

LOST THE FIGHT.

Vessel Owners Are Not Loyal in Business.

Some Contracts at \$1 a Ton on Ore From Escanaba—The Situation is a Peculiar One—Ice Again Blocks the Straits—Other News of the Lakes.

VESSEL MEN PAID.

It can be said to a certainty that at least 150,000 tons of ore were covered here yesterday at \$1 from Escanaba. This single sentence explains in a great measure the end of one of the greatest struggles ever carried on between vessel owners and ore shippers with reference to contract rates for transporting to lower lake ports the product of the Lake Superior mines. The rate is the same as that of a year ago, and the vessel men were earnestly "executing" an increase. At least two of the boats in question are Cleveland boats. It could not be ascertained to a certainty whether the rate of the contract for the season and in fact a great deal of uncertainty still surrounds the situation, but the two Cleveland boats in which both shipper and vessel owner are known have been placed for a number of trips at the season's work. The ore shippers make a general claim that some Ashland ore for the entire season was also covered at \$1.25, but they refused to give names of vessels or owners.

BLOCKED AGAIN.

ST. IGNACE, Mich., March 28.—[Special.]—The weather has been decidedly colder during the past twenty-four hours. The ice has thickened up considerably. The ferry St. Ignace broke an entire new channel from Mackinac this morning, the shifting ice having closed the old one. Indications now are that the ice is not apt to move out till after April.

AGAINST RECIPROCITY IN WRECKING.

OTTAWA, Ont., March 28.—Hon. Mr. Kirkpatrick's bill providing for reciprocity in wrecking in Canadian inland waters was defeated in the senate today by a vote of 34 to 26. The bill was passed recently in the house of commons.

LOW WATER AND THE GRAIN TRADE.

Although some contracts have been made for carrying ore next season many of the vessel men are firm in their belief that good rates of freight will be paid and more than the usual number will hold out without contracting. The present arguments for their firm belief are not least among which are the prospects of low water and an increased demand for grain carriers.

Capt. Alexander McDougal writes from Duluth as follows: "The water is very low with little rain to speak of since last August. Western vessels have prevailed all winter and they will also continue the water in the 'Soo' canal if they continue. Last season boats passed through the canal drawing more than seven feet of water. Previous to last year they could not go through drawing fifteen feet. The high water of last season was occasioned by the heavy snow of the previous fall. It was not an extraordinary case, but the water will certainly be ten inches lower. This means a decrease of 200 tons in all large boats which would equal more capacity than the aggregate of new tonnage."

We have here about 200,000 tons of coal. We will have nearly as much grain to move between the present and the new crop as we moved last year. Some shippers think we will get 5,000,000 to 6,000,000 of corn, while others think it will not exceed 3,000,000 bushels. Navigation will open early."

APPOINTMENT OF MASTERS.

The Bradley fleet will be officered as follows: Steamers—New boat, captain, James Stone; Harry Schoon, engineer, Gladstone, captain, Henry Stone; W. W. Lytle, engineer, M. B. Gray, captain, J. A. Collins; James Lord, captain, J. A. Collins; John Gray, captain, John Broderick, engineer, City of Cleveland, captain, James Lawler; M. B. Sturtevant, engineer, R. P. Ranney, captain, A. Greenleaf, P. Whalen, engineer, R. B. Hely, captain, M. Mulheiland; A. Burnhardt, engineer, J. S. Fay, captain, C. Moran; P. Talbot, engineer, S. E. Sheldon, captain, Thomas Jones; Charles Ager, engineer, Superior, captain, A. Moffatt; James Sperry, engineer, Red Rover, captain, L. Stoughton; M. Maston, engineer, Schooners—A. Cobb, captain, D. M. Becker; Thomas Quayle, captain, J. V. Thomas; John Martin, D. Nelson; A. Bradley, captain, J. H. Wesson; Nevers, captain, S. S. Rhodes; Captain Fred Green; S. P. Ely, captain, W. Brown; Sandusky, captain, E. P. Spear; M. R. Warner, captain, N. Gifford; Payette Brown, captain, E. Saveland; S. H. Kimball, captain, J. Howell; D. W. Staff, captain, W. Simpson.

Of the fleet managed in the office of H. J. Webb & Co. the following appointments have been made: Roumania, Capt. R. J. Collins; A. George, capt., Phillips; J. H. Outwater, Capt. John Nelson; M. R. Lyon, Engineer Martin Duran; Genoa, Capt. Richard Carl, formerly mate of the steamer Corsica; J. H. Devereux, Capt. Thomas Wilford, with other officers the same as last year; William Chubb, Capt. Andrew Graves, with other officers the same as last year; T. S. Christie, Capt. Charles Martwood; T. P. Sheldon, Capt. John Connors; Camden, Capt. H. Cummings.

MARINE NOTES.

A telegram from L. P. Temple at the South St. Mary's canal that there is but 14 1/2 feet of water in the canal.

The river custom house will open Tuesday morning and service day and night will continue thereafter. The officers will be the same as last year, Owen Kane in charge, with George Lowe doing night service.

ST. LOUIS STIRRED UP.

Factional Fights Tearing Both Parties to Pieces in That City.

ST. LOUIS, March 28.—The political situation here is at a high tension and much bitterness has been engendered in both of the great parties. The Republicans have nominated Col. James G. Butler for mayor and his opponent in the convention, D. P. Slattery, publicly avows that he was slaughtered by a free use of boodie. Mr. Slattery has been defeated in the primary, but was finally prevailed upon to not to run in the general election. The Republican city central committee is made up largely of Slattery men, and today when Col. Butler was called upon to new over to the committee an assessment of \$3,000 he declined to accept unless he knew how the money was to be used. Threatened members of the committee threatened to take his name off the ticket and substitute another candidate which, it is claimed, will be done unless Col. Butler pays over his assessment. The feeling is heightened by an evening Republican paper tonight bolting the nominee for mayor and nominating for the Democratic candidate. The Democrats are no better off. After a bitter personal contest between George W. Allen, the present mayor of St. Louis, and Judge E. A. Wagoner of the court of the mayoralty, the latter was nominated for the mayoralty. A leading morning Democratic paper had bitterly opposed the nomination of Noonan, on the ground that he was the alleged champion of the saloon element, and freely predicted his defeat if nominated. Messages from Washington to party leaders say the election in St. Louis is regarded there with much solicitude owing to the remarkable result of the November election, when the Republicans lost in a majority of over 10,000, and an exciting time is looked for at the polls next Tuesday.

Pears' Soap is the most elegant toilet adjunct.

The Times Scores Gladstone.

LONDON, March 28.—The Times, in a leader referring to the remarks made by the secretary of Mr. Bright by the house of lords, makes it the occasion for a scathing reference to Mr. Gladstone.

The New York Copper Market.

NEW YORK, March 28.—One lot of 28,000 pounds of G. M. B. copper passed from the pen of the house of lords.

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HE GAVE UP MARY.

Her Brothers Dragged Him Through the Streets With a Rope.

PITTSBURGH, March 28.—A special from Wilkesbarre, Pa., says: John Henneran loved Mary Yanching, but Mary's brothers objected. White Caps sent notice to the lover to keep away but they had no effect. Mary's brothers visited Henneran's boarding house last night, took him out, tied a rope around his neck and dropped him to the ground dragged him over the street until he was nearly dead. He begged for mercy which was granted on condition that he give up Mary. His brothers, Lowell and Stephen Yanching, have been arrested.

NOT FOR POLITICAL REASONS.

WASHINGTON, March 28.—Gen. Clarkson, the postmaster general, has been questioned today concerning certain newspaper criticisms directed against his policy in the appointment of fourth class postmasters. In answer he said that practically all changes have been made for political reasons. "Perhaps," he added, "it is not generally known that my predecessor, within the month or six weeks prior to the 4th of March, made over a thousand appointments of fourth class postmasters for the purpose apparently of forcing them upon this administration. The commissions of the thousand appointees of my predecessor have been cancelled and these vacancies with others are now being filled as rapidly as possible."

May Not Accept After All.

CHICAGO, March 28.—Hon. Robert T. Lincoln was in receipt of telegrams from all parts of the country today congratulating him on his nomination to the court of St. James. He says he has not yet made up his mind as to whether or not he will accept the nomination. A friend of Mr. Lincoln is of the opinion that he will decline it for the reason, chiefly, that his wife is a confirmed invalid.

Harvey's Victims Buried.

GUELPH, Ont., March 28.—The funeral of the victims of the triple tragedy took place this afternoon at the residence of the deceased. The public schools were closed in the afternoon. Harvey has not yet spoken a word and took only a little soup after being threatened with force to compel him to speak. He is silent with head bowed low.

Liverpool Cotton Statistics.

LIVERPOOL, March 28.—Weekly cotton market: Spinning, 40,000 bales; American, 38,000; trade takings, including forward from ships sold, 61,000; actual export, 7,000; total import, 121,000; American, 93,000; total stock, 840,000; American, 136,000.

Arguing the Case of Chae Chan Ping.

WASHINGTON, March 28.—Argument was begun in the supreme court of the United States today in the case of Chae Chan Ping, appellant, vs. the United States, brought to this court on appeal from the United States circuit court of California. Mr. St. Louis opened the argument for the appellant.

They're Easily Satisfied.

BERLIN, March 28.—The nomination of Mr. Hainstein as United States minister to Germany gives general satisfaction here.

For a Disordered Liver try Beecham's Pills.

Ocean Steamers.

LIVERPOOL, March 28.—Arrived: Steamer Oranmore from Baltimore.

ONWARD, March 28.—Sighted: Steamers Italy and Alle from New York.

NEW YORK, March 28.—Arrived: Steamers Wipland from Hamburg, The Queen from Liverpool and Richmond from Antwerp.

LONDON, March 28.—Sighted: Steamer Persian Monarch from New York.

NEWS OF THE DAY IN BRIEF.

At a dinner of the Princeton college alumni in New York Thursday night President Harrison said the new endowment fund will be increased \$250,000 after June 1.

A new Hebrew orphan's home, built by district No. 5 of the order of B'nai B'rith, was dedicated in Atlanta, Ga., Thursday. The building is a magnificent structure and is capable of accommodating 150 children.

Charles Managwa was killed at Elmore, Col., Wednesday night by a cowboy whom he attempted to arrest for disturbance.

The funeral of Lea Eva, Garlitz, who was murdered by her husband on Tuesday night took place in Cumberland, Md., Thursday afternoon. The funeral was attended by a large number of people. The murderer watched the procession pass the jail. There is now no danger of lynching.

The Indiana Scottish Rite Masons closed a very successful session at Indianapolis Thursday. Forty-four candidates received the thirty-third degree.

The Holland & Thompson company, plumbers, has failed in Minneapolis. Assets \$25,000; liabilities \$30,000.

Henry W. Raymond, editor and proprietor of the Germantown (Pa.) Telegraph, has received the appointment of private secretary to Secretary of the Navy Fry.

A complimentary dinner was tendered to Postmaster General Wagoner Thursday by Mayor Edwin H. Filler, in Philadelphia.

A meeting of citizens was held at the St. Louis merchanter's exchange Thursday for the purpose of preparing a plan for the Washington celebration in St. Louis. All were in favor of it.

An attempt was made to wreck a Chicago, Santa Fe & California train near Chillicothe, Ill., Thursday by placing ties across the rails. They were knocked aside by the engine.

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