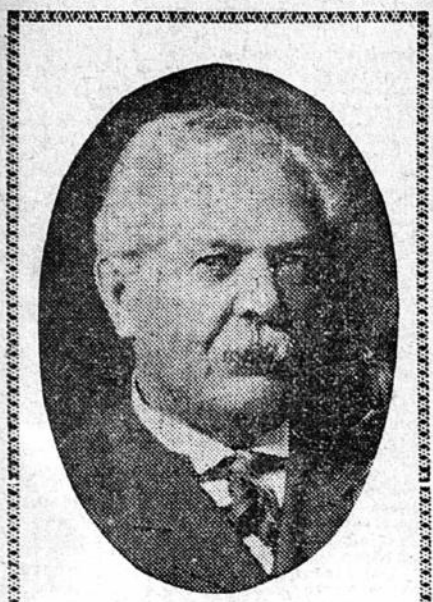
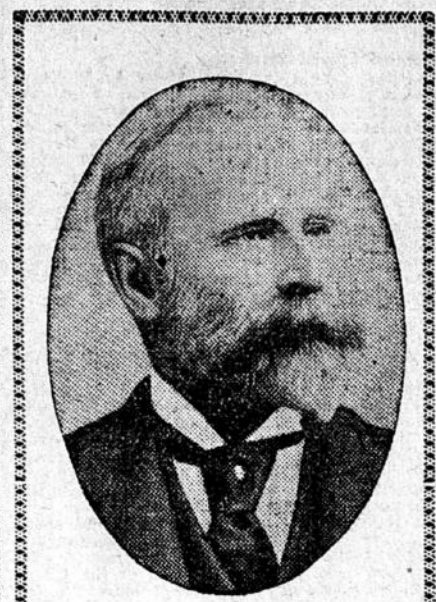


## BANQUET TO BE AT MINNEAPOLIS CLUB

Plans for Gathering of Northern Pacific Pioneers Are  
Changed on Account of West Hotel Fire—About  
Thirty-five Men Who Blazed Way for Civilization  
Across Western Prairies will Meet.



GENERAL T. L. ROSSER.



F. G. WINSTON.

Minneapolis has been the scene of numerous pioneer gatherings and dinners in the past, but the Northern Pacific pioneers' dinner to be held at the Minneapolis club tonight will be unique in the list of such affairs. The dinner was to have been held at the West hotel, but on account of the fire which broke out at the Minneapolis club, the men who will gather about the board are men to whom the entire northwest and even the entire United States are indebted to be grateful. They are all men who in the vigor and prime of youth and middle age went out to conquer the vast free west, the greatest source of the country's wealth to day.

These pioneers were most of them young men thirty-three years ago, when they participated in the building of the Northern Pacific railway from the twin cities west into the almost unknown, undeveloped west. Civilization and capital followed them, and led to the complete development of a new empire in the northwest. These men who opened the rich granary to the world are still leaders. A few who were active in those busy days have passed away, but they all left a record of accomplishments. They have ever been workers and leaders. To many of the younger ones who participated in the work, the start secured there was the beginning of their active careers.

Among the men who will be present tonight are those who have been leaders in every line of business and are still in the front rank as captains of the commercial world. About fifty invitations have been sent out to all parts of the United States. Thirty-five of these have been able to accept and will be present. It is keenly regretted by those most active in the work that General T. L. Rosser, the soldier pioneer who led the construction work, cannot be present. He is helpless from a paralytic stroke at his home in Charlottesville, Va.

The arrangements for the dinner have been made by George A. Brackett, M. C. Kimberly, F. G. Winston, H. E. Stevens, J. M. Hannaford and O. C. Greene. Four members of the committee are still officials of the Northern Pacific and have been identified with the road from its beginning. They are J. M. Hannaford, vice president; M. C. Kimberly, assistant general manager; O. C. Greene, superintendent of telegraph; and N. P. Martin, a member of the staff. The affair will be entirely informal, beginning at 6 o'clock. The committee has been working constantly on arrangements in the limited time allowed since the project was started, but everything is complete. Those who are unable to be present will be heard from by letter or telegram.

The following list gives the names of those who have been invited, together with the nature of their service at the time of the building of the road and their present interests.

General T. L. Rosser, was assistant chief engineer in charge of construction from 1870 to 1873. Later, he returned to Minneapolis, where he was city engineer for a time. He later became chief engineer of the Northern Pacific west of the Missouri river, and in 1881 went to the Canadian Pacific west of

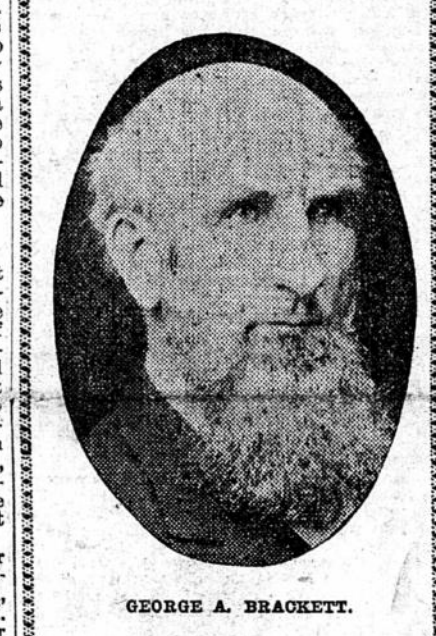
Winnipeg. He is now at Charlottesville, Va.

W. W. Reed was a transit man and assistant engineer on the lines of the surveys west of the Red river in 1872 and 1873. He is now in business in Salt Lake City and identified with the leading enterprises there.

Dr. J. C. Kurtz was a young physician in charge of one of the medical residences along the line under Dr. Thayer. Later he married and settled in northern Minnesota, where he lives for some time. He later moved to Washington, D. C., where he now resides.

P. W. Lewis was a member of the engineer party and later went into business. He is now a prominent merchant at Keok, Ark.

Oscar Swanson was a popular member of the engineer party. He was head chairman across the Dakota and Minnesota in 1872-3, and later to the Yellowstone valley. He settled at Geyser, Mont., and is a large rancher and contractor.



GEORGE A. BRACKETT.

W. W. Collins was a telegraph operator, beginning at Northern Pacific junction. He later became superintendent of the Milwaukee road, and is stationed at Mason City, Iowa.

H. C. Davis was a member of the engineering party in Minnesota and Dakota. He served the Northern Pacific for some time, finally becoming private secretary to President Oakes. He is now in New York city, a member of the Stock exchange, and prominent in financial circles.

Mr. Graham was a young artist with the party, and is one of the best-known artists and illustrators today. His home is in New York.

F. B. Canda was a member of the construction company from Fargo to Bismarck. He is now a New York financier.

Still with the Road.

N. P. Martin was in the operating department on the first division from Northern Pacific Junction to Brainerd. He is still with the road as auditor, stationed at Seattle.

E. C. Jordan was an assistant engineer in the engineering department from 1870 to 1873. He has since followed his profession as a civil engineer and lives in Portland, Me.

John H. Clark was an assistant engineer and is now in the insurance business in Skowhegan, Me.

C. P. Thayer was assistant surgeon under his father until 1873. Until recently he has practiced in Boston at the head of a large hospital and is now in California for his health.

R. M. Patterson was an assistant engineer from 1871-3. He returned to the east and is now superintendent of transportation for the Pennsylvania system at Philadelphia.

M. Meigs' Services.

M. Meigs, with A. O. Eckerson, who is now dead, was a principal assistant to the chief engineer west of the Missouri river in 1872. He is a son of the three engineers of the United States engineer corps and is stationed at Keokuk, Iowa, in charge of the Mississippi river improvements.

George Cushing was master mechanic of the road. He is now in business in Chicago.

W. Collins was a telegraph operator. He later went to the Milwaukee & St. Paul, where he rose to be general manager. He is now vice president and general manager of the Illinois Tunnel company in Chicago.

A. L. Berry was private secretary to the chief engineer in charge of construction. He engaged in business in St. Louis and later went to Chicago, where he is now president of the Chicago Coke & Coal company.

James M. Hannaford has been constantly with the road and is now vice president of the Northern Pacific system.

M. C. Kimberly has been with the Northern Pacific almost constantly since the beginning and is now assistant general manager. For a short time he was with the Hannibal & St. Joe.

H. E. Stevens was a member of the engineering corps in 1870. On the work west of the Missouri river he was in charge of leveling operations with E. G. and E. T. Winston as assistants. He now resides in St. Paul and is a mem-

ber of the firm of Winston Brothers, contractors.

Lewis E. Greene was with the road as a telegraph operator, beginning in 1870, and has been in the same department ever since. He is now superintendent of telegraph for the Northern Pacific.

Dr. C. A. Wheaton was a young physician with the line and is now one of the most prominent in his profession.

D. C. Shepherd was a member of the original construction company that built the Northern Pacific junction to Moorhead. He is now a retired capitalist.

R. M. Newport was in the land department and later became land commissioner. He is now in the brokerage and real estate business in St. Paul.

A. Allen was a member of the first construction company. Later he went into the hotel business and is owner of the Merchants hotel in St. Paul.

Ran Lines from Superior.

Richard Relf was a civil engineer engaged on the work of running the lines west from Superior. For a time he was chief draftsman for the road, but is now retired and living in Superior.

Barker Simonds was one of the original engineer party. He is now engineer in charge of the Minnesota transfer.

E. T. Winston went with the Northern Pacific in July, 1870, as a member of the engineering party starting from Northern Pacific Junction. He later engaged in contracting for the government and railroad companies. Now resides in St. Paul.

George A. Brackett was a member of the first two construction companies and was actively engaged in the field. He has since been identified with large interests and has been one of the most prominent men of Minneapolis. He was at one time mayor.

C. M. Loring and John I. Black were in the supply department for the Minnesota division. Mr. Loring is one of the most prominent men of the city today and is known as the father of the Minneapolis park system.

W. D. Washburn.

W. D. Washburn was a member of the construction company west to Bismarck, was formerly United States senator from Minnesota.

Dr. J. C. Rosser was in the medical department. For a time practiced in Brainerd and is now in Minneapolis.

H. F. Balch was a young contractor with his father on the work east of Brainerd. Is in Minneapolis, engaged in the railway contracting business. An uncle of Mr. Balch was manager in charge for the construction company.

T. L. Rosser, Jr., was 3 years old when his father, General Rosser, came from Virginia to go on the work. He was with the outfit as a boy and is now in the contracting business. Is temporarily located at Rock Island.

F. G. Winston and W. O. Winston were members of the engineering party in different capacities. Both are engaged in the contracting business, with offices in Minneapolis, and have other business interests besides. F. G. Winston is especially well known throughout the state as a leader of the state democracy.



J. M. HANNAFORD.

Colonel Hiram Hays of Superior, Wis., is credited with having wheeled the first wheelbarrow load of dirt in the line from Superior. He is now a retired lawyer.

Mr. Chase was an operator on the line. He became agent for the company at Duluth and later, with Messrs. Grant and Foley, was interested in the building of the Duluth, Missabe & Northern road. He is now a retired capitalist, residing at Fairbault.

Loren Fletcher was interested with Loring and Black in the supply department. Now congressman from the fifth Minnesota district.

Donald Grant was contractor for the bridges on the Minnesota division 1870-2. Now lives in Fairbault. Prominent in a number of southern Minnesota business enterprises.

E. D. Sewell was with the engineering department in 1872 west of the Red river. Went to the operating department and is now assistant general superintendent of the Chicago, Milwaukee & St. Paul at Minneapolis.

George W. Foley was with General Spaulding as assistant engineer on the line west of Northern Pacific Junction. Has since followed engineering for many years, has been county surveyor of Hennepin county.

George H. Marchant was in full charge of supplies for the work. Is now finance clerk of the Minneapolis post office.

H. Mofford, Deerwood, Minn.; E. C. Russell, Jamestown, N. D.; Calvin R. Wise, Passaic, N. J.; General J. H. Bishop, G. A. Clark, G. G. Sanborn and Thomas Barton, Ashland, Wis., were also on the list of invited guests.

## MORE BANK ELECTIONS

OFFICERS FOR YEAR CHOSEN AT  
ANNUAL MEETINGS OF MINNEAPOLIS INSTITUTIONS.

Minneapolis banks held their annual meetings yesterday and elected officers for the ensuing year. The results of the elections of the Security bank and the Swedish-American National bank were published in The Journal of yesterday. The result of the other elections was as follows:

At the First National bank the entire list was re-elected as follows: Officers: F. M. Prince, president; C. T. Jaffray, vice president; George F. Orde, cashier; D. Mackenroth, assistant cashier; Ernest C. Brown, assistant cashier; directors: J. B. Gilliam, George C. Bagley, C. Earle Brown, E. L. Carpenter, R. H. Chute, Hovey C. Clarke, Walter D. Douglas, Horace M. Hill, W. A. Lancaster, A. C. Loring, J. D. McMillan, S. G. Palmer, E. Pennington, Alfred F. Pillsbury, R. E. Rand, O. T. Swift, F. B. Wells, A. M. Woodward, E. M. Prince, C. T. Jaffray, George F. Orde.

At the National bank of Commerce the entire list of officers is the same as last year; as to the board of directors, C. G. Goodrich, W. S. Harris and T. B. Walker are the new directors. The entire list is as follows: Directors: S. H. Bowman, A. S. Brooks, W. F. Brooks, A. A. Crane, C. G. Goodrich, S. A. Harris, W. S. Harris, F. T. Hefflinger, E. B. Keaton, E. W. Lyman, O. M. Laraway, G. H. Partridge, E. J. Phelps, F. H. Welcome, John Washburn, E. C. Warner, T. B. Walker.

Officers: S. A. Harris, president; F. E. Kenaston, vice president; A. A. Crane, cashier; W. S. Harris and G. E. Williamson, assistant cashiers.

The German-American bank will have but one new director on its board this year, in the person of Charles J. Swanson. The other directors and officers were all re-elected as follows:

Officers: P. A. Gross, president; Charles Gluck, first vice president; J. M. Griffith, second vice president; G. E. Stegner, cashier; G. P. Huhn, assistant cashier.

Directors: Charles Gluck, George M. Blecher, I. V. Gadeny, Henry Doerr, P. J. Schiez, Robert Pratt, J. M. Griffith, W. J. Van der Weyer, F. A. Gross, A. Eichhorn, George Salzer and Jacob Kunz.

The election of Robert E. McGregor as assistant cashier was the only change in the personnel of the Northwestern National bank. The complete list of officers and directors is as follows:

Officers—William H. Dunwoody, president; M. E. Kientz, E. E. Ward, W. Decker, vice president; Joseph Chapman, Jr., cashier; Frank E. Holton, assistant cashier; Robert E. McGregor, assistant cashier.

Directors—Edward W. Backus, James S. Bell, J. E. Carpenter, Joseph Chapman, Jr., E. C. Cooke, E. W. Decker, William H. Dunwoody, L. S. Gillette, J. J. Janney, M. E. Kientz, Henry L. Little, W. C. Northup, George Pevey, George W. Porter, W. A. Ramsey, A. T. Rand, George W. Van Dusen, C. D. Velle, E. P. Wells, E. S. Woodworth, O. C. Wyman.

The Minnesota National bank officials and directors are the same thru out as last year, as follows:

Officers—A. D. Clark, president; S. T. Johnson, vice president; H. G. Merritt, cashier.

Directors, E. H. Moulton, A. J. Powers, P. D. Boutell, John McCulloch, L. H. Johnson, S. H. Taylor, M. G. Johnson, J. W. M. Taylor, E. E. Fauschild, J. A. Modisette, C. L. Grandin, Charles J. Hedwell.

Two vacancies on the board of directors of the Germania bank, both held by J. W. M. Taylor, were filled by election yesterday. Otherwise, there were no changes made in the personnel of either officers or directors. The result of the election was as follows:

Officers—Otto E. Naegle, president; L. Paule, first vice president; J. J. Heinrich, second vice president; E. N. Naegle, assistant cashier; directors, J. J. Heinrich, to fill the vacancy caused by the death of J. C. Oswald; Edward E. Shoerber, to fill the vacancy caused by the death of Joseph Ingenuit; C. J. Laybourne, Herman Vogt, H. C. Dahn, L. Paule and Otto E. Naegle.

Farior Car Tickets Between the Twin Cities and Duluth.

The Northern Pacific Railway announces that Farior car seat tickets for use on its "Lake Superior Limited" train and train "102," between St. Paul, Minneapolis and Duluth, have been placed on sale at the ticket office. Passengers may obtain tickets upon application to G. F. McNeill, City Passenger Agent, 19 Nicollet Block, Minneapolis.

Sleighs Are Scarce.

Owing to the large demand for sleighs from the northern part of the state and the Dakotas, local dealers and jobbers find themselves unable to supply the demand in Minneapolis. Several dealers say they are unable to fill orders. Possibly the only man fully equipped is Peter Faber at 211 Plymouth avenue N. Immediately on the day of the recent big snowstorm Mr. Faber wired for all the sleighs obtainable from different factories, and also made big purchases from the local jobbers. By quick work he secured a large number and still is able to fill orders. Although being practically exclusive in the field, he maintains the same low prices as always.

Why Not Use the Best?

Whether on a pleasure or a business trip—The Lake Shore and New York Central give you the best of everything—fastest service, time and equipment. For information, call at 257 Nicollet avenue, Minneapolis, or 340 Robert street, St. Paul. W. B. Hutter, N. W. P. A.

## Excellent Bargains Yet Remain

*John Thomas*  
**Cloak Dept. Clean-Up**

Fur-Lined Coats, Fur Pieces, Evening Coats,  
Children's Coats, Jackets, Suits, etc.

### Shirt Waist Suits

Ladies' Costumes.  
For evening, house and reception wear, our entire line, made in crepe de chine, baby Irish nets, French voiles, in princess and waist designs, lined with silk chiffon and taffetas. Made in light blue, white, black and pastel shades. Former prices \$35.00 to \$150.00; to close.....

### Evening Coats

(Our Entire Line.)  
Very choice styles, in black, white, tan and light broadcloths, fancy braided and embroidered, black and light satin linings; also our velvet coats. Former prices \$35.00 to \$85.00; to close.....

### Tailored Suits

(Special.)  
One of a kind, sizes 34 to 42, made in fancy blouse, short jacket and long coat effects, in broadcloths, fancy worsteds and homespuns, originally priced from \$25.00 to \$75.00; to close.....

### Fur-Lined Coats

With Fur Collars and Collarless.  
We have about 100 of these, lined with plain select gray, also gray and white Russian linings; fur collars of mink, muskrat, lynx, Persian and Baum marten. Full line of sizes; to close at once.....

### Fur Coats

Electric and Nearsale, 22 and 24 long, full satin lined, sizes somewhat broken; to close.....

### Ulster Overcoats

Ladies' and Misses' shoe top lengths, loose and belted backs; made in homespuns and fancy mixtures, odds and ends, in two lots, as follows:  
LOT 1—Former prices \$14.00 to \$16.50; now.....  
LOT 2—Former prices \$18.50 to \$27.50; now.....

### Fine Tailored Suits

(Ladies' and Misses')  
Long coat effects and semi-fitted coats, our very latest styles, and suitable for spring wear. These are made in broken plaids, broadcloths, chevots, homespuns, English tweeds, etc. Former prices, \$20.00, \$25.00, \$27.50, \$30.00, \$35.00, \$40.00, \$50.00 and upward; to close.....

### Winter Coats

(Ladies' and Misses')  
Good heavy cloths, tight fitted, semi and loose fitted, for street or auto wear. These garments sold for \$11.50, \$14.00, \$15.00, \$18.50, \$25.00, \$27.50 and upward; to close.....

### Ullsters and Long Coats

(Misses' and Children's)  
Our choicest garments, loose and half-fitted, in homespuns, fancy mixtures, plain jerseys and chin-chillies; bodies lined throughout with satin or self-lined. Former prices, \$7.50 to \$30.00; to close....

### Fur Neck Pieces and Muffs

Our entire line, in Russian and Hudson Bay sables, mink, Baum marten, Persian, dyed and gray squirrel. Former prices, \$5.00 to \$25.00; at.....

### 34 Coats and Jackets

Single and double-breasted, fitted and half-fitted backs, silk and satin lined, nicely tailored; garments no one need feel ashamed to wear. Former prices, \$12.50 to \$25.00. To close, your choice.....

## Walking Skirts

Special Notice—First shipment new spring styles, prices  
\$11.00 to \$18.50

# STOP DRINKING!

How to "Swear Off" Permanently! Orrine will destroy all desire for Whiskey and Beer.

One out of every seven drinking men swears off religiously at New Year's, but how few of the good resolutions are carried out. WHY NOT? Because the continual drinking in the past has weakened the nerve cells of the human system until the craving for drink has fastened itself so strongly that temptation cannot be resisted.

This is far too practical an age for "faith cure" fallacies. It will not now be contended by many sane persons that organic diseases can be cured by mental processes.

The medical profession has long since recognized the fallacy of attempting to cure a drinking man of his intemperate habits by moral suasion. Drunkenness is a disease and no disease is more common and so seldom recognized. A victim of the drink habit can no more resist liquor than a man with acute can resist shivering.

In the last few years, a scientific treatment called Orrine has made many remarkable cures of alcoholism or inebriety, or to use the worst term drunkenness. So uniformly successful has Orrine been that it is sold under an absolute guarantee to refund the money if it does not cure the habit. What better evidence than this can be offered as to its power to destroy all craving for strong drink.

No matter what form of Orrine is used, the guarantee is the same. If taken according to directions, will permanently destroy the craving for liquor or the purchase money will be refunded.

The price of Orrine is \$1.00 per box. Mailed in plain, sealed wrapper upon the receipt of price. Write for free booklet on "How to Cure Drunkenness" (mailed in plain, sealed envelope) by The Orrine Company, Inc., Orrine Building, Washington, D. C.

The Voegeli Bros. Drug Co. are distributing and retail agents.

## ORRINE

Cure Effected or  
Money Refunded  
Registered Guarantee in every box

Read what Voegeli Bros.' Drug Co. says about Orrine:  
"Orrine has been a very large seller with us. We have sold nearly 4,000 boxes in the time we have handled it and have had many expressions of satisfaction from our customers as to the merits of Orrine."  
THE VOEGELI BROS. DRUG CO.,  
2 and 4 Washington av S, corner Hennepin; Nicollet av and Seventh st; corner Fourth av S and Twenty-second st; corner Twentieth av N and Lyndale, Minneapolis, Minn.

# The Magic of Modern Surgery

by Dr. George F. Shady, for thirty years editor of "The Medical Record," consulting surgeon at General Grant's last illness; consulting surgeon in various New York hospitals.

## Next Sunday's Journal