THEATERS

BILLS OF THE WEEK

Della Fox in Vaudeville—at the Metropolitan.

"The Watch on the Rhine"—at the Bijou.

Oriental Burlesque—at the Dewey.

At the Metropolitan the first half of the week beginning to-morrow night, with matinees Monday, Tuesday and Wednesday, will appear the largest refined vaudeville combination ever brought to the northwest. The company is headed by the inimitable comic opera star, Della Fox, whose return to this city will be warmly welcomed. One of the star features of the attraction is Baby Lund, the petite marvel, whose great

SOME GOOD VAUDEVILLE.

BABY LUND,
The child wonder with the Della Fox vaudeville company the first part of next week at the Metropolitan.

voice is the reigning sensation of the season in vaudeville circles. Another strong feature on the program is Professor Fred Macart's company of dog and monkey comedians, including a baboon clown, baboon bicyclist, somersault monkeys, jockey monkeys, a skirt dancing dog a la Loie Fuller, an acrobatic dog, a dog that dances the "hoochie-coochie," and a company of acting dogs presenting an emotional drama entitled, "A Widow's Devotion," introducing the sensational effect, "the rescue of a child from a burning cottage." Also Tod Sloan, the famous jockey monkey, and the canine bucking broncho, in a sensational act. Among the other big acts that will be offered are the charming comedi-ennes, Le Page sisters, in character songs and transformation dances, George Austin Moore, the eccentric singing comedian, the king and queen of the colored artists, Al and Mamie Anderson, in a comedy sketch entitled, "Dark Town Is Out To-night," and the acrobatic clowns, Laredo and Blake. The Polyscope will show fifteen views, including the bull fight at Madrid and the funeral procession of Queen Victoria.

An engagement which is looked forward to with unusual anticipation is the first presentation in this city at the Metropolitan for four nights and Wednesday matinee, commencing Sunday, April 28, by Miss May Irwin of her latest comedy success, "Madge Smith, Attorney." Those who have had the good fortune to have enjoyed any of Miss Irwin's performances in her successes of previous seasons, will find, we are told, in this her latest play, the most delicious bit of funmaking which has helped mark the career of May Irwin as the greatest woman humorist of America. Incidental to a lot of very fine comedy acting, which distinguishes Miss Irwin's part, is one scene which has gained the widest reputation for both the star and the play. In it is shown the most delicate burlesque of the modern police court methods.

"MADGE SMITH, ATTORNEY."

In Otto Skinner, who will appear at the Metropolitan in his new play, "Prince Otto," for three nights and a matinee, beginning Thursday, April 25, we have an actor who combines within himself the offices of star, playwright and manager. Mr. Skinner has long and favorably been known to theater goers. The play is in five acts and is founded on Stevenson's novel. The story of a marriage, in which love has not existed at the beginning, but in which love develops through a growing mutual understanding and respect, is an old

OTIS SKINNER COMING.

AL H. WILSON,
The singing comedian of "The Watch on the Rhine," at the Bijou next week.

theme with dramatists. Yet with a new turn to it, it never fails to be followed with interest. Prince Otto has contracted a marriage of convenience with the daughter of a neighboring duke, and careless of the affairs of state, has relegated to the princess the right to rule the principality. The play opens at the point of the story where, the prince and princess meeting by chance in the farmer's cottage, the prince discovers that his wife is a very charming woman. Considerable is made in the ensuing scenes of the prime minister's infatuation for the princess and his political intrigues for the overthrow of the prince, through which he wishes to gain the princess for himself.

In presenting Al H. Wilson of the golden voice in the romantic comedy, "The Watch on the Rhine," at the Bijou, the coming week, commencing Sunday afternoon, the management feel convinced that the absolute novelty of the entertainment will prove of such a nature as to create a sensation. It appeals to every class of the theater-loving people, from the child who delights in the bright scenes and merry laughter, to the maiden, the mother and older folks, who find enjoyment in all that serves to make life a pleasant path of sunshine. This effervescent German dialect comedian may be classed as strictly an original and refreshing entertainer. His manner is magnetic, his voice the sweetest and his acting of the convincing element so rarely found in the present day of ordinary mediocrity. The play, "The Watch on the Rhine," is in four acts. Each one bristles with qualities that combine to make a great and lasting success, for the development not only discloses a plot of unusual strength, but is so full of surprises, intensity of action, and ludicrous, laughter-provoking situations, that it must be seen to be appreciated. The story, the electrical features, the company, the scenery, the music, the sweet songs and romantic atmosphere interwoven so deftly throughout the unfolding of the swiftly moving scenes and acts, form impressions that will brighten the dull moments of speeding years with grateful remembrances.

"THE WATCH ON THE RHINE."

The story of the drama told in "The Flaming Arrow," soon to be seen at the Bijou, following the engagement of Al H. Wilson in "The Watch on the Rhine," thrills with stirring incidents, not of the hair-raising kind, but of natural and interesting dramatic situations. White Eagle, a young civilized Indian, played by that graceful and physically handsome actress, Go-Won-Go-Mohawk, returns to her home and tribes in the far west with a knowledge of the power and greatness of the white man whose advancements in the march of civilization have pushed onward until a conflict for supremacy with the redman is inevitable. A council of war is held between the Indian and the army officers, in which the former led by a rascal Spaniard and a treacherous lieutenant go on the war path. The daughter of Colonel Fremont is captured by the Indians, who attempt her life but are frustrated. Her rescue is successfully accomplished by her lover, White Eagle, with the aid of the horse Wango, his almost inseparable companion, which, dashing into the amazed and stepefied Indians, scatters the firebrands with well directed kicks, while White Eagle cuts the thongs that bind her to the stake, and, throwing her insensible form over his shoulder, leaps upon his faithful animal and dashes away before the astounded savages recover from their bewilderment. The men and horses are but incidental to a thrilling love story, revenge, loyalty and adventure.

Footlight Flashes.

That jolly mirth provoker, "The Burgomaster," the same merry jingle that caught the town early in the season, is announced for a return date at the Metropolitan of three nights and Saturday matinee, beginning Thursday, May 2.

What is claimed to be the most natural play of the day is the drama entitled "The Village Parson," which comes to the Metropolitan for four nights and a matinee, opening Sunday, May 12.

The attraction at the Metropolitan for the week of May 5 will be George Clarke in "When We Were Twenty-one," supported by an excellent company under the management of Edward E. Rice.

"The Great White Diamond," Walter Fessler's strongest effort in the melodrama, comes to the Bijou in the near future with a great cast. Besides the "Human Mail Bag," the "Swing for Life," and other thrilling mechanical effects, there is a wierd character called "The Nyctalops," new to the stage and founded on medical authority.

Realism runs rampant in the new Swedish comedy-drama, "Carl Carlson," which is meeting with so much success with that excellent Swedish character actor and singer, Arthur Donaldson, in the name part. The finale of act first shows a cattle stampede; act second a prairie fire scene.

Among the most enjoyable attractions yet included in the Bijou's list of bookings is the visit of the big New York Casino musical comedy success, "The Telephone Girl." The producing company is said to be strong, embracing artists of merit in a comedy way, among them Harry Hermeen, the celebrated German comedian, who will appear in the role of Hans Nix, the inspector.

MAUD DURBIN,
With Otis Skinner in "Prince Otto," at the Metropolitan the latter part of next week.

A DOUBLE MEANING.
Boston Journal.

"What if I were one of those husbands, my dear, who get up cross in the morning and bang things about and kick everything over just because the coffee is cold?"

"John," responded his wife, "I would make it hot for you."

As her words admitted of more than one intepretation John said nothing about the coffee.

Dainty Gowns Worn by Women on the Twilight Limited.

With ordinary surroundings it is not possible to wear dainty gowns when traveling, but in the elegant parlor and observation cafe cars of the Twilight Limited, the prettiest gowns may be worn without being soiled.

This famous train leaves Minneapolis and St. Paul via the North-Western Line, late in the afternoon, and arrives Superior and Duluth at early bedtime.

It is, therefore, just the train for the busy business man, or those who wish to have a complete night's rest before the work or recreation of the next day. Tickets and information at 413 Nicollet av, Minneapolis.

"The Land of the Sky" Country.

Avoid the rigors of early spring in the north by going to the mountain section of western North Carolina, one of the most beautiful countries on earth, with climatic advantages second to none. In this region are situated the attractive resorts of Asheville, Hot Springs, Tryon, Sapphire and Black Mountain, where there are superior hotel accommodations and visitors to this country find it at all seasons of the year most advantageous.

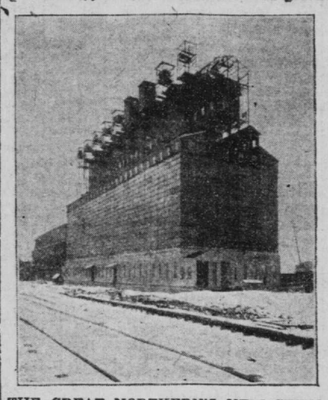
Round trip tourist tickets on sale from all points. For literature, rates, etc., write or call on Geo. B. Allen, A. G. P. A., Southern Ry., St. Louis, Mo., or J. C. Beam, Jr., N. W. P. A. 225 Dearborn st., Chicago, Ill.

HILL'S MILLION-DOLLAR ELEVATOR ON THE LAKE

None Other Can Approach It in Handling Capacity---Matchless House of Steel, but Part of a Vast System.

In no line of endeavor has there been more experiment, recently, and a sharper advance than in the grain handling trade and grain elevator construction, as the steel tanks, tile bins and concrete warehouses going up over the west testify. This is a traffic little known except by those connected with it. Its secrets are confined to the vast and gloomy recesses of immense and forbidding piles. It has escaped unnoticed the attention of the public. In this business there has been added to the inducements for change offered elsewhere that of saving in the increasingly menacing fire risk, the cost of which, with yearly lessening interest, has been a more and more important item. Another inducement has been the gradually reduced handling charges, and the conviction that in time these will be wiped out.

There is being completed at West Superior what is not only the largest and most costly, but the most advanced grain



THE GREAT NORTHERN'S NEW STEEL ELEVATOR AT SUPERIOR, WIS.

elevator in the world. That it is of steel is not so remarkable, though steel for elevators is of few years experiment, but it is of 3,100,000 bushels capacity, can handle grain more rapidly than anything ever erected, is filled with new mechanical contrivances and adaptations and is driven from garner to boot by electricity.

This house is a part of the vast system that is being built by James J. Hill of the Great Northern road, whose originality in conception, boldness in execution and knowledge of detail are a marvel among the men that do things. Some fourteen years ago Mr. Hill built his first terminal elevator at the head of Lake Superior at the eastern end of his wheat carrying lines of road. Wood was then the exclusive material. That system has now expanded into 8,400,000 bushels at Superior and Buffalo.

Fine Points of a Terminal House.

In the construction of a terminal elevator many new mechanical refinements are necessarily introduced, and mechanical contrivances must be twisted to meet the requirements of the situation. While steel elevators have been erected they have been marine and storage merely, of simple design and never containing the niceties of construction that are placed in a terminal house. To work out these principles and appliances in cold steel, as it were, all on a scale far beyond anything attempted before—there are more than ten miles of steel spouts alone—has required a daring and skill exceeding that by any engineer of a wood elevator, however vast.

The steel elevator at West Superior consists essentially of the usual elements—a storage house below, a cupola above containing machinery and elevating and transferring apparatus. Its distinctive features are the square steel bins, eighty-five feet deep, with hopper bottoms of pressed steel rectangular at top and running to a cone at bottom, the whole mounted forty feet above the ground on steel columns; the elaboration of the transferring and hoisting appliances; the unusual cleaning methods; the systems by which the whole house can be maintained at any operation without closing any other part; the movable shovels for unloading cars, by means of which cars to be unloaded need not be carefully placed before the automatic shovels, but the shovels are "spotted" to the cars; the return to the stationary spout system, and the application of electricity to all machinery drives.

This elevator is located on the Superior side of the harbor of Duluth-Superior, and on a slip a quarter of a mile long and affording twenty feet of water at the end of railway yards of capacity for 1,200 cars. Two tracks run through the house, and at the end of the yard is an eighty-foot transfer table feeding twelve tracks. The yard for this single house stores 160 cars of grain.

Foundations Well Laid.

For the foundations of this house 4,600 piles each forty to fifty feet long, by fourteen inches in diameter at the top, were driven by water jet and hammer to refusal, and each was then capped by heavy timber head. On clusters of these piles timber grillage was set, concrete pedestals of Portland cement were erected, into the concrete iron rods were laid to make the mass still more secure, and on these rest the five-ton steel columns supporting the structure, each on its 1,000-pound base of cast iron. Along the entire length of the receiving side of the house are great pits for the receiving hoppers, each twenty feet wide and extending in a practically continuous line from end to end of the building. These pits are of concrete with sheet pile coffer dams. Into them run the boots of the receiving legs, into which all grain going to the elevator must pass before it can be caught by the buckets and hoisted to place.

Above this foundation story eleven feet high, is the main floor. It is thirty-two feet high to the base of the bins. On this floor are two parallel railway tracks passing above the row of receiving hoppers. These hoppers are each thirty-five feet long, covered with the customary steel grating so that nine cars of any length can be unloaded at once without uncoupling. To add to dispatch there are eighteen large automatic shovels, one for each car, so placed on a hanging track that they can be spotted to the cars along their own track. The shovels are easily and quickly spotted by an automatic grip to the front of each car's door. Each line of nine shovels is run by two sets of rope drive, and great ingenuity has been shown in handling this rope through the several shovels and their pulley.

On this floor is the cleaning machinery, consisting of eight groups of five machines each. These machines will scalp, grade and clean in one continuous operation. A forest of spouts reaches down from the bottoms of the bins for the transferrence of grain from one series of bins to another, to the cleaners, from the house pockets to the shipping bins, or in any direction.

Over Six Hundred Bins.

Above the main floor rise the bins, 606 of them, rectangular in shape, 85 feet high, and varying in section from 16.9 by 13.5 to 6.75 by 4.5. The larger hold 15,500 bushels each, the smaller 2,000. The plates forming these bins are in seventeen courses of five feet each, the two lower courses being 5-16th inch steel, the next four ¼-inch and the rest 3-16ths. Up each side of each bin runs a Z bar to give added strength and at the center of each course tie bars 5.5 by 7-16ths cross the bin from side to side. Each corner of each bin is strengthened from bottom to top by angles, which are at the bottom 8x8 inches, running to half that size at the top, making a heavy riveted beam in each interior corner through the house. Among the novel features of these bins is a series of horizontal angles formed by bending in the flanges of alternate plates. This is designed to assist the grain to make an arch and thus to take off part of the load and distribute it more equally. Each bin has a hopper bottom.

The legs of elevating and conveying belts are carried up through the bins, surrounded by ¼-inch buckle plate. Through one bin runs a spiral stairway and a passenger elevator, electrically driven. It has a lift of 209 feet and carries 2,000 pounds. One run of the stairway is from the ground to above the top of the bins, 123 feet. Above the bins is the bin floor, and above it are the spout, scale and machinery floors in that order to the roof. This latter is 251.5 feet high.

Motors at the Top.

On the top, or machinery floor, are the motors for driving the receiving and cleaning legs, of which there are nine each. The scale floor next below is 35 feet high and contains 18 scales. They are the largest in use, each having a capacity for weighing 2,000 bushels of oats or 1,600 bushels of wheat. Their levers are 16 feet long and they have Reed recording attachments. Below the scales are turnheads, each of which can be directed to some 24 spouts. By an ingenious telltale a man on either the spout or machinery floor can raise and spot the turnheads for any desired spout and corresponding bin.

Along the outer sides of the spout floor run horizontally and longitudinally of the structure two endless belts, each forty inches wide and each held by frequent sets of idlers. On these grain may be spouted for transference. Running at the rate of 1,000 feet per minute these belts will each transfer 16,000 bushels of grain per hour.

The power distribution throughout the elevator is entirely electric, from 3-phase, 440-volt, alternating current dynamos. This is generated in a central station outside, and works all the houses of the system, "A," "X" and the new steel house, which is to be denominated elevator "S." The motors are in number forty-two, and have an indicated horsepower of 2107.5. There is a switchboard in the superintendent's office and each motor has its starting switch near the machine it drives.

10,000 Tons of Steel.

There are in the building 10,000 tons of steel, all soft open hearth. This 500 carloads were all punched, sheared and much was riveted at Pittsburg, and all went together without error of any moment. There were 10,000,000 rivet holes. There are 400 tons of sheet steel and small angles. Two million rivets were shop-driven by machine and half as many were driven by hand in erection. The ten miles of steel spouts were made on the ground and their correct position was one of the great problems of the work. The elevator has a local telephone system, a complete electric lighting plant, and the necessary offices for state and private officials. It is so nearly fireproof that insurance will be a minor item, and it is probable that the company will itself absorb the nominal charge for insurance on contents. It is fitted with automatic sprinkler systems, one in the upper part of the building and another that will make a complete curtain of water surrounding the main structure. For this there is a space about six inches wide outside the outer bins and between their walls and the galvanized iron covering. Around the top of this run perforated pipes that will discharge such a volume of water that an unbroken curtain that will vaporize under external heat can be formed around the building from the main eaves down to the brick wall that surrounds the lower story. This protection is not alone for fire, but to guard against excessive heat that might possibly injure grain adjoining the outer walls.

What floors are not of steel plate are of wood lined by asbestos, and the only wood in the interior construction is in the frames for the cleaners, an insignificant quantity, hardly enough if all piled together to heat a single column.

What It Can Do.

The handling capacity of this elevator far exceeds anything in existence. It will receive 500 to 600 carloads per day, an average car holding 800 bushels. It will clean and grade 12,200 bushels per hour, and it will ship 300,000 bushels per day through its sixteen marine loading spouts. At one time its shipping bins will hold a draft of 160,000 bushels, a fact of importance to the marine interests. The house is 367.33 feet long, 124.33 feet wide and 251.5 feet high. Its weight when filled with wheat is 104,000 tons, and its cost has been about $1,000,000. It gives the road 6,350,000 bushels capacity in its terminal storage at the head of the lakes.

The contract for this house was let in March, 1899, to the Riter-Conley Manufacturing company of Pittsburg. An old coal dock was torn out and 15,000 tons of coal were removed in April and the contract for the foundations was let. This required the removal of 23,000 yards of loam, which was started in May. The completion of the house was delayed nearly a year by the congestion of the steel markets in 1900.

The building consists of nine duplicate sections, each 13.5 feet by the width of the structure, and by this means the task of drawing specifications was greatly reduced.

Cars are handled through the elevator on two receiving tracks with an endless 1.24-pound steel cable 3,000 feet long, drawn by a 100-horsepower motor geared to a 96-pound sheave. The cars are attached by hand grip to the cable and locomotives will not enter the structure.

STATE OF MINNESOTA, COUNTY OF Hennepin—Probate Court.

In the matter of the estate of Eliza Kiely, deceased.

On reading and filing the petition of Elizabeth A. Kiely and Mary A. Webster of Hennepin county, Minnesota, representing that Eliza Kiely has lately died intestate, a resident and inhabitant of the county of Hennepin and state of Minnesota, leaving goods, chattels and estate within this county, and praying that administration of her estate be to William H. Webster granted:

It is ordered, That said petition be heard at a special term of this court, to be held at the courthouse in the city of Minneapolis, in said county, on Monday, the 29th day of April, 1901, at 10 o'clock in the forenoon; and that notice of such hearing be given to all persons interested, by publishing this order at least once in each week for three successive weeks prior to said day of hearing, in The Minneapolis Journal, a newspaper printed and published in said county.

Dated at Minneapolis this 6th day of April, 1901.

By the Court:
F. C. HARVEY, Judge of Probate.
Coehn, Atwater & Shaw,
Attorneys for Petitioners.

PROPOSALS FOR INDIAN SUPPLIES—Department of the Interior, Office of Indian Affairs, Washington, D. C., March 7, 1901.—Sealed proposals indorsed "Proposals for blankets, woolen and cotton goods, clothing etc.," as the case may be, and directed to the Commissioner of Indian Affairs, Nos. 77 and 79 Wooster street, New York city, will be received until 1 o'clock p. m. of Tuesday, May 7, 1901, for furnishing for the Indian service, blankets, woolen and cotton goods, clothing, notions, hats and caps. Bids must be made out on government blanks. Schedules giving all necessary information for bidders will be furnished on application to the Indian office, Washington, D. C.; Nos. 77 and 79 Wooster street, New York city; No. 1208 Howard street, Omaha, Neb.; No. 235 Johnson street, Chicago, Ill., or the commissary of subsistence, U. S. A., St. Louis, Mo. Bids will be opened at the hour and day above stated, and bidders are invited to be present at the opening. The department reserves the right to determine the point of delivery and to reject any and all bids or any part of any bid. W. A. Jones, Commissioner.

Intentional Duplicate Exposure

Defective Page