

Two-Cent Stamps.

Several designs have been submitted for the new 2-cent stamp, but none of them have as yet been adopted...

Lasts Week' Failures.

Bradstreet's Journal furnishes the following: There were 208 failures in the United States reported to Bradstreet's during the past week, 52 less than the preceding week...

J. A. Hatray & Son, wholesale drugs, New York City; Joseph Myers & Sons, manufacturers of ladies' cloaks, Philadelphia; Maister & Reaney, bridge and elevator builders, Baltimore.

Was Blaine Shot At?

A report is current that a short time before the adjournment of congress an attempt was made by some persons unknown to assassinate Secretary Blaine, by shooting into a carriage in which he was seated...

Emigrants Lost at Sea.

A London dispatch says: The steamer Navarre, bound from Copenhagen to Leith, foundered during a gale yesterday. There were eighty-one persons mostly emigrants on board...

February's Frightful Fire Facts.

The New York Bulletin finds that there were 149 fires in this country February, where the loss was \$10,000 and upward, the aggregate loss footing up \$6,800,000...

Shocking Fate of Aeronauts.

A dispatch from Madrid, Spain, of the 9th says: Capt. Maych and his assistant, two daring aeronauts who were under engagements to appear in the United States in the spring, made an ascension before an immense concourse of people...

Diamond Cut Diamond.

The feeling exhibited by the opposing counsel in the war route trial is intensified daily, and Judge Wylie has to exert all his influence to keep the conflicting elements in order. This was exhibited to-day during the examination by the defense of Gen. Miles...

he appealed to the court to be allowed to conduct his inquiries after his own manner. For the first time since the new trial, Judge Wylie favored the defense by stating that Mr. Chandler was not to be molested unless he transgressed the proper limits...

The Treasurership.

There is an eager scramble in progress for the office of treasurer of the United States. Civil service demands the promotion of Wyman, the assistant treasurer. Neil of Ohio, who was retired at the last election, has been a persistent beggar for the office...

The Partnership of Gebhardt and Langtry.

New York Special: Mr. Fred. Gebhardt and Mrs. Langtry have signed a contract for next year. He engaged the Lily for a season of thirty-three weeks, beginning in September, and he agrees to give her 40 per cent. of the gross receipts of the theaters at which he plays her...

Wiggins Scared the Fishermen

A Gloucester, (Mass.), telegram of the 9th says: The total loss to those dependent on the Gloucester fisheries on account of the Wiggins' storm scare, will be about \$150,000. About 100 sails are hauled up here idle. The average loss of time is about three weeks...

Providence Special:—Fishermen here hauled up their boats and farmers fastened up their barn doors, one man at Newport purchased three life preservers for himself and family, with which to breast the tidal wave. The blow did not come, however, the air being quiet all day, and the sky cloudless.

Halifax Special:—There is a genuine feeling of fear of Wiggins' storm among a great many outside the city. Not a single fisherman will leave for the fishing grounds to-morrow. Each will beach his craft until the dreaded period is past.

A Forger's Baseless Claim.

The chief of the secret service division makes a report to the secretary of the treasury regarding the case of George Albert Mason, the notorious counterfeit recently released from prison, where

he had served the greater part of a term of twelve years, and who has made a claim against the government for \$50,000 for false imprisonment. He made the claim as a British subject, through the British minister. It was referred by the secretary of state to the treasury department. The chief of the secret service division makes a strong argument against allowing the claim, which, he says, is based upon entire misrepresentation of facts, and is without justice or equity.

Encountering Titanic Icebergs.

St. John, N. E. Special Telegram: After being twice driven back to the coast of Scotland, the steamship Arctic arrived here last night from Dundee. Capt. Adams reports coming through 200 miles of field ice on the Atlantic, studded with countless icebergs. When about 300 miles east of St. Johns he counted fifty-eight enormous bergs from the steamer's bridge...

Discouraging to English Farmers.

The outlook is decidedly forbidding with English farmers. In the midland counties there have been but three fair days in the past ninety; the farmers have not sown their winter wheat, and the raising of spring wheat is such a doubtful experiment that but a small acreage will be devoted to it. In some regions miles and miles of land are under water, and no cropping will be attempted this season...

Eleven Men Cremated at Browns-ville, Black Hills.

Last Saturday evening fire was discovered in the large story-and-a-half boarding house owned by Hood & Scott, in Brownsville, on the Homestake railway, nine miles from this city, and in less than thirty minutes the entire structure was destroyed. The following named persons perished in the flames: Peter Hansen, Lewis Hansen, R. C. Wright, Thomas Finless, James Chalmers, Albert Tennecliff, Samuel Hayes, Fred. D. Peters, Charles Hammontreed, W. N. Andrews, Harvey Wood. Several others were burned and more or less seriously injured...

Incoming Immigrants.

The arrival of immigrants are quite numerous, though railroad officials and agents insist the boom has not yet commenced. During the past week incoming trains has contained a complement of passengers that properly come under the head of immigrants. Occasionally they were numerous, and in one instance so numerous that it required the appropriation of extra cars to accommodate the demands made upon the Manitoba line for transportation. Those coming thus early are mainly from the east and Canada, the latter bound for Winnipeg, and the former for the fertile fields of Dakota and Montana. Very many of the arrivals are consigned to the latter Territories, are composed of those who have ventured into these sections last year, and having established homes and laid the foundation for a superstructure of future prosperity, returned whence they originally came, and are now tending to their domains, accompanied by their families and agricultural implements. The travel, as stated, has been comparatively large for this season of the year, but henceforth it will be daily augmented in point of numbers, being made up principally of self-appointed exiles from homes across the sea. The emigration officers of the roads of which St. Paul is the eastern terminus state that the future is filled with promise. Large draughts will be made on the population of England, Ireland and the continent, they state, a large portion of which are even now en route hither, and by another week the advance guard of "newcomers" will begin to arrive. The facilities for their transportation to points of final destination have been largely increased, and no difficulty will be experienced in procuring their safe delivery at such points as they have been billeted to. Appearances indicate that the "rush" of last year will be duplicated this spring, with the only difference that the arrivals will outnumber the arrivals of that period.

The River Route to Europe.

St. Louis Republican: Some people in Chicago and the East pretend to ridicule the Mississippi Barge line. And yet the boats, in the two weeks between Feb. 20 and March 6, took down the river from this city 1,100,000 bushels of corn and 350,000 bushels of wheat, be-

sides flour, provisions, etc. It takes a mighty good railroad to do better than that. A new steamship line with regular sailings, perhaps as often as weekly, is about to take the route between New Orleans and Liverpool, and still another, that between New Orleans and Havre. If, now, our importers will bring their goods this way, instead of through New York, the Mississippi valley, from St. Louis south, may issue a declaration of independence at the rival trunk lines with their pools, combinations, and what not. There is no monopoly of transportation on the river, save as it is acquired by legitimate enterprise.

A New Railroad in Dakota.

An editorial in the Hillsboro (Dak.) Banner intimates that a new railway project is on the tapis, which will tap the country, in the vicinity of Traill county, Dak., and divide the business now enjoyed by the Manitoba line. The road, it is said, will be built by the Milwaukee & St. Paul and the Northwestern corporations, which will extend their fields of traffic into the Red River country. The northern terminus of the Milwaukee road is now, observes the writer, practically at Fargo, and a space of twenty-five miles remains to be laid to furnish Fargo with direct rail route via St. Paul to Milwaukee and Chicago, competing with the Northern Pacific and Manitoba roads. In addition to this, it is believed that the projected road from Fargo, via Grand Forks, to Pembina, running along the west bank of Red River, for which a charter has been granted by the Dakota legislature, is sure to be built at an early day, and assure to be absorbed by the Milwaukee roads. The supply of competing roads in that section, concludes the article, is not equal to the demand, and as long as such is the case, they will be built.

The Northern Pacific to be Open Sept. 1.

H. Clark, head of the contracting firm which has constructed so much of the Northern Pacific, and which is to finish the main line and build some of the branches, has arrived in St. Paul from a trip direct from Portland over the Northern Pacific trans-continental. He experienced the usual vicissitudes of a journey across the mountains, and of perils by flood and field, by boat and buckboard, river and rail, could doubtless tell, if he chose—which he doesn't—but has come through in excellent form and to the query "When will the missing link of the Northern Pacific disappear?" answered cheerily and confidently, "In the first part of August, probably before that month closes, certainly." This seemed such good news that the questioner asked Mr. Clark if he was sure, and he confidently as before reiterated his statement. He particularized that the gap at present writing is 230 miles and tracklaying is progressing from each end. On the western division two miles per day is going down and on the eastern about a mile and a half. As the season advances even greater diurnal strides on each end will be made. The switch back round the Bozeman tunnel will be ready when the road is, and the tunnel itself will be open from end to end in November. It seems to be assured that Sept. 1, will witness the possibility of a through car from the St. Paul depot to Portland or Seattle. Mr. Clark said fervently: "I'm through with the Chinese, heaven should be praised." He has now about 2,000 men at work track laying, building bridges and surfacing. The Chinese left the country over which they worked, Sahara-like in appearance a perfect desert without settlement and scarcely a shanty. Where the Scandinavians had worked the contrary, hamlets had sprung into existence and marks of human habitation were plenty. The Scandinavian wanted a "job," and when he got it worked like a Trojan, while John Chinaman worked for Johnny Chinaman, and the ever present hope of a speedy return, with lots of Melican dollee, to the land of y's and tse's. Mr. Clark said the dagos, (vernacular for Italians) did well enough, but the Scandinavian's work the best of all the foreigners. Mr. Clark also has the contract for the construction of the Yellowstone Park division of the Northern Pacific, which starts from Livingston and work will commence at once and push with sufficient rapidity to insure completion and equipment by the first of July, which will be in ample time for the expected inroads of tourists. The line will be sixty miles in length, and will have for its intra-park terminus the hotel of the Yellowstone syndicate at the Mammoth springs. Work on this building has languished during the discussion anent the lease in congress; but it is understood that the structure will be rapidly completed, now that doubts are dissipated, and be ready for the summer sightseers. Mr. Clark will leave for Portland soon to commence work on still another contract there—that of filling in about 2,000,000 yards of earth in the Portland terminus yards. He will be accompanied by Engineer O'Brien of the Northern Pacific.

Public Lands.

The commissioner of the general land office will in a short time distribute the amount appropriated for public surveys. It appears that last year there were disposed of in the Union, Pacific 13,968,000

acres of public lands. One-third of quantity, 4300,000 acres, was disposed of in Dakota. It is said that to-day there are in Dakota 10,000 people living upon unsurveyed lands unable to acquire title to their lands because a sufficient amount has not been allotted to that territory for making surveys.

Fencing and Grazing.

The question of fencing in the public lands for grazing purpose will be the subject shortly of an elaborate decision by Secretary Teller. There have been many complaints filed at the department in regard to this subject. In one instance in Dakota a farmer fenced in a tract of his land on both sides of a creek. The tract was one mile wide and thirty-five miles long. This deprived all cattle except his own from getting water, and gave rise to numerous protests. The fence was ordered removed. Other cases of almost as aggravated character have been brought to the attention of the department, and the object of the decision in course of preparation is to make a rule to govern such cases.

An Unconscionable Swindler.

It is discovered that Emmett O'Neill of Schenectady, N. Y., a broker recently failed, has fled. He victimized parties of Schenectady and Duaneburgh not less than \$250,000, having handled his father's estate, being presumably wealthy, and a director of a Schenectady bank. From the books of the bank it is learned that many farmers of Duaneburgh gave him funds to invest. He obtained money by plausible representations, and as security forged mortgages. Where further proof was asked he even forged assignments to mortgages, including the county clerk's certificate and copy of the record. Widows, orphans and industrious poor were alike his victims with the wealthy classes. Nearly every person in Duaneburgh was swindled.

Another Dakota Murder

Sheriff Harmon has received a dispatch from Dickinson directing him to arrest George Mattox for the crime of murder. Inquiry developed the fact that Mattox, who has been hunting on the buffalo range near Dickinson, shot and killed a man whose name has not yet been ascertained. Mattox was seen in Mandau yesterday, consulting a lawyer, ostensibly in the interest of a friend of his, who he claimed was molested by another man in his camp, and after drawing a huge hunting knife on him twice, his friend leveled his gun at the intruder and fired, instantly killing the latter. It now appears that the friend is a myth and Mattox himself is the guilty party. The gun was one of extraordinary heavy calibre, carrying 120 grains of powder. Mattox is a man of family and will be arrested before morning as he is now on his way east from Sully Springs.

Good Logging News.

All reports now received from the Black river logging camps are favorable. It is certain that the best work of winter is being done, although teams generally are in bad condition on account of extra hard work and severe weather during January. In the lower country the roads are wearing some, but the men patch them up with snow each day, knowing that when the bare ground appears work is at an end, for there is practically no frost in the ground. Work will continue a week longer, even if the weather remains warm, while lower temperature would still further prolong it. By patching the roads and working nights, operations can be continued through the entire month, though probably not many will endeavor to do so. It is pretty certain that the cut of the winter will not be less than 200,000,000 feet which is full average. The cost of putting them in is estimated at \$1 a thousand above average, while the season starts with a lower market. No sales of any account have been made yet, but three strings of last year's logs lying here were sold this week to Tamm of St. Louis for \$13.50, which is \$1.50 lower than last year. This will give an idea of comparative markets, but there are so few logs for sale here that La Crosse is not considered much of a market.

The New Treasurer of the United States.

The President to-day appointed A. N. Wyman, assistant treasurer of the United States, to be treasurer, vice James Gillfillan, whose resignation has been accepted, to take place on the 1st proximo. Mr. Wyman will secure his bond and qualify by that day. He was almost overwhelmed with congratulation. The bond of the treasurer is \$150,000 and must be approved by the secretary of the treasury before he can qualify. It will also be necessary for the secretary to appoint a committee to verify the treasury balance of the 31st of March so the funds may be transferred to the new incumbent for opening business on the 1st proximo, when he will assume the duties of his office. The selection of assistant treasurer, which office is vacant by the promotion of Wyman, will depend upon the wishes of the new treasurer. It is pretty well settled that the appointment will be made from the treasurer's office.

Governor Bate, of Tennessee, recommends the appointment of a competent colored man as assistant superintendent of public instruction for the state, his duties to be confined to the colored race.