MINNESOTA LOAN & TRUST CO.
MINNEAPOLIS, MINN.
Capital $500,000.00
Guaranty Fund. $100,000.00
Interest Allowed on Deposits. 2% On Daily Balances. 2½% On Monthly Balances. 3½% On 6 Month Certificate
Legal Depository for Court and Trust Funds.....
INVESTMENTS—Excellent First Mortgages and Municipal Bonds for sale.
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SAFETY DEPOSIT VAULTS.

When in Minneapolis Stop at the New
Golden West Hotel,
Opposite Milwaukee Passenger Station
Washington and Third Aves. So.
Especially desirable for families and traveling parties. American plan, $2 to $2.50 per day; European plan, 50c, 75c, $1 and $1.50, with choice restaurant at reasonable prices. Special rates by week and month.

Miller
The Progressive Photographer
Fancy and Evening Waists, Hairdressing, Flowers, etc., FREE.
427 Nicollet, over Yerxa's.

The Grill
Dining and Lunch Room.
308-310 First Av. S.

THE WEATHER

The Predictions.

Minnesota, the Dakotas—Fair to-night and Sunday; colder to-night; northwest winds. Wisconsin—Snow this afternoon and in east portion to-night and colder in west portion; Sunday, fair, with probably colder in east portion; brisk south to west winds. Iowa—Fair Sunday, preceded by snow in east portion this afternoon and possibly to-night; colder in west and central portions to-night; south to west winds. Montana—Fair to-night and Sunday; westerly winds.

For Minneapolis and Vicinity—Fair to-night and Sunday; colder to-night.

Minimum Temperatures.

Minneapolis	24	Pittsburg	22
La Crosse	10	Cincinnati	24
Davenport	24	Boston	24
St. Louis	30	New York	26
Port Arthur	—14	Washington	26
Buffalo	18	Charleston	32
Detroit	16	Jacksonville	34
Sault Ste. Marie	0	Montgomery	34
Marquette	16	New Orleans	44
Escanaba	14	Shreveport	36
Green Bay	16	Galveston	56
Milwaukee	20	Havre	22
Chicago	22	Helena	20
Duluth	20	Miles City	20
Houghton	4	Rapid City	18
Battleford	2	Lander	14
Calgary	12	Modena	22
Edmonton	16	North Platte	14
Medicine Hat	16	Denver	26
Prince Albert	2	Dodge City	32
Winnipeg	0	Oklahoma	52
Kansas City	34	Abilene	54
Omaha	32	El Paso	48
Huron	20	Spokane	28
Moorhead	20	Portland	34
Bismarck	14	Winnemucca	20
Williston	16	San Francisco	44
Memphis	38	Los Angeles	46
Knoxville	22		

CONGREGATIONAL CLUB

It Will Meet in Minneapolis Next Monday Evening.

The executive committee of the Minnesota Congregational club will meet at the Fifth Avenue church Monday evening at 5:30. At 6 o'clock the 202 meeting of the club will be held. After supper "Forecasts for the Twentieth Century" will be discussed. "The Scientific and Practical Outlook" will be handled by Dr. Thomas J. Gray of Minneapolis and "The Religious and Sociological Outlook," by William H. Medlar of Alexandria. This meeting is for ladies as well as members.

The club has issued a book giving the names of the members and officers and a history of the club since its foundation in 1878.

WHY IT IS WARM

Absence of Snow Accountable for High Temperature.

The fact that there is a small snow area at the present time in the United States and only traces, or less than one-half inch in the northwest accounts in part for the warm January weather which has been experienced. Observer Outram says: "It is well known that snow radiates heat rays back in such form that they are not absorbed by the atmosphere. While when the ground is bare the dark surface absorbs the heat rays and changes them so that they are absorbed by the air lying near the surface, which tends to raise the temperature.

A $50,000 FIRE

Coffee, Spices, Etc., Burn in St. Paul.

H. B. Straight & Co., wholesale dealers in coffee, spices and baking powder, 194 E. Third street, St. Paul, suffered a loss by fire last night of $50,000. The building owned by Richard Gordon was damaged to the extent of $10,000. This was fully covered by insurance. Straight & Company carried about $35,000.

For a Cold in the Head
Laxative Bromo-Quinine Tablets.

EYES Examined Free
BEST
Artificial Eyes.
OPTICIAN, 409 Nicollet

HIGH GRADE DENTISTRY
520 SYNDICATE ARCADE
LENOX AND STEIRLY.
MODERATE CHARGES.

THE CITY

TOWN TALK

Choice farm and city mortgages for sale. Title Insurance and Trust company.

Fire damaged J. B. Gilbert's hotel, at Keegan's Lake, $1,000 yesterday afternoon.

Deposits made by Feb. 3, on book accounts, draw 4 per cent from Feb. 1. Minnesota Title Insurance and Trust company.

Miss Mary Meagher died yesterday at the home of her brother, 411 Sixteenth avenue N. The funeral will be held at 8:30 Monday morning.

Swan A. Stohlton of Stohlton-Lockerby Co., 620 Nicollet avenue, is visiting the eastern furniture markte and looking up the newest things in decorations.

The Century News Store, 6 Third street S. has the largest list of daily and weekly illustrated papers and monthly magazines in the city. Open Sunday, 9 until 6.

Roy Bard, held at the county jail on a charge of burglary, has fallen heir to property in Missoula, Mont. Word to this effect was received in the city last night.

The residence of W. G. Phillips, 27 Eastman avenue, was robbed early yesterday morning. Suspicion falls upon a servant girl, who disappeared at the same time. A gold watch and $20 in cash are missing.

The total enrollment of the public schools for the half year beginning September, 1900, and ending Jan. 18, 1901, has been 35,173 pupils. There were enrolled in September 32,691, and there have been admitted in October 1,196, November 554, December 364, and in January, up to the 18th, 368. The end of the half year showed 30,898 pupils actually present in school.

The St. Anthony Turnverein will celebrate the forty-fourth anniversary of its organization to-morrow afternoon and evening at East Side Turner hall. There will be a program of speeches, followed by a gymnastic exhibition by the West Minneapolis actives and the East Side turners. There will be a large delegation present from the St. Paul turner fraternity.

RAILROAD RUMBLES.

RIVALS IN IOWA

D. & N. O. and the D. M. I. F. & N. Roads Both Stay in the Field.

Special to The Journal.

Iowa Falls, Iowa, Jan. 26.—The railroad situation so far as the Duluth & New Orleans and Des Moines, Iowa Falls & Northern roads has become complicated by recent developments. The solution of the whole matter is as remote as it was some months ago, though for the past few weeks it has looked as though an agreement would be reached between the rival companies. The retirement of the D. & N. O. from the field and the sale of its equities to the local company would leave the way clear for the construction of the Des Moines, Iowa Falls & Northern from this city to Des Moines, which company has arranged for terminal facilities in Des Moines, besides the tax to aid in construction in several townships through which the road will run. The determination of the D. & N. O. to remain in the field and failure to take active steps looking to the construction of the road, will result in the change in route of the local company from the original survey. The outcome of the rivalry between these two companies has hurt the interests of this enterprise and a large section of country is watching anxiously for some settlement of a controversy that is unique in railroad building.

HARD ON SCALPERS

"Community of Ownership" Is Bad for the Business.

New York, Jan. 26.—Scalping is becoming a difficult and precarious trade in the east, and the railroads hope to abolish it altogether without the aid of legislation. No anti-scalping law could accomplish this purpose as well as "community of ownership" developed to its logical conclusion, because without the patronage of passenger officials the scalpers would find little business.

The eastern roads have devised various artificial schemes to reduce the scalpers' opportunities "to make an honest living." One of these is the use of safety paper. This paper is thin and tough. It is made by a few manufacturers who are under heavy bonds of $10,000 each to use it only for railroad printing and to furnish it to no one else. Scalpers cannot get it nor forge tickets as they sometimes used to do. The ink used on such tickets sinks into the tissue of the paper, making erasures impossible.

Another device is the punching machine, like that used in banks for checks, which is taking the place of the old stamping machine in ticket offices.

Soo Purchasing Agent.

By reason of the resignation of J. E. Shaughnessy as purchasing agent of the Soo, H. C. Pearce, formerly storekeeper, has been promoted to the position of purchasing agent, and O. W. Applegate, formerly chief clerk in the storekeeper's department, has been appointed storekeeper.

Northern Pacific Buying Car.

The Northern Pacific has placed orders for 800 flat cars, 450 coal cars and 3,000 box cars. The first delivery is to be made in ninety days, and the order completed by August. The increase in new equipment in the last year is noteworthy. It embraced 32 new engines, 10 baggage, 10 tourist and 10 observation cars for passenger purposes, and 4 cabooses, 800 flat, 100 coal and 200 Rodger ballast cars, as well as a great deal of other stock. But the addition in the way of equipment is not expected to be more than the demand will require.

Elks' Fare to Milwaukee.

The executive meeting of the Western Passenger Association will recommend that a rate of one fare, plus $2, for the round trip, be allowed for the annual meeting of Elks at Milwaukee next July.

Hill Starts for Home.

J. J. Hill will leave New York to-day for St. Paul. It is reported that he will go to Seattle to complete arrangements for a union depot at that place. Indications point to an agreement between the Great Northern and Northern Pacific to build and occupy this depot jointly.

Des Moines & Northern Engineers.

Special to The Journal.

Wells, Minn., Jan. 26.—A party of railroad engineers arrived in Wells Tuesday. They have run a line from Des Moines and are going to Minneapolis on a straight line north. There are ten men in the party, and they are in the employ of the Des Moines & Northern Iowa company. The survey is in the western part of the town.

Railroad Notes.

A telegram from Seattle says that a vessel just arrived brings news of a complete tie-up of the White Pass & Yukon because of snow. Snow fell continuously for four days, and when the storm ended it was found that all of the rotaries and equipment were tied up.

Frank Waterhouse, president of the British American Steamship company, is in St. Paul conferring with President Mellen of the Northern Pacific. His line operates a line of vessels between Seattle, Victoria and the Hawaiian islands.

The Chicago Great Western order placed with the International Power company calls for ten compound consolidation engines for May delivery. They will weigh about 180,000 pounds, with 160,000 pounds on the driving-wheels, and have 23-inch and 35-inch by 30-inch cylinders and 55-inch driving-wheels.

SMALL, BUT DANGEROUS

Firemen Nearly Suffocated by Woodpile Fire.

Four firemen were overcome by gas during a fire in a woodpile at the Backus-Brooks Lumber company yard last night. Prompt attendance rendered by comrades soon brought the men around all right. The damage was slight as the pile that burned was practically worthless.

POSTAL CHANGES.

The postoffice inspector will move from his present office in the Germania Bank building in St. Paul to the old federal building about March 1. The railway mail service will have to remain in the Germania building until the quarters in the new postoffice building are ready unless an appropriation for an elevator in the old building can be secured. At present there is no way of getting the printing presses and material up to the third floor, which has been assigned to railway service.

Duke of Parma Cigar
Smoke one and you will smoke another.

STILL A MYSTERY

Friends Obtain Little More Light on Laura J. Smith's Death.

ANOTHER PHYSICIAN'S STORY

Something About Mrs. Smith's Relations in Her Life of Good Works.

Although the friends of Mrs. Laura J. Smith have been busily at work since her death, trying to unravel the mystery surrounding it, they have not yet come upon a definite clue. Still the fact seems to be established beyond a doubt that she was not the woman arrested in St. Paul. Dr. T. S. Carpenter of Lime Springs, a former resident of Minneapolis and the physician of the Smith family, when its members resided in this city, writes that he had warned Mrs. Smith on several occasions that she was liable to be carried away with heart disease at any time. He also testifies Mrs. Smith was a woman of strictly temperate habits, adding that if she had ever used liquor he would have been in a position to know it. H. H. Hart also adds his testimony. From all sources of those high in social positions come the same assuring words of confidence. The Journal of Mankato, where Mrs. Smith gave a recent entertainment in connection with her work, expresses confidence in her character.

In connection with the effort to unravel the mystery surrounding Mrs. Smith's death the following facts regarding her life have been obtained from her family at Excelsior:

Her Life History.

Mrs. Laura Jordan Smith was born in Lincoln, Me., Sept. 20, 1850, and came to Minnesota with her parents when between 4 and 5 years of age, settling at Monticello, Wright county, where she resided for a number of years. She was educated in the public schools of Wright county, finishing her education at the St. Cloud normal school and afterward teaching in the schools in that section of the state. She was married at St. Cloud to Alonzo Smith. She united with the church when a child, transferring her membership to the Central Baptist church of Minneapolis when she and her husband moved to this city a little over ten years ago.

About ten months ago the family moved to a new home one mile east of Excelsior on the Hopkins road.

While residing at St. Cloud Mrs. Smith was president ot the W. C. T. U. there and superintendent of jail work. She was also state organizer for the Good Templars and past grand vice templar of the state organization. She was at the time of her death deputy grand chief templar for the first and third districts of Minnesota. She organized and was superintendent of Diamond temple, a juvenile temperance organization; was a member of the Helping Hand, and the Authors' Club of Minneapolis. She organized and always took great interest in the anti-treat association. She has spoken in fully half the towns of Minnesota.

Mrs. Smith is survived by her husband and three daughters, Miss Lura V. Smith of Minneapolis, Mrs. C. P. Parker of Pillager, Minn., and Mrs. J. W. Elliott of Chicago. One daughter, the eldest, died when about 12 years of age.

Since Mrs. Smith's death the families have received hundreds of letters from friends in all parts of the northwest expressing the deepest sympathy for the family and the utmost confidence in her character and work.

NO FRESHIES IN FRATS

PRES'T NORTHROP'S SUGGESTION

Also Advises the Greeks to Close Their Present "Rushing" Season at Once.

President Cyrus Northrop met the members of the university Greek letter societies in chapel hall this morning and had a long talk with them about fraternity matters. Among the suggestions he made was one for the reorganization of the system which would provide for the limitation of membership in the "frats" to the sophomore, junior and senior classes. This system is in vogue in many of the larger colleges in the east.

Concerning the suggested change, Dr. Northrop said that the University of Minnesota is now large enough to insure a sufficient membership of the fraternities without the first year men. With 3,000 students and, as during the past two years, an incoming freshman class of some 400 members, there is no actual necessity for the freshman membership. The new plan in operation would not only give the new students ample time to devote to their university work and to form studious habits that would be almost impossible when the first year man has to divide his time between the studies and fraternity life, but it would also give the fraternities an opportunity to select their men with greater care and thus secure a much more satisfactory membership.

Dr. Northrop mentioned the plan only as a suggestion and asked the members of the societies to think about it and to decide among themselves if it would not be more satisfactory on the whole than the presents ystem.

The president expressed a hope that every fraternity member would exert his best influence for the bettering of the inner life of the societies. Not that there is any immediate cause to enter complaint against the present influence, but because he belived there is opportunity for improvement even over the present life.

Dr. Northrop expressed a fear that the "rushing" of the students in high and preparatory schools in the twin cities is interfering with the work of both the university and school students, and asked that it be brought to a close next Wednesday if possible. The societies, according to their compact, will commence their "rushing" season next Wednesday and Dr. Northrop asked that it be closed in two weeks. The girls expressed their approval by applauding the request of the president. "Rushing," it should be explained, is a technical term meaning cultivation of the acquaintance of prospective material for membership.

NOW SPEAK UP

If You Want Paving, See Alderman Lane.

Chairman Lane of the paving committee announced to-day that his committee would proceed very shortly to the distribution of paving for the year and would be glad to hear from all sections of the city regarding their wants and needs at the earliest possible moment. He is especially anxious that the second ward people get together on this proposition at as early a date as possible.

Fourteen Fold nlcrease.

According to the most reliable statistics, within the century the population of the world has doubled while the population of the United States has multiplied by fourteen. This shows to what extent people are coming to this country; we offer so many advantages to the foreigner both in business opportunities and in the pleasures of living. One of the many good things afforded by our country is "Golden Grain Belt" beer, the most nourishing and delicious tonic ever produced. Brewed from the purest barley malt and hops, it is invigorating and refreshing. A delicacy for the table and a necessity for the health that should be in every home. Telephone "The Brewery," 486 Main.

An Eastern Trip via Washington.

If a trip to Philadelphia or New York is made over Pennsylvania Short Lines a ten days' visit to Washington may be enjoyed without additional cost for fare, as tickets over this route may be secured via National Capital at same rate as over direct line. For particulars address H. R. Dering, A. G. P. Agt., 248 South Clark St., Chicago.

DREAM NOW, MAYBE

But Some Day There'll Be a Hudson Bay Railway.

THE START IS ALREADY MADE

A Road Running Down Moose River Valley Would Tap a Good Agricultural Country.

Twenty-five miles of the new road projected for Hudson Bay are reported to have been completed since dirt began to fly north of the "Soo" a few weeks ago. While it is by no means certain that the road will ever get as far north as James bay, a distance, air line, of between 400 and 500 miles, it is headed that way. For the time being the projectors of the road will be content to penetrate the forests in the Moose river country in search of pulp wood for the mills at Sault Ste. Marie.

The Canadians have been talking of such a road for twenty years, but they have finally been forced to stand aside and watch American capital do the business. From the Soo the route, if it follows a straight line to Moose Factory, at the southernmost extremity of James bay, would be about 500 miles long. The Moose river from its headwaters at Brunswick post, seventy miles north of the Canadian Pacific line, is 425 miles long, and the road would follow its course for the most part, not much allowance being made for deviations.

The upper stretches of the river run for considerable distances through muskeg, or swampy land, and for a long stretch the surrounding country, though heavily timbered, is comparatively level. It would not offer half the engineering problems in railroad building that have been presented in the construction of roads through the northern part of the state.

Far North, but Good Country.

The stories about vast mineral wealth all along the course of the Moose river must be largely discounted, so far as any actual discoveries are concerned. But aside from the timber, a rich farming country could undoubtedly be opened up all along the valley of the Moose river by a railroad. A representative of The Journal who made the trip through to James bay last summer saw abundant evidence of the rich fertility of the soil.

With a railroad this section, now a desert waste, would become one of the richest agricultural sections of Canada. The argument made against its agricultural development is that short seasons would make diversified agriculture impossible and that grains would not thrive. The fact is that the season along the Moose river, until within the influence of the coast is not so much shorter than that of Manitoba, one of the great wheat belts of the world. Fifty miles south of James bay the atmosphere is no longer affected by the climatic changes of the sea. Every Hudson bay post has its garden patch, where all kinds of vegetables are raised. Green corn was to be had late in September at New Post, 135 miles up the Abbitibi river, a branch of the Moose, from James bay.

The development of these rich farming lands would be a big investment for any road. The Moose river drops 1,000 feet in 425 miles, and being a constant succession of rapids, offers wonderful opportunities for future manufacturing through the development of its water power.

IT HAS A WAITING LIST

COMMERICAL CLUB PROSPERITY

An Interesting Point in the History of the Growth of the Organization.

For the first time in its history the Minneapolis Commercial Club yesterday established a "waiting list." Some time ago the limit of membership was raised from 600 to 700. It was thought that this was about the right size for a club of this kind and that it would probably accommodate all who desired membership for some time to come; but the preparations for the new rooms in the Andrus building stimulated the desires of the men of the city and applications have poured in by the score. The rush for admission has been so great that the directors very wisely decided to enforce the rules for the payment of dues strictly and a number of delinquents have been dropped from the rolls. Even with these vacancies the limit was reached yesterday and last evening Secretary O'Gorman posted a list of "applications" on the bulletin board, heading the paper with the title "waiting list." These and all future applicants will be taken up and admitted as fast as vacancies occur. But it is likely that there will be a long list of "waiters" from now on, as the club is proving immensely popular under the present management and in the handsome new rooms.

WILSON A. PLUMMER DIES

HEALTH HAD BEEN FAILING

He Had Been Register of Hennepin County for Two Terms—Long a Resident Here.

Wilson A. Plummer, for two terms register of deeds of Hennepin county, and a resident of Minneapolis for nearly half a century, died last evening at his residence, 519 Ninth street S. Mr. Plummer's health had been steadily failing for years, but he had managed to attend to his business until within a few weeks ago.

Mr. Plummer was born Oct. 4, 1845, in Philadelphia. His early education was received in the schools of that city and finished in Minneapolis, his parents having moved here while he was yet a boy. He enlisted in the federal army in 1863, when 18 years old, and served throughout the war.

Mr. Plummer leaves a wife, a daughter and a son, Harry, who is now with the United States regulars in the Philippines. Another son, Robert, died several years ago.

The funeral will be held at Central Baptist church at 2:30 p. m. to-morrow.

DEBT CLOUD BREAKING

Macalester Trustees See Encouragement for the College.

The trustees of Macalester college will meet in mid-winter session, Tuesday evening, Feb. 12. This meeting will be of unusual interest for the debt cloud which has hovered over the college shows signs of breaking. Within a year $80,000 has been raised towards the liquidation of the debt, and together with concessions from friends who hold notes against the institution the total sum realized is $100,000.

On Thursday, which is the annual day of prayer for colleges, Rev. Dr. Bushnell of Westminster church will address the students.

CHANGES AT THE TOP

Fire Chief Canterbury Announces His New Appointments.

GUS RUNGE FIRST ASS'T CHIEF

J. C. Hernlund Reduced to District Chief—Capt. Michael Hanley Is Promoted.

Fire Chief Canterbury submitted his list of appointments to the city council last night, and the same was confirmed promptly. As prophesied, First Assistant Chief Gus Runge, led the list. There were some unexpected changes among the men at the top of the list. J. C. Hernlund, second assistant chief, was reduced to district chief, and Captain Michael Hanley promoted to his position. Captain Fred Malone of No. 13, was dropped from the department, and Jerome Murphy, lieutenant of the Third street house, given his position. Captain Thomas McElroy of No. 16, was reduced to the rank of pipeman. Two new captains were named in the persons of George Smith and John Baker. Pipemen Canterbury, Spack and Price were made lieutenants, George Hahan, veterinarian, and Jacob Hoffstad, storekeeper. F. L. Davis and George Mills, pipemen, were dropped, also the three telephone operators, R. N. York, George Maas and Charles Pierce, and William Doyle and Edward Burns, assistant engineers. The complete list is as follows:

A. H. Runge, first assistant chief engineer; Michael Hanley, second assistant chief engineer; J. C. Hernlund, district engineer; John Hill, fire marshal; Z. T. Morrison, superintendent of fire alarm and police telegraph; E. W. Lambert, assistant superintendent of fire alarm and police telegraph; Beecher Holt, lineman; Hosea S. Tuttle, master mechanic; Frank M. Snyder, department secretary; Joseph Gleason, assistant secretary, on probation; H. E. Bagger, telephone operator, on probation; Carl Engblom, telephone operator, on probation.

CAPTAINS.

Charles W. Osborn, Theo Klears, S. B. Wilson, Edward Thielan, J. C. Sullivan, E. E. Cadwell, J. A. Anderson, Gust Carlson, J. W. Jewell. E. W. Cayton, W. J. Malone, Sandy Hamilton, George Marden, D. L. Kane, H. H. Thompson, John Baker, C. W. Ringer, Fred Ralke, E. I. Kingsley, L. F. Livingston, George Keboe, William Treager, James C. Pearson, Charles Loss, F. A. Peterson, A. S. Porsch, Jerome Murphy, George Smith.

LIEUTENANTS.

Ben Johnson, Dan Harrington, Charles Bradley, William J. Hart, James McDonald, John Moe, M. M. Daily, George F. Wilson, Ed F. Felsing, James F. Agnew, L. D. Smith, E. C. Stuth, A. E. Raymond, Michael Copeley, W. G. Volkert, Swan Lindstam, John Berwin, Fred Brittain, John Lindstrom, H. W. Steffens, William C. Kelly, H. H. Johnston, Elmer McLaskey, J. A. Gilman, William Adams, Albert McCulloch, P. S. Canterbury, T. E. Stack, Arthur Price.

ENGINEERS.

E. S. Wilson, William Dunn, S. C. Nelder, H. A. Rippe, Charles A. Gibbs, William H. West, P. W. Mixer, C. C. Lane, J. E. Krake, H. H. Winslow, Fred B. Morse, John H. Haffie, L. W. Mixer, Leonard Scharf, J. W. Manning, Matthew Coyle, John A. Gonstad, Ed A. McWhinney, C. W. Pierce.

ASSISTANT ENGINEERS.

J. C. Luckman, August Titze, Ed J. Thompson, John E. Taylor, W. A. Gonyea, Charles Baker, A. M. Niles, Frank Grant, H. H. McKay, A. J. Hart, Sam Andrews, C. W. Harrington, F. W. Boehlke, A. W. Reeves, Clarence Bunnell, James Murphy, Michael Ring, Hugh McLeod, M. O. Sullivan.

FIRST GRADE TRUCKMEN, PIPEMEN AND DRIVERS.

Nels Olson, Wm. Hagman, Adolph Hierholzer, Wm. Fleetham, Joseph Bray, Wm. Walsh, Dennis Gorey, J. W. Dunn, Dennis Laughlin, Tim Bohan, F. C. Minnegar, John Thies, Matthew Storey, Wm. George, John Barrett, Alex Shepherd, Thomas McElroy, T. W. Eastman, Joseph Steffes, Sr., James P. Murphy, Thomas P. Madden, James B. Hanson, Nicholas Jaax, Peter C. Jansen, Wm. Blair, F. L. White, J. J. Murphy, K. J. Broderick, Adam Hunter, C. M. Robbe, W. J. Fleener, Joseph Hannon, J. R. McMillan, John Nugent, Frank Pierson, H. H. Reeves, C. A. Saunders, T. P. Boland, John P. Henry, Louis Schrack, J. W. George, Warren Brueshaber, Tim Mcinerney, George Hutchinson, A. D. Starkey, H. L. Gould, S. H. Cyrier, E. J. Taylor, L. A. Carpenter, Wm. O'Brien, James Fryer, F. W. Vogel, Clark Waldron, Henry Priebe, Theo Kenning, John Schwartz, T. K. Wilson, Thomas Irving, Irwin Brown, James Dynon, John Kort, C. F. Howe, Nick Jurgens, John E. Thielen, J. C. Penniman, Christ. Henry, George Seeliger, Fred Kingbay, John McBride, A. L. Gilbertson, W. E. Reno, Thomas P. Horton, Ed Llewellin, T. C. Snyder, G. C. Lillie, Frank Larscheid, Wm. Matthews, Joe Kennedy, Mike Henry, Frank Vondrak, Robert Burns, Alex Smight, H. W. Cole, Willard Pollock, Harry Weekly, George Henderson, Fred Schuppel, James Ryan, Dan Hughes, Robert Ehrenberg, Peter Coleman, Fred Howard, P. O. Pederson, Ack D. Foster, Peter Moe, James Lowrey, Cornelius Coakley, John McNamara, David Lagesse, John Graverock, Fred Bohmback, John Gray, Carl Peterson, Thurston Molin, Emmett Mullane, James Brady, M. R. O'Connell, George Kersten, N. D. Loye, Frank Bord, David T. Bean, Wm. Wade, John Guyett, C. A. Howard, H. C. Stevens, O. S. Plummer, D. T. McIntosh, Joseph Hannon, Fred Grabow, Ed Ofstie, W. H. Hildreth, A. E. Stevens, John Duff, Charles Miethke, Robert Davis, Charles H. Gould, Charles Foster, Thomas J. Croak, P. J. Farrell, Robert Kullman, John Hale, M. W. VanMeter, Thomas Fitzgerald, John Cannon, Ben Woods, George Smith, Charles D. Wendt, H. A. Johnson, Jerry Lyons, Sam Lockhart, Ernest Miethke, John Cheatham, James McCulloch, Julius Bryson, N. C. Lund.

SECOND GRADE TRUCKMEN, PIPEMEN AND DRIVERS.

E. E. Uhlein, Ed Carlson, Fred Batchelder, Edmund James, Carl Sederberg, James Castle, Frank Horton, Wm. J. Murphy, Arthur Turovh, Matt Spittle, C. S. Stuart, Frank Hortenback, Gust Nelson, Frank Will, James Sullivan, Patrick Hickey, Hugh O'Donnell, Charles Boyce, P. M. Peterson, M. O. Hoglund, H. E. Barstow, Albert Werner, C. P. Hatch, Ralph Moore, Louis La Brie, Wm. Keefe, B. B. Stanchfield.

REPAIR SHOP FORCE.

John Horton, Charles Buckendorf, James Quigley, John Horton, W. H. Wright, C. M. Matthews, Henry Zelinski, John Horan, E. R. Wallace.

CANDIDATES.

B. F. Seaborn, W. R. Nease, W. H. McDermott, Thomas O. Williams, H. M. Johnston, John T. Hanley, Wm. Simpson, Patrick Broderick, J. W. Trumble, Frank W. Stevens, Fred Longtin, Henry Stanley, V. G. Williams, Charles Lunt, J. M. Fellows, Theo Gustafson.

COMPANY B.'S NEW ROOMS.

For the past three weeks Company B, First Infantry, N. G. S. M., has been remodeling and refitting its quarters in the armory. The lockers have been put in a large dressing-room, which enables the boys to reach the quartermaster's room with ease. The company room has been furnished in blue. It has been repapered and provided with new carpets, rugs, leather lounges, chairs and curtains. The formal opening of the quarters will be marked by a military ball Tuesday evening, Feb. 5. The First Regiment band will furnish music. The affair will be given to aid in defraying the expenses of the company's trip to the Pan-American exposition in Buffalo in the summer. The company has its full quota, seventy-six members.

FIRST CLASS OF CENTURY.

The graduation exercises of the first class of the new century were held at the St. Paul Central high school last evening. There were seventeen members in the class.

Yellow King Cigar
Your best cigar. The king of its class.

A VERY POOR START

City Council Has Trouble Getting Down to Business.

SALARY QUESTION IS A POSER

Alderman Ryan Wins First Ward Street Commissionership Contest.

It was not an auspicious start that the new city council made of its business career last night. Notwithstanding the dropping out of Alderman Lloyd, the aldermen showed a pronounced disposition to spend valuable time in oratory of the kind that leads nowhere and convinces nobody.

The council also showed a strange lack of confidence in its committees. It sent the report of the salary committee back to that committee for further consideration, after subjecting it to a pretty severe fire of criticism; amended the fire department committee's report regarding the purchase of fire hose quite out of semblance to the original document, and finally came within an ace of holding up the report of the health department committee carrying the appointments in that department. The report of the water committee containing the new list of appointments in that department, with recommendations for an increase of salary in various instances, was accepted without comment.

Salary Report a Brand of Discord.

The salary committee's report inspired a lot of protest from various sources in the council and led the aldermen into the worst parliamentary wrangle for many months. Hardly had the report been read before the aldermen began bobbing up all over the room to ask that exceptions be made in certain cases where it was claimed that the committee had not done exact justice. Alderman Powers put in for an amendment giving the employes of the city treasurer an advance in salary. Alderman McCune spoke for the building inspector's clerk. Alderman Peterson had a word to say for the assistant controller, and there were others. Ignorant of where it would lead them, the council began adopting amendments, increasing salaries as suggested on the floor. The proceedings were rapidly developing into a log-rolling contest, with the dead certainty ahead that every man jack on the salary list would get advanced to the limit, when some one, foreseeing the inevitable result, headed the movement off with a motion to refer the matter back to the committee.

Fire Hose Contract.

The contract for fire hose was awarded as follows: W. S. Nott company, 3,000 feet; Revere Rubber company, 2,500 feet; New Jersey Car Spring and Rubber Co., 2,000 feet; Bowers' Rubber company was also given the contract for 2,000 feet of chemical hose. The criticism made of the fire department committee's award was that it was based on mutual compromises among the members of the committee rather than on the merits of the hose in each instance.

Ryan Bests Foell.

Alderman John Ryan of the first ward won out handily in his contest with his colleague over the street commissionership. Alderman Foell made the speech of his whole public career to save Casper Schulenberg, but to no avail. The vote stood 18 to 6 against him. John Gleason, the new commissioner, is a well-known railroad contractor, now retired from active business.

The council adopted a resolution introduced by Alderman Powers committing the city to the plan of last year to do all paving, except asphalt, also all sewer, curb and gutter and sidewalk construction by day labor.

GOOD BUNCH OF RECRUITS.

The naval recruiting office in St. Paul will be closed to-day. Out of 106 applicants sixty-six passed the physical examination. Five members of Battery A of St. Paul enlisted. William M. Benton, son of T. R. Benton of the Great Northern legal department, also enlisted as a hospital apprentice. Most of the recruits leave for the east this evening.

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