

THE JOURNAL

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No Petitions, Please.

There is one feature of Wisconsin's new primary election law that will hardly prove popular. Under the Wisconsin system candidates must be placed on the primary ballot by petition, getting the signatures of a specified percentage of the voters.

Minneapolis tried the petition plan in 1900 and had enough of it. The city was flooded with petitions. Every barber shop and cigar store was a petition headquarters.

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the persistent, unsparring work of the public examiner in exposing methods in the state land office, and the people as a whole have no sympathy with the partisans who have condemned and abused him for doing an unpleasant duty.

We are not in the Hurley class, it is pleasing to say.

The St. Paul city assembly killed an anti-trust ordinance. The assemblymen do not propose to cut off a favorite source of supply.

No Inconsistency. The Red Wing News, speaking of Governor Cummins and Van Sant and their stand in favor of increased powers for the interstate commerce commission, says:

When men like Van Sant take an intemperate position it is an encouraging sign that the average man is awakening to the importance of it. For a long time Van Sant thought the essential thing was to break up railroad monopoly and that his suit against the merger was the whole proceedings. This goes toward recognizing that the railroad business is a monopoly and must be controlled.

There is no conflict whatever between these two proceedings, and no reason why a campaign against mergers and a campaign for more effective rate regulation should not be carried on hand in hand.

The campaign against the merger was a stroke on behalf of the traveling and shipping public. Its direct and indirect results have been great. In asking for increased powers for the interstate commerce commission, Governor Van Sant is only taking a logical step in the same direction.

A 10,000-barrel oil gusher was struck yesterday twenty miles from Houston, Tex. The oil trust will see to it that the people do not benefit much from the find.

Rural Electric Railways Needed. Isn't it about time that all this talk about rural electric railways leading out of Minneapolis stopped? We have had a lot of talk, but there has been very little achievement.

St. Paul has the line to Stillwater, and today a line was opened to the village of White Bear. There is a greater traffic both summer and winter between Minnetonka points and Minneapolis than there is between White Bear points and St. Paul, but while St. Paul has long enjoyed the Wildwood-Stillwater line, the people of Minneapolis still have to depend on steam railways.

It is strange that there has been so little electric railway building in southern Minnesota, which is densely populated. A line from Minneapolis down the Mississippi, or straight south thru Farmington, Northfield, Faribault, Owatonna and Austin ought to pay. Another paying line would be one up the Minnesota valley to Mankato and New Ulm.

Steam railways will never knot the country and the city so closely together as electric railways. The latter stimulate trade, and benefit both farmer and merchant wonderfully. The prosperity of Indianapolis is largely due to the network of trolley lines of which it is the center, and the full use made of their advantages by the enterprising merchants of that city.

St. Paul and their rich tributary country demands the building of rural electric railways, but those who are in a position to undertake the work do not seem to be willing to do it themselves or co-operate with others.

All the St. Petersburg and Mukden dispatches put the Jap loss in any little conflict as "enormous." In long distance estimates this is a fairly safe word.

Will Bear Watching. The concentration of wealth in America has been the subject of much discussion of late, and many widely variant have been the views expressed as to the ultimate effect of the increasing tendency towards combination and co-operation on the part of the railroads and the great financial institutions.

The Wall Street Journal has recently been looking into the directorate of the National City Bank of New York, one of the greatest centers of financial concentration of power in the country, tho by no means the only one. It is found that this bank has twenty-four directors who are also directors in 367 other banks, trust companies, insurance companies, railroads, industrial or mercantile corporations.

The combined assets of the banks and insurance companies, and the railroad and industrial capitalization so represented, aggregates the stupendous total of \$11,040,000,000. The group of men who sit around the directors' board of this bank, therefore control directly or indirectly a financial power, probably greater than any ever wielded by a group of two dozen men in the world's history.

There is food for deep thought in it. The socialist reader will see in it the steady working out of concentration to the point where it will have become intolerable and will result in governmental interference. This may be a fair view of it. The concentration of power in a few hands is unquestionably one of the factors for good or evil in

the development of our country that will have to be taken more into account as the years pass, and political issues of the coming decade may possibly form about this great question.

At this time there is little to show that the existing condition of affairs has worked serious harm to the country or any great hardship upon the people, but it is clear that any combination of two dozen men controlling eleven billions of dollars constitutes a concentration of power in the business world that will bear watching.

The police seem to have caught the right men in the Columbia Heights murder case. Each day's developments give stronger justification for the arrest of the three men now charged with the wanton carnage in the Mingo saloon. Well as they covered their tracks that night, the detectives solved the mystery and hunted down the guilty ones within a remarkably short time. The Minneapolis department is to be congratulated for having in its service men who are capable of such an excellent piece of work. It would have been a blot on the city to permit this brazen and bloody crime to go unpunished, and Minneapolis is a safer place to live in with the perpetrators behind the bars.

Modern newspaper possibilities are well exemplified in the Thanksgiving edition of the Cincinnati Commercial Tribune, which commemorated the hundred and tenth anniversary of that ancient yet vigorous daily. The edition is not only a good advertisement for the Commercial Tribune, but for "greater Cincinnati" as well, its eight bulky sections being chiefly given over to articles and illustrations of present-day Cincinnati. Such a newspaper issue will tell future generations what they could and in no other way about the city worthy to be commemorated, and so will have a great historical as well as an advertising value.

E. Berry Wall, formerly king of the dukes, has just returned from Europe. The reporters took careful notes of his garb. Mr. Wall's color scheme was blue. He wore a dark blue serge suit, a sky-blue shirt and a very dark blue cravat, in which nestled a turquoise scarf-pin. No new ideas on other subjects were obtained from him.

Secretary Shaw recently appointed a young fellow to office with this remark: "My boy, I'll make your salary \$100 a month to start on. If you behave yourself you can live comfortably on that, and if you don't behave yourself you oughtn't to have any more."

In this case it would seem that whether he behaves himself or not, the young fellow will never get a "raise."

The New York apple crop has gone to waste because shoppers and railroads combined to depress prices and keep up railroad rates and because the coopers, trust and the coopers' union kept down the supply of barrels. Someday the consumer, who is not now considered, will begin to take up these matters.

Rev. Isaac Selby of San Francisco shot at Judge Hebbard of the superior bench because the judge's rulings did not suit him. The pastor afterward expressed regret that he was wrong and missed his honor. Rev. Mr. Selby will be more of an ornament to the jail than to the sacred desk.

A Tokio correspondent says that the prospect of the arrival of the Baltic fleet causes much exhilaration among the men of Admiral Togo's squadron. Apparently the fierce fight up by the squadron against the Hull fishing fleet has not alarmed the Nipponese.

There is an editor at St. Vincent who says he will not quit fighting till Dunn is elected governor. Sort of reminds one of the man who vowed not to cut his hair till Henry Clay was elected president.

Mr. Rockefeller's health has so much improved of late that he ventured on a Thanksgiving dinner with no ill effects.

New Ulm is rejoicing in a new jail, but there is one cell in the building that needs to be filled as soon as possible.

WHAT OTHER PEOPLE THINK. A Plea for Governor-Elect Douglas. To the Editor of the Journal. Your editorial under the heading, "Governor Douglas of Massachusetts Has Been Explaining," is a masterpiece of misapprehension. Mr. Douglas is, as you say, a large employer of labor and is on record as paying the highest wages for the grade of shoes he makes of any manufacturer in his town. Furthermore, he is the stout manufacturer to put his men on a nine-hour schedule while paying for them a full day. He also gives his employees and their families the services of one of the best of Brockton's physicians free of cost. He has always been a friend of labor. The North Star is not the only paper that has started from the ranks himself. Mr. Douglas practices what he preaches. I know what I am talking about, as I have been in his employ for a number of years and know him thoroughly. Very respectfully yours, Thos. Feeley, 2723 Emerson avenue S.

THE LOW RATE DID IT. Nebraska State Journal. The movement of 10,000 people from the twin cities to Chicago to attend the Minnesota-Northwestern football game is pronounced unthinkable by a slow-moving eastern newspaper. Such an intemperate in football seems entirely out of proportion to the place the sport ought to hold in the affections of the people. But if the case is examined it will be found that the real inducement was the low rate for the round trip that the railroads made thru a ruse of management. The movement of 10,000 people was under the circumstances no more remarkable than the excursion of 100 or more that the Northwestern carried to Minneapolis from Lincoln three years ago. Everybody knows that the attraction on that occasion was the round-trip rate of \$1.00, not the game between Nebraska and Minnesota.

A MARVELL. Cincinnati Commercial Tribune. The Washington Post is inclined to believe the assertions of the good people of Dayton that Dayton is the best-governed city in the United States. Dayton is a nice town, but if the Post wants to see a city well governed and continuing to be so, it should look to the city of Cincinnati.

WOMAN NOT TO BLAME. St. Louis Globe-Democrat. Colorado is the state that keeps in the hottest water, but the fact that it has full woman suffrage may have no bearing on the case.

AT THE THEATERS

Metropolitan—Walker Whiteside in "David Garrick's Love." With strong aspirations toward tragedy, Walker Whiteside by the irony of fate that pursues the ordinary people finds his greatest success in "romantic comedy." Possibly if nature had been kinder toward him than the heroic stars, he would have been the man who wear the bustin. Mr. Whiteside would now be the one great American tragedian. It is more probable, however, that the change in public taste, the underlying cause for the extinction of that race of histrionic giants, the American tragedians. Tragedy is no longer the fashion. The public still enjoys having its emotions stirred, but does not like to leave the theater weighed down with the black pall that tragedy spreads.

There can be no better school for all sorts and conditions of acting than that of Shakespearean tragedy in which Mr. Whiteside learned his first lessons. It is an education that has developed his natural versatility. In the field of the situation and power of expression. "David Garrick's Love," the romantic comedy in which he appears this year, is a fine example of his versatility. He is known play, always a favorite with player and public. The role of the famous actor is one giving great latitude for variety of emotion. The story of the love and marriage of the play's substance is overshoot with light and pleasing comedy, while the costumes and manners of the period help to create the proper atmosphere. Whiteside's comedy is charming in its simplicity, good taste and repression. It is never overdone. Unhappily the same cannot be said of his acting in the more serious parts. He is tender, sensitive, and stage stagers is to be noted. He is never ugly, however, of the lapses into modernity when certain parts of the play are handled. The difficult drunken scene of the second act with notable distinction. Miss Volstain as the stage-struck maid is adequate. The production is well mounted. The scenic effects are good. The tragic curtain-raiser, "Jewels of Fire," with which Mr. Whiteside is now experimenting, gives a taste of his tragic nature. It is an intense and not altogether pleasing sketch founded on an imagining of Guy de Maupassant.

—W. B. Chamberlain. Orpheum—Modern Vaudeville. Sharp contrasts mark the Orpheum bill this week. In the way of daintiness and refinement there is Dorothy, the girl who is in her first season on the stage and the social distinction that comes to her thru her talented mother, Lillian Russell, gives her as much more to present to the audience than her mother's daughter, however. She is to the manner born; she knows how to dress, how to sing and how to introduce the little tricks of gesture and expression that please an audience thoroughly.

At the other side of the bill's contrast are Hickey and Nelson, perhaps the funniest on the stage and ever appeared on a Minneapolis stage. William Hickey presents a face like a wrecked four-wheeler, and his partner, Nelson, is a British boundary line. With the physiognomic facility and the hair of a certain well-known Minneapolis attorney and the suppleness of a circus clown, the audience going uproariously. Miss Nelson is a clever foil for his work.

The three Dumonds, two men and a girl, in the guise of street musicians, afford in their music, quality and class of their music. Their singing was largely in French, it called forth demonstrations of strongest approval, and they were the only ones who after their wonderfully showy and intricate cadenzas. Another musical specialty by Robert Noms, whistler and harmonist, proved highly entertaining. The music of the night, "The Song of the Lark," like the ancient flutes, by the organ.

Burton and Brooks give an amusing sketch, and the comedy comes to humor and Lynn Wood, who sang in a last Monday night's performance. The musical troupe of comedians, some of whom are dressed and make a goodly number of costumes that the removal of their clawhammers, do some ground and lofty tumbling that is fairly sensational. Lightning rapidly they change their position and characterize their work, which introduces many new feats.

The kinodrome, as the closing feature of the program, hits the high spots in the history of the world, with some humorous moving pictures.

—W. A. Frisbie. Unique—Vaudeville. Few vaudeville acts that have appeared in Minneapolis are as wonderfully clever as that given by the four juggling Mortons. Their wonderfully clever and original act, in which they pass, and adept union juggling is seldom equaled. Such dexterity takes almost a lifetime to master, in order to give such an exhibition as this quartet gives. Their act is a masterpiece of the vaudeville character contortion performer, makes the two star acts of the entertainment at the Unique theater this week, with three other meritorious ones, and the expense of their act is a production, an impossible journey.

Foyer Chat. That a good, wholesome American play, with distinctively native types of character, is the most acceptable form of dramatic entertainment is demonstrated by the remarkable success of the play, "The Quakers," whose mouths had to water for it in vain so long as it was called "Christmas." It is interesting to know, by the way, that the play was developed from a thick stew made of mutton and raisins. In small households, Christmas pie sometimes takes the place of the pudding, sometimes resigns entirely in its favor; but in larger ones, one may be lavish as one can afford, for it is a marvel what unblushed appetites people bring to Christmas dinners.

The Bear Real King of Beasts.—Harold Hopkins, who is noted as a "Trainer's Book" in December McClure's says: "In show that the lion is always 'the king of beasts' it sounds very much like a line on the posters. But if he had to defend the championship to the ring, I think almost any of the large bears could beat him and beat him easily. The lion looks like a fighter; all his muscles show out good and strong, and he has a light, bright, and happy expression. He is a clumsy creature and has a rather clownish appearance. But for sheer strength I've never known a bear to be so strong as a bear, pound for pound, with brain in muscular power."

Site for the New Main at the "U. J."—Minnesota Magazine for November is out with a suggestion for a site for the main building to take the place of the building recently burned. It suggests a situation near the front of the grounds on the level of the street, and the building to be a large, modern, and beautiful "quad" of the wooded campus and knoll extending up to the library.

Other Books Received. ELEMENTS OF BOTANY. Revised edition, with key and notes. By Joseph Y. Beeson, formerly instructor in biology, English high school, Boston. Boston: Ginn & Co. Mailing price, \$1.00.

ALICE'S ADVENTURES IN WONDERLAND. By Lewis Carroll. New edition, with twelve full-page illustrations in color by M. L. Clive and 60 in black and white by John Tenniel. New York: Frederick A. Stokes, \$1.50.

A HURRY-UP CONTRACT. Kansas City Journal. The term of the governor of Massachusetts is only one year. Mr. Douglas has failed to develop statesmanship very fast if he makes a record that will go resounding down the corridors of time.

NEWS OF THE BOOK WORLD

THE UNEASY CHAIR. Compact with Nonsense.—Carolyn Wells has offered another contribution to the galaxy of nations in Folly for the Wise, a collection of sayings, rhymes, fables and other things so utterly foolish that it is impossible to refrain from laughing at them. They are dedicated to "those Who Are Wise Enough to Know Why When They See Her."

The reader who can pass that test immediately passes to the first department, that of "Compound Zoology" where he is terrified, for example, by the threatening appearance of a Mint-Julep—possibly. But he is promptly informed.

A Mint-Julep few at the throat of a man at French table d'hôte; Yet, strange to relate, The man that has the mint-julep, Never put off till tomorrow, With a fortitude worthy of note.

CAROLYN WELLS, Author of "Folly for the Wise." Before he passes from the menagerie he is given a few lessons in natural history and how to know certain specimens that he may meet in wild places:

If, when in India he wanders round, With noble wild beast meets you, Just notice if he eats you. This simple rule may help you learn The Bengal Tiger to discern.

One of the author's pets is a suicidal cat. The story of this cat is something of an epic, for it required nine distinct suicidal acts to accomplish its taking off, the last of which was the purchase of an automobile.

The author is long on crazy-quit wise sayings from all literature. For example: A fool and his money corrupt good manners. A man is known by the company he keeps. Never put off till tomorrow what you can wear tonight. Dead men sell no tales. Two may make spoils the trade. Epigrams cover a multitude of sins. A little sequel is a dangerous thing. The book is full of things half sense and half nonsense to make one laugh, folly for the wise, so it wouldn't be any fun if you were not wise enough to see it.

Following the Birds in Winter.—The story of such things is developing when one has such a guide as Bradford Torrey and the Sportsman. Half the fun of the sportsman, whether he uses rod or gun, or fieldglass as his weapon, is found in the hours of his quest, when he lives over and over again the tramps of "scarcely good summer time." A pleasure "scarcely less intense" is that of going with him on his expeditions on trips he has reduced to print. To do that with Bradford Torrey in his latest book one must travel far, for he writes of observations in New Hampshire, Arizona and Arizona. Just to let you see one of the things he saw in the southwest, we quote this about some acrobatic ravens:

Again and again, in the course of their doubling back, I saw the birds turn what looked to be a complete sidewise somersault. It was, but if so it was absolute. Sure I am that more than once I saw a bird flat on his back in the air, and to all appearance, as I say, he did not turn back, but came up like a flash on the other side. Fact or illusion, clear over or halfway over, it was a clever trick, and I would wonder that the bird seemed to take pleasure in its repetition. I imagined they were as proud of it as a young grammat ever was of his noisy acrobatics.

Mr. Torrey decided later that the birds turned only half way over.

Mr. Torrey is a close observer and his story of telling tales that he sees. His new book is one birdlover's will be glad to add to their bird-book shelf. Houghton, Mifflin & Co., Boston. \$1.10 net.

THE MAGAZINES. Christmas Pie.—Mince pie has an especial claim to a place at the Christmas dinner, says Country Life in America's gorgeous Christmas pie. The pie is changed by the Puritans and Quakers, whose mouths had to water for it in vain so long as it was called "Christmas." It is interesting to know, by the way, that the pie was developed from a thick stew made of mutton and raisins. In small households, Christmas pie sometimes takes the place of the pudding, sometimes resigns entirely in its favor; but in larger ones, one may be lavish as one can afford, for it is a marvel what unblushed appetites people bring to Christmas dinners.

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RAILROADS

HAWLEY AND THE R. I. CO-OPERATE

NO COMPACT, BUT THE ROADS ARE VERY FRIENDLY.

New Relations Benefit the Minneapolis & St. Louis and the Colorado & Southern, Both Hawley Properties—Probable That the Rock Island Will Get the Colorado Road in Course of Time.

New York, Nov. 29.—Edwin Hawley, principal owner of Colorado & Southern, Minneapolis & St. Louis, Iowa Central, Colorado Midland and other small roads, says that all his properties are now looking forward to a period of high prosperity, the first in two years. Mr. Hawley has no political leanings worth while, but he wants to see Colorado and the government that will mean peace and a fair chance for both railroads and industrial corporations to recoup the losses incurred the two years of disturbing better than for a long time. The traffic position of the road has been materially strengthened by the development of the beet sugar industry and by the Rock Island friendship—now well understood by all students of the railroad situation in Colorado. Since the advent of B. L. Winchell as president of Rock Island, and since B. F. Oakum of Frisco became prominent in Rock Island affairs, Mr. Hawley has had two new friends at court. Both are business associates of Mr. Hawley, and are friendly to his interests. They have not been close together many times.

The result is manifest. Both in Colorado and in Minnesota, the Rock Island and the Hawley lines have grown more friendly in late months. In Minneapolis & St. Louis in particular is getting much benefit out of the friendship. There is no compact, no agreement, but the Rock Island management was not perpetuated by the Moore management of Rock Island. In fact, these new water carriers have not kept up any rows with anyone.

In Colorado the friendship is closer, because the Colorado & Southern can be used to Rock Island more directly than can the Minneapolis & St. Louis. In fact, so close are the two in interest in Colorado that more than once the two roads have been together in the long run. There is no doubt that they will. But they will not tomorrow, or the next day. There is a long way to go before the two roads can buy control of Alton. It may take as long as to buy Colorado & Southern. Of one thing Colorado & Southern is sure, and that is, Colorado & Southern without consent of Rock Island.

BRINGS CHEAP RATES. The Fergus Falls Free Press has this interesting comment on the fact of a new Soo extension in making railroad rates: Steve Butler, farmer and county treasurer, says one of the best things our representatives can try to do in the legislature this winter is to get the freight rates reduced on coal and wood. This point cannot be very far from the other day when he was at Elbow Lake, where he found that wood was being delivered from Dent by the Soo line for 30 cents a cord less than it was being delivered by the haul to Elbow Lake is at least twice as far. He also discovered that the Elbow Lake people were getting the benefit of cheap coal from Dakota, an impossible thing at present, for this city. On account of these conditions a large part of the legitimate Fergus trade now goes to towns on the Soo line. If our representatives would get the freight rates, they would be placed on the level of our immortals and be taken out of the class of cheap politicians.

MAY GO THRU BUENA VISTA. Proposed Line North of Bemidji Resurveyed—Grading Begun. Bemidji, Minn., Nov. 29.—A new survey for the extension of the old Red Lake railway to Bemidji has been made, and it is expected that it will be possible that this survey will be adopted instead of the one running about three miles west of Buena Vista. Buena Vista is a thriving settlement in the hills, twelve miles north of Bemidji, at a point where the waters divide to flow north to Hudson bay and south to the Gulf of Mexico. The surrounding country is a heavily wooded section, with rich soil, where remarkable finds of red brick clay and of stone and oil have been discovered. Work upon the grading of the right of way is proceeding rapidly about five miles north of Bemidji, and new shipments of road material and equipment for grading are being received daily.

A NEAT BOOK OF VIEWS. The Milwaukee Issues an Attractive Work That Has Value. "Colorado and California" is the title of a new and attractive book issued by the Milwaukee road. Front and rear covers are decorated with side cover pages of gorge views, and inside are views of the two states in the middle of the book is a finely engraved map of the entire system. The descriptive matter in the book is well written and attractive. The book is a very interesting reading goes a lot of half-tone views taken on the route. While designed primarily to set the future traveler right in his book, it will serve also as a souvenir of trips to the seasoned traveler.

WHITE BEAR LINE OPENED. Service Between St. Paul and White Bear Village Will Be Hourly. Service on the White Bear extension of the street railway company from Wildwood was inaugurated informally yesterday. The service will be furnished by the Minneapolis & St. Paul Suburban railway, leaving St. Paul at 6:30 a.m., Stillwater at 7:00 a.m., White Bear at 7:12 a.m., and White Bear at 6:50 a.m. The new line is four miles long and skirts the lake shore from Wildwood to White Bear. The line will run in two sections. It will be operated by the St. Paul and will be Cottage Park, Shady Lane and White Bear. In the village the line runs on Clark avenue, to Second street, to Banbury avenue and to the terminus at Sixth street. It is believed that eventually thru service from St. Paul will be established to save changing where the cars leave the main line.

La Crosse Road Extension. La Crosse, Wis., Nov. 29.—The La Crosse & Southeastern railroad has transferred its boarding cars from Stoddard to Chaseburg, where they will remain some time. The train was run in two sections. It has been laid within two miles of Coon Valley and the grading and construction of bridges has been completed. Steel rails

are arriving daily and it is expected the road will be completed to Virgo in about three weeks.

Freight Men to Tour. Eastern and twin city freight representatives of the Northern Pacific will begin a tour of the road such as has just been ended by passenger men. They will start tonight to be gone about three weeks. Fifteen will constitute the party, in charge of Henry Blakely, assistant general freight agent. Duluth facilities will be examined first.

RAILROAD NOTES. The Duluth & Iron Range and the Duluth, Missabe & Northern roads have let a \$1,045,000 contract for steel cars for hauling ore.

The Great Northern road has issued a book on towns reached by its Thief River Falls, LaSalle, and other stations, and also a book on Columbia Falls cut-off. Minimum weights on cars of agricultural implements shipped east of Chicago in the future will be 24,000 pounds of 20,000 pounds. This weight is to be in effect on the 1st of December, however, as most of their goods go west.

Vice President White of the Canadian Pacific railway has been named secretary of the double tracking of the main line from Winnipeg to Fort William at the head of the lake. An information bureau, such as has been of use to travelers passing thru the St. Louis monorail, will be established at the St. Paul union station. Information regarding trains, hotels, etc., will be furnished on application.

The Big Four and Michigan Central have put in a new limited train to leave New York at 5:32 p.m. It will run over the Central to Detroit, Grand Rapids and Chicago and the Big Four to St. Louis and Chicago. The Central train that formerly left Chicago at 6:25 p.m. will now leave Chicago at 6:00 a.m. at Niagara Falls, reducing the excess fare from \$4 to \$2.

TAFT SEES NEED OF LINE OFFICERS. Secretary of War Shows How to Add to Actual Service by Declaring Vacancies.

Washington, Nov. 29.—More line officers are needed for the army, says Secretary of War Taft, in his annual report, made today. Secretary Taft calls on the forces for details to the general staff, to military schools and for similar duties, so he suggests an amendment to the law whereby details of line officers under the rank of lieutenant colonel shall be declared to create vacancies in the line, which would add about twenty-five officers to the force, where the secretary says they are needed badly.

He embodies in his report suggestions from the chief of artillery and other departmental heads that more men are required for the coast artillery service—that that branch has only about half as many as it needs. He also admits the artillery should be increased, but does not think it necessary to enlarge the army. He suggests that troops be drawn from other arms of service for the coast batteries. His theory is that the army is the skeleton of what the country would need on a war footing, and that, therefore, these branches of the service calling for longer training should be recruited most liberally.

SIoux CITY FEASTS. Four Hundred Attend Banquet Celebrating the Armour Opening. Special to the Journal. Sioux City, Iowa, Nov. 29.—Four hundred guests were entertained at the Hotel Mandamin last night in celebration of the opening of the new \$1,500,000 Armour plant of Armour & Co. A. E. O'Connell, city engineer, master, and toasts were given by Congressman-elect E. H. Hubbard, Sioux City, M. D. Grover, general counsel for the Great Northern railroad; George D. Perkins, editor of the Sioux City Journal; George J. Brine of Armour & Co.'s legal department, and others.

SHOVELS FOR PANAMA. First of Fourteen Made in Milwaukee Is in Operation. Special to the Journal. Milwaukee, Wis., Nov. 29.—Three of the fourteen steam shovels that the Bucyrus company of South Milwaukee contracted to furnish the government for the Panama canal, the first being erected on the isthmus under the direction of B. H. Gabriel, a Milwaukee civil engineer.

Laurel week the first shovel was put in operation. This was one of the three made by the South Milwaukee company. The rest will be put in operation as fast as there is a demand for them.

CLEANED UP THE PRIZES. McLaughlin Brothers' Stallions Capture Honors at International Exposition. Special to the Journal. Chicago, Ill., Nov. 29.—At the International Livestock exposition today McLaughlin Brothers' Percheron stallions won most prizes, and their competitors combined, including the Percheron registry special prizes; first and second in the class for 4-year-olds and over, and third in the class for 3-year-olds and under 4.

DAHL MURDER SUSPECT RETURNS TO HIS CLAIM NEAR QUINING. Special to the Journal. Bemidji, Minn., Nov. 29.—People in the vicinity of Quining are much disturbed by the presence there of Paul Fournier, held so long in jail here for the murder of the Dahl last fall, but finally released on bail. Quining, since his release, has been living quietly on his claim near Quining, but his reputation and the fact that he was arrested for a murder generally believe him guilty of the murder and the settlers feel that they are not safe while he lives there.

AN Increased Award. The New York Central has just received notice that the Superior Jury of Awards, after hearing an argument on the subject, has raised the award first given the New York Central on its exhibit at the Universal Exposition at St. Louis. From the grade of Gold Medal to that of Grand Prix.

This is very gratifying indeed, and more so from the fact that the passenger train which the New York Central exhibited every