered a remarkable yield. This much talked of region is situated southeast from Rathdrum and distant about twenty-five miles, this being at least twenty-seven miles nearer than any other point on the line of the Northern Pacific road. It is very mountainous and badly broken country, and is now reached by a good wagon road from Rathdrum to Port Coeur d'Alene, thence by the Malien road to what is known as Evolution, thence over the mountains to Beaver Creek, and thence by trail. From Rathdrum to Port Coeur d'Alene is twelve miles; two miles from there to Wolf Lodge No. 2, or Bill Johnson's place; eighteen miles to Old Coeur d'Alene Mission or Matt Hayden's place, at the head of navigation on the Coeur d'Alene river and six miles, by steamer, from Port Coeur d'Alene; eight miles to Mud Prairie or Lewis & Clark's place; sixteen miles to Evolution or Masterson & Matheson's store; fifteen miles to Beaver Creek and six miles to Pritchard and Eagle Creek. From Rathdrum to the mines it is easy three days' riding. Supplies are easily leaving here for the gold fields, being hauled to Evolution by teams and packed in from there to the others again, pack trail through. It is hard to estimate the population at present on the different creeks but we would suppose about three hundred men. An express line has been established through to the mines by Geo. McCabe, who delivers mail regularly. Rich placer deposits have been discovered near Pritchard and Eagle Creek, and along where the bad road has been uncovered beautiful rich deposits have been found.

The Benton Railroad Branch.

A gentleman who has just returned from Helena, says the Benton Record, reports that the people there are much more sanguine of a railroad to Benton next year than we are ourselves. He says one prominent citizen told him that unless one of the roads already constructed undertakes to look a company will be formed in Helena. The company will commence the construction of a road as any railroad they do not sell to the Northern Pacific, will push the line on to connect with the Canadian Pacific, which, it is understood, would be only too glad to have a line running from the head of the Missouri through the splendid country between here and the line. He also said that the heavy cooperation of the enterprising citizens of Fort Benton is relied on to help the scheme along. That can be easily secured, and if nothing more serious stands in the way the project will be successfully carried out.

The Canadian Pacific Road.

The strike, or lock out, on the Canadian Pacific road still continues, and it looks now as though the railroad would succeed in running their trains without the aid of the striking engineers. The managers of the road have already commenced running trains. A dispatch dated the 16th, from Winnipeg, says that through the indomitable will of Superintendent Egan the Canadian Pacific is enabled to overcome the effects of the strike. The wheels are beginning to move regularly. Three ex-

press trains left this morning, west, east, and south, with high officials of the company at the lever. The inconvenience to the public has been comparatively insignificant considering the firm and defiant stand of the engineers, who will not be taken back unless they sign an agreement with the company. Newspapers express the belief that the strikers have been frozen out, as the company expect about twenty men from the south. The schedule of wages, published to-day, show that 124 engineers earned an average of over \$180 a month. Egan says the workshops will be reopened soon. Some of the strikers have already got sick of the business, and have offered to return to work at the old rate of wages providing the company would agree to reinstate all the men. The railroad officials refused to do anything of the kind, and the men went away evidently disappointed.

Rail Notes.

Col. Fionnoy, of the lumber line is back again.
Gen. Alexander, of the St. Paul & Manitoba road, is back.
Mr. Dodge, of the St. Paul & Duluth road has returned.

President Smith, of the St. Paul & Duluth road has returned from the east.
All the trains were a little late on account of the weather but travel was not seriously interfered with.

J. B. Cable, assistant superintendent of the Fergus Falls division of the St. Paul & Manitoba road, is in St. Paul.

T. H. Dearborn, general western passenger agent of the Baltimore & Ohio road, with headquarters in Chicago, is in St. Paul.

General traffic manager Clark, of the Chicago, St. Paul & Omaha, have gone to Chicago.

Trains on the Moorhead branch of the St. Paul & Manitoba will hereafter run only on Tuesdays, Thursdays and Saturdays.

Rumors are circulating on the street that J. H. Hill, of the St. Paul & Manitoba, is anxious to sell his stock in the St. Paul & Duluth.

The earnings of the St. Paul & Duluth road for the second week in December were \$26,839.24, against \$21,432.18, showing an increase of \$5,406.06.

The train on the Iowa and Minnesota division of the Chicago, Milwaukee & St. Paul road will leave St. Paul at 4:30 p. m. hereafter and will run only to Owatonna.

George W. Lilley has been appointed traffic manager of the Texas & St. Louis railway, but will continue to act as general passenger and freight agent for the present.

The Chicago, Milwaukee & St. Paul road is prepared to receive freight for local delivery at Buffalo, by the Michigan Central, the blockade on the latter road having been raised.

A freight agency has been established at Norwich, Ia., on the Homiston & Shenandoah railroad. Freight shipments for that point may be received without requiring prepayment of charges hereafter.

C. H. Prescott, vice president and general manager of the Oregon Railway & Navigation company, accompanied Mr. Oakes, of the Northern Pacific, on the return of the latter from the Pacific coast and will go east with him.

The North River Construction company has issued notice that the \$50,000 of West Shore bonds offered to its stockholders have been subscribed for. This closes out the last of the original issue of \$50,000,000 West Shore bonds.

The train on the "Royal Route" was delayed five or six hours yesterday, between Hammond and Roberts, about 30 miles east of St. Paul. The detention was caused by the passing of a freight train. No damage of any consequence was done.

George P. Frick, general manager of the Baltimore & Ohio Railroad company's express and telegraph system, has resigned his position, to take effect January 1. He desired to devote more time to his extensive business interests in Baltimore. His successor has not yet been named.

Mr. Teasdale, of the Chicago, St. Paul & Omaha road, Mr. Dixon, of the Chicago, Milwaukee & St. Paul, Mr. Whitaker, of the Albert Lea route, and Mr. Davis, of the St. Paul & Manitoba road, who went to Chicago last week, to attend the meeting of the ticket agents in that city last Friday, have returned.

J. W. Midgley has issued a circular stating that coal oil will be charged for on the basis of actual weight. If the oil is not weighed it will be charged for at the rate of 24,000 pounds per car, when being transported over the Northwestern Railway association, Iowa Trunk Line association and Colorado Traffic association.

A. C. Bird, general freight agent of the Chicago, Milwaukee & St. Paul road, has issued a circular to agents stating as follows: Arrangements having been completed at Pickering for the proper transfer of freight in less than car loads, you are hereby notified that forwarding property destined to points reached via that junction, see that the same is properly routed and way-billed "via Pickering."

A meeting of passenger agents of railroad and transportation lines interested in the immigrant traffic from Canadian points to points in the northwest and Manitoba, was to have been held at the Grand Pacific hotel, Chicago, last Friday, for the purpose of establishing rates and divisions on such business for next spring and summer, but owing to the absence of the representative of the Grand Trunk lines in Canada the meeting was not held. It was decided to hold another meeting in Chicago January 15.

Villard Resigns the Presidency of the O. & T. C. and O. N. & N. Co's.

New York, Dec. 17.—It is officially announced that Henry Villard has resigned the presidency of the Oregon & Transcontinental company, and Oregon Railway & Navigation Co. and that W. E. Woodcock, Jr., of Astoria, succeeds him as president of the Oregon & Transcontinental Co., and J. E. Connelley, of Portland, as president of the Oregon Railway & Navigation Co. Woodcock also enters the Oregon & Transcontinental board of directors. The reason assigned for the resignation of Villard, is, he became impressed with the conviction that it would not be proper for him to continue as president of all the companies whose management he has heretofore directed after the completion of the Northern Pacific. Villard, some weeks ago, urgently pressed Eudico to accept the presidency of the Oregon & Transcontinental Co.

Oregon Transcontinental.

New York, Dec. 17.—It is stated on the street that Fred Billings has severed his connection with the Oregon Transcontinental company. Billings, of the Farmers' Loan & Trust Co., has been appointed as president of the Oregon Transcontinental investigation company with E. B. Eudico as president. The rise in Oregon Transcontinental was on the statement that it will show assets of between \$2,000,000 and \$3,000,000 over all liabilities since the alleged

report started by the old bear clique who have gone in for a turn on the bull side.

The West Shore.

[Special Telegram to the Globe.]
New York, Dec. 17.—The new trunk railroad, which has been constructed from New York city along the west side of the Hudson river to Albany and thence directly west to Buffalo and Niagara, to be a rival of the New York Central, and to be known as the New York West Shore & Buffalo railroad, announces that it will be formally opened for passenger and freight business on Jan. 1. It will have close through connections from Boston and Chicago.

DASTARDLY ASSAULT.

A Ruffianly Tramp Attacks a Lumber Merchant for Party of Robbery and Almost Succeeds in a Killing Him.

[Special Telegram to the Globe.]

LUMBERT, Minn., Dec.—There is great excitement in this place, to-day, over a partially successful attempt at murder and robbery. About dusk last night, as J. B. Shawver, stock buyer, of Lumbert, entered his barn, an unknown ruffian within dealt him a murderous blow on the head with a heavy iron bar, falling him to the floor. The would-be murderer afterwards struck him several terrible blows on the head with the iron, and took currency from his victim to the amount of about \$100 and fled. The blood from the wounds is scattered about the floor and on the walls of the barn. Mr. Shawver's wounds are dangerous, but it is thought not fatal. Sheriff Gillham was promptly on the spot, and with the assistance of the village police is making every effort to find the criminal, but up to this hour, 2 o'clock p. m., he has eluded pursuit.

RAPID TRANSIT TELEGRAPH.

The Organization of a company to a Line From St. Paul to Chicago—A New St. Paul Company—The Students' Christian Association.

Articles of incorporation were filed with the secretary of state yesterday, for the Rapid Transit Telegraph company, for the construction, equipment and operation of one or more telegraph or telephone lines, or both, from the cities of Minneapolis, St. Paul and Stillwater to the cities of Milwaukee and Chicago, and from other points in the states and territories. The principal place of transacting business is to be at St. Paul, and the capital stock is placed at \$100,000, in 5,000 shares of \$20 each. The time for commencing business is Dec. 18, 1893, which is to continue for fifty years. The highest amount of indebtedness is placed at \$1,000,000. The names of the incorporators are Geo. W. Cross, Thomas S. Loiz, Wm. H. Lightner, Ralph W. Cavanaugh, of St. Paul; S. R. Simson, of Stillwater; Edwin F. Bayley, of Kenosha, Ill.; and Jewell K. Paul, of Grand Rapids, Ill. The first board of directors are George W. Cross, S. R. Simson, Thomas S. Loiz, Wm. H. Lightner, Ralph W. Cavanaugh, Edwin F. Bayley, and Jewell K. Paul, with Geo. W. Cross, president; Ralph W. Cavanaugh, vice president and treasurer, and W. H. Lightner, secretary.

Articles of incorporation were also filed yesterday of the St. Paul Fuel company, to mine, buy, sell, ship and transport coal, and to deal in fuel, brick, cement, and other merchandise, at wholesale and retail. The amount of capital stock is placed at \$150,000, divided into 1,500 shares of \$100 each. The corporation commences business Dec. 20, 1893, for a term of thirty years, and the highest amount of indebtedness is placed at \$1,000,000. The incorporators are Charles Nichols, F. S. Nichols, and A. A. Nichols, who are its first board of directors.

Articles of incorporation were also filed of the Students' Christian association of the university of Minnesota, with principal place of business at Minneapolis, the object of which is to promote the moral and religious growth of its members by means of religious exercises, to build them up in religious character, and to engage in such other moral and religious work for the benefit of its members and others, as it may deem proper. Every member must be a member of the University of Minnesota, and in order to be elected must receive the votes of one-third of the active membership, and can become an honorary member at the close of his connection with the university. Any member of the faculty of the university may also become a member or honorary member by a two-thirds vote of the membership, and the association is to be forever free from all sectarian and denominational control or influence. The first board of directors are Prof. J. B. Brooks, D. D., Prof. Chas. W. Eliot, Eli Larson, Curtis L. Greenwood and Emerson K. McKinney. The first president is Nathan M. Baker, vice president, Ada M. Kieble; recording secretary, Jennie M. Amy; treasurer, Elmer D. White. The regular business meetings are to be held on the third Wednesday of each month, except in June, July and August, and there is to be no capital stock. An annual fee of \$1 is to be paid by each member, and there is to be no indebtedness in excess of 25 per cent. of the association's property.

GIRLS.

MURDERED HIS BROTHER-IN-LAW.

MICHIGAN CITY, Ind., Nov. 17.—News has been received of the murder of Walter Bratt, of Pine township, Porter county, on Saturday by Dayton Clark. Bratt was drunk and abusing his wife, who is Clark's sister. Clark interfered, Bratt threatened him and Clark fired. Clark was taken to Valparaiso for trial.

NOT LYNCHED.

WHEELING, W. Va., Dec. 17.—Advice from Doddridge county says the people are indignant at a false report of the lynching of Big Bill Kinney has been given publicly. He was not harmed by the mob.

INCENDIARIES.

TRON, N. Y., Dec. 17.—The old St. Francis church, occupied by the families of non-union miners employed in the Malheur Iron works, was on fire twice yesterday. It is supposed to be incendiary. Two laborers were assaulted this morning while going to work. The union members are patrolling the streets.

FATAL REGULAR.

DENVER, Col., Dec. 17.—At Durango, Colo., early this morning several burglars, headed by a negro, named Big Ike, picked the lock to the bank of Durango. The negro entered the building while the others remained outside. Three citizens, who were watching the bank, having been notified of the intended robbery, started to capture the negro. In passing through the door the negro drew a revolver and fired, killing Bruce Hunt, a furniture dealer, a son of ex-Governor Hunt. The robbers all made good their escape, though shot at several times. The town is wild with excitement and the citizens are ready to shoot down any robbers should they be found.

There is a Mormon community in Smith county, Texas.

CHAMBER OF COMMERCE.

The Regular Meeting of the Board of Directors—An Invitation to the Mississippi River Convention—Discussed the Policy of the Government—Toward the River—The Market—Terra Cotta.

The session of the board of directors of the chamber of commerce yesterday morning was a short one.

THE MISSISSIPPI RIVER.

The following circular was received by the committee on Mississippi river, from the Merchants exchange, St. Louis, and presented to the board by Captain Blakely the chairman.

On the 11th day of July, 1893, there was held in the city of St. Louis, a conference of delegates from the commercial bodies and large cities in the Mississippi valley, to consider what steps were necessary to improve the navigation of the Mississippi river, the importance of sufficient appropriations for the improvement of the Mississippi river and its navigable tributaries.

River committees had been previously created by the different exchanges, and delegates were sent from these, to this conference, fully authorized to take such action as the Mississippi valley.

At the conference an executive committee on the improvement of the western waterways was formed, having among its members representatives of all portions of the valley, from St. Paul to New Orleans, and from Council Bluffs to Pittsburg.

Thus was assured for the first time in the history of this great subject, the united action of the Mississippi valley.

The conference authorized the calling of a river convention, to be held in Washington, D. C., on the first Tuesday in February, 1894.

To carry out the ends and purposes of this conference, the executive committee now issues their official call for the convention.

The call is addressed to the people of the Mississippi valley, and to those communities which are in hearty sympathy with the objects to be obtained. In view of the magnitude of the interests involved, and the results to be accomplished, we cordially and earnestly invite the commercial bodies of the valley, and all those sections of our common country interested in the improvement of the Mississippi river, to send delegates to the convention. It is important that those who are present as delegates should fully comprehend the necessity of this action, and possess ability to represent the great interests at stake.

The basis of representation in the convention will be as follows: Ten delegates at large from each state, and five from each territory, to be elected by the governor. From the commercial bodies, five delegates from each 100 members, said bodies to be entitled to at least five delegates. From each corporate city, where no exchange exists, three delegates, to be appointed by the mayor.

The president, vice president of the United States, members of the cabinet, senators and representatives in congress, and governors of states and territories, are invited as guests of the convention, and will be assigned seats on the floor during its deliberations.

By order of the executive committee.

Mr. McCullough criticized with considerable severity the whole proceedings of the government, the conventions that had been held in this matter, and in showing everything connected with the efforts to improve the navigability of the river. His complaint was based on the general idea that the improvement of the navigation of the river was neglected, while appropriations were being liberally made for the Fox and Wisconsin rivers, the falls of St. Anthony, and the reservoir, etc.

On the subject of the canal he said nothing but, and affirmed that it was not the fact. On the contrary he maintained that we had got our share of the appropriations, and that the sum of \$9,000,000 had been expended on the upper and lower Mississippi river since 1867.

Mr. William Lee was glad to hear this statement from Capt. Blakely. He had been charged with the responsibility of the river, and he was glad to hear that the river was neglected, while appropriations were being liberally made for the Fox and Wisconsin rivers, the falls of St. Anthony, and the reservoir, etc.

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ment of Capt. Berkeley was complied with and Mr. Noyes was made chairman. The committee now stands Noyes, Berkeley and Castle.

TERRA COTTA.

Capt. Berkeley handed a communication to the secretary to read, addressed to the committee on manufacturers, by the St. Paul clay works, in compliance with a request made by Mr. Hanson, Grover, furnishing information in regard to the manufacture of terra cotta, and the communication was recommitted to the committee for a report.

Adjusted.

BOARD OF PUBLIC WORKS.

Third Street to be Graded from Broadway to Kitchin—Protests Flowing In Against Paying Improvements—Re-Assessment for the New Street Paving—Plans and Specifications for Grading Seventh and Other Streets Approved.

At the regular meeting yesterday afternoon all the members were present but Mr. Barrett, and the president being in chair the following business was transacted:

In the matter of the assessment for grading third street, from Broadway to Kitchin street, the clerk was ordered to give confirmation notice.

The matter of the assessment for change of grade on Pleasant avenue, from Third street to Ramsey street, was adjourned to December 31, and the assessment for grading Bedford street, from Minnesota street to North street, and Decatur street, from Bedford to Preble street, to December 24.

In the matter of paving St. Peter street, from Third to Martin street, the subject was referred to the Third ward member to confer with property owners, protests having been received against the paving for the present.

The matter of paving Broadway, from Third street to Mississippi street, and the latter street to Grove street, petitions having been received against the same, was laid over to December 24.

Objections of Patrick Doherty to assessment for grading Decatur street, and proposed of David B. Reed to grading of Third street, from Broadway to Kitchin street, were placed on file.

The matter of the assessment for grading Mackinac street from University avenue to Charles street was adjourned to December 24.

In the matter of the reassessment for paving Washburn street from Third street to College avenue, the clerk was authorized to give the first notice. Amount to be reassessed on property owners \$7,642, and on street car company \$1,825.

Estimates No. 1 and 2 for work done on the St. Paul & Duluth railway viaduct in favor of Michael O'Brien of \$936 and \$6,604 were withdrawn and annulled.

Sundry corrections and abatements were ordered.

Plans and specifications for grading, etc., on Seventh and other streets were approved and the clerk ordered to advertise for bids to December 28, 1893, at 12 noon.

The matter of grading Dakota avenue from the south end of the Washburn street bridge to Goetz street and Goetz street from Dakota avenue to Caroline street, was sent to the council for a new order for a partial grade.

Specifications for grading Forrest street from Seventh to Cass street, were approved and the clerk ordered to advertise for bids.

The following were ordered to go to the council in favor: Grading Banfill street from Seventh to Forbes street; paving Third street from Sibley street to Pleasant avenue, with cedar blocks and granite curbing; grading Melrose street from Seventh to Douglas street; paving Jackson street from Second to Third street with cedar blocks and granite curbs.

In the matter of Dakota avenue grading the same was sent back to the council for a new order for a partial grade.

The matter of grading Exchange street from Sherman to Waban was sent to the council with a favorable report.

MONDAY'S GRIST.

Ground in the Mill of the Municipal Court Yesterday.

All that glitters is not gold, and the case of Thomas Stoker, arraigned in the police court yesterday on the charge of disorderly conduct, was a verification of the old adage.

Mary Giffert, a frowsy female of questionable age and repete, was arraigned on the same charge, both parties having been arrested at the American house under very extraordinary circumstances. The defendant, Stoker, had been shown up, would have charged with more serious offense, being nothing less than an attempted assault and outrage on another female of very shabby reputation, who had the gay Lothario arrested. When the case was called yesterday defendant did not appear, and it was ascertained that he had jumped his bail of \$25. As to the forlorn female she related a very early story to the clerk and then took her departure, the trouble being that it appeared from the fact that he had one too many and they were both jealous of him. Miss Giffert, the woman arrested with Stoker, and who was, no doubt, the most innocent one of the party was sent up for thirty days.

John and Nick Dixon, the Canadian froggers, who raised perdition at the union depot last Sunday were fined \$10 each and they paid their money.

An account was given in yesterday's Globe of the attempted suicide of George Todd, who tried to hang himself all for love, in the back yard of a Rice street boarding house. Yesterday the poor