

ANGER IN LONDON

DEWET SAID TO HAVE KILLED PEACE COMMISSIONERS.

Press Unanimous That Conciliation Is Useless and Urges the Hurrying Forward of Reinforcements—Boers Attack Several Towns but Are Repulsed by the British.

London, Jan. 14.—The brief report of the fate of the three members of the peace commission who were sent to see General Dewet excited the greatest indignation on all sides. One or two papers express hope that Lord Kitchener has been misled by false Kaffir reports, but it is generally felt that he would not have reported the matter to the war office without indisputable evidence. The Daily Mail heads the report "Murder" and declaims against any further attempt to coax the enemy into submission. "Dewet has placed himself outside the pale of humanity," says the Daily Mail, "and not conciliation but large reinforcements must be our watchword."

The Morning Post says: "This marks the point where the guerrilla warfare has ended and the bandit has begun."

All papers strongly urge the government to hurry forward reinforcements since it is now evident the Boer leaders have become desperate and conciliation is useless.

The Pretoria correspondent of the Daily Mail announces the return to Pretoria of Mr. Pretorius, a former president of the late South African Republic, from a futile endeavor to persuade the Boer leaders to surrender.

No further details have been received of the invasion of Cape Colony.

ATTACKED BY BOERS.

Kaalfontein Station Invested by Commandant Beyer.

Pretoria, Saturday, Jan. 12.—Last night the Boers cut the wires between Grene and Olifantsfontein stations. Early this morning 800 Boers under Commandant Beyer invested Kaalfontein station. A hot ride and shell fire with two field pieces and a Maxim was maintained for six hours.

An armored train and reinforcements were sent from Pretoria, but before they had arrived upon the scene the garrison had driven off the Boers, who retired unmolested with a transport train half a mile long. The Boers blew up the line beyond Kaalfontein, compelling the mail train to return here. It is supposed their object was to obtain supplies, a great quantity of which is stored at Kaalfontein. The British had no casualties.

SHOT BY DEWET.

British Subject Who Was Acting as Agent of Peace Commissioners.

London, Jan. 14.—The war office has received the following dispatch from Lord Kitchener: "Pretoria, Sunday, Jan. 13.—About 1,400 Boers crossed the line, attacking both Zwartfontein and Kaalfontein stations, but were driven off. They are being pursued by a cavalry brigade."

Lord Kitchener reports also several skirmishes at different points with trifling British loss and adds: "Three agents of the peace commissioners were taken as prisoners by Dewet's laager near Yindley Jan. 10. One who was a British subject was flogged and then shot. The other two, burghers, were flogged by Dewet's orders."

SOURCE OF CONSOLATION.

British Get Comfort Out of Continuation of Philippine War.

New York, Jan. 14.—A dispatch to The Tribune from London says:

The chief source of consolation for the bewildered public, which cannot understand what is going on in South Africa, is an occasional dispatch from America indicating that the Philippine war is still in progress. No attempt is made to explain the fact that the two branches of the English-speaking race are simultaneously harassed with the dragging operations of apparently endless and profitless campaigns. But English humiliation is mitigated by evidence that the Americans are still far from the end of hostilities in the islands.

General Kitchener is so reticent that pro-Boer journals like the Manchester Guardian and alarmist sheets like The Daily Mail are convinced that the situation is critical and that the British army is virtually on the defensive and in need of reinforcements. General Kitchener takes the situation so coolly that military men are disposed to ridicule the idea that any descent upon Worcester or Cape Town is possible.

GET CANADIAN CONTRACTS.

Pennsylvania Coal Concerns Underbid Cape Breton Operators.

Philadelphia, Jan. 14.—What is believed to be the greatest coal contract ever awarded to an American firm by the Canadian government has been given to a firm in this city. This order was obtained by the local bidders despite the fact that the Sydney, Cape Breton, mines are many miles nearer than those of Pennsylvania. The contract calls for the delivery April 1 next of 100,000 tons of the Pennsylvania bituminous product at St. John, N. B.; Halifax, N. S.; St. John's, N. F.; and St. Pierre, Miramion island.

NEWS CONDENSATIONS.

Wednesday, Jan. 9.

Chicago plumbers have decided to quit the building trades council.

M. Luckals, former Hungarian minister of commerce, committed suicide by drowning himself in the Danube. He had been suffering from a nervous trouble.

Western roads have agreed to make a rate of one fare plus \$2 for the round trip to Washington and return for the inauguration of President McKinley on March 4.

Frederick Clark Withers, one of the most famous architects in America, is dead at his home in Yonkers, N. Y. He was born in England 73 years ago and came to this country in 1863.

Experiments with wireless telegraphy in connection with the French fleet have been so satisfactory that it has been decided to provide the entire Mediterranean squadron with wireless apparatus.

Thursday, Jan. 10.

Governor Lind of Minnesota has presented to the State Historical society the last Spanish flag captured in Cuba.

John B. Laing, believed to have been the oldest Free Mason in the United States, is dead at Chicago, aged 100 years.

An explosion of gas in coal mine No. 5 at Hondo, Coahuila, Mex., caused the death of four men and the injury of upwards of 20 others.

The Philadelphia clearing house association has decided for the present to establish no charge for collecting checks in other cities.

Albert Emmett Kent, the pioneer packer of the West and the originator of the option system on the Chicago board of trade, died at Genoa, Neb., of heart trouble, aged 70 years.

Friday, Jan. 11.

David Graham Adee, brother of Assistant Secretary of State Adee and well known as an author, is dead.

Kirk B. Armour, nephew of the late Philip B. Armour and head of the Armour interests in Kansas City, is critically ill with pneumonia at his home in that city.

Svante Anderson, a Swede, shot and killed his wife and probably fatally wounded his mother and 5-year-old boy, at their home in Jamaica Plain, Mass. He then killed himself.

Major Nat Burbank of the New Orleans Picayune, widely known as a dramatic critic and as the author of the humorous column of that paper, died suddenly in a street car Thursday.

Secretary Wilson made an argument before the senate committee on agriculture Thursday in support of the Groat oleomargarine bill. He said the measure was intended to protect the farmer and the public at large and should become a law.

Saturday, Jan. 12.

Secretary Hay continues to improve.

George T. Jarvis, general manager of the Wisconsin Central railroad company, has resigned.

The president spent a restful night and continues to improve. Nothing in his case at all unfavorable has so far appeared.

William Trenholm, who was comptroller of the treasury during President Cleveland's first administration, is dead in New York city.

All the German pipe foundries, according to a dispatch from Cologne, have joined the pipe trust which is being organized this month.

The exports from the South German consular districts in 1900 amounted to \$40,176,933, an increase of \$1,476,823. For the last quarter the exports aggregated \$10,523,676, a decrease of \$59,389.

Monday, Jan. 14.

Lord Lionel Cecil, half brother of the Marquis of Salisbury, is dead.

Advices from Madagascar report the drowning of 50 natives from the capsizing of a barge.

The American hospital ship Maine has arrived at Southampton, Eng., with invalids from China.

The Odessa correspondent of the London Daily News wires that 120 people were frozen to death in the recent blizzard.

The government of Venezuela has notified United States Minister Loomis that a new tariff will be established March 1.

It is officially reported that 500 Japanese fishermen are missing and they are supposed to have perished in a storm Jan. 10 off the west coast of Japan.

Tuesday, Jan. 15.

Alfred Vanderbilt and Miss Elsie French was married at Newport Monday.

Rt. Rev. Mandell Creighton, D. D., bishop of London, is dead. He was born in 1843.

King Oscar has recovered his health and will resume the reins of government Jan. 21.

Ten persons were killed and many injured as the result of an explosion in a hat factory at Denton, near Manchester, Eng.

The big freight steamer Californian has arrived at San Francisco with 63 bodies of soldiers from Taku, China. There were only four passengers.

Senator George F. Hoar has been unanimously renominated for United States senator by Republicans of Massachusetts. Mr. Hoar has been a member of the senate since March 1837.

THE SHIP SUBSIDY BILL.

Actual Effect of the Measure Now Pending in Congress.

The report of the minority of the committee on merchant marine and fisheries thus exposes the actual effects of the ship subsidy bill which Senator Hanna and his friends in the International Navigation company are making such strenuous efforts to get through the present congress:

A careful examination of the terms of the bill and of the conditions of shipbuilding and shipowning, as stated by the commissioner of navigation, has convinced us that the real effect of this bill will not be to encourage the building of ships which would not otherwise be built or to increase trade, but to further increase the profits of the already prosperous lines which without subsidy have been built or contracted for the very ships to subsidize which this bill is framed.

Mr. Griscom in House Hearings, pages 24 and 25, explained as to ships which would be specially favored:

"I should say offhand that the 14 knot ship of the largest possible size, that would carry about 10,000 tons, would be the ship that under that (subsidy) bill would get the best compensation—that is, 14 knots is about the speed that we think is economical speed to do the business, especially on the Pacific and also on the Atlantic. We have ships building of between 12,000 and 13,000 (tons) and of moderate speed. A great many are building in Great Britain now which will carry 10,000 tons of cargo and not measure 10,000 (registered tonnage).

"Of such ships there are comparatively few in the world today. It is only recently that they have been built at all. In 1898, the greatest year for shipbuilding of which we have read in the world's history, but six in all were turned out—four in Great Britain and two in Germany. But on Sept. 30, 1899, there were then building of such vessels 16 in Great Britain and several in Germany, largely for subsidy promised by this bill."

As most of these ships were being constructed under contracts made in 1897 and 1898 and for the lines represented on the committee which drew the original subsidy bill and sent it to congress in 1898, it only remains to be stated that, as Senator Frye has explained (senate hearings, p. 2), it was in 1897 that the coteries behind this bill were formed. Having originally planned to let in only foreign ships contracted for abroad Jan. 1, 1899, they immediately proceeded to place their contracts.

The date was not changed to Jan. 1, 1900, until it was too late for those outside of this coterie to secure contracts on that date.

We see no reason why only a favored few should be permitted to bring in foreign ships and get subsidy upon them and believe that the date should be set ahead, so that all will have an equal opportunity to take advantage of our country's generosity.

The "cargo" amendment, while it will probably not hurt anybody, will certainly never touch the owners of passenger steamers. Under it steamships like the St. Paul would not need to carry more than 1,500 or 2,000 tons of cargo to get the full subsidy, while they never leave our ports with much less than a full cargo—3,500 to 3,800 tons. Should it ever happen that they would wish to leave our ports with less than 1,500 tons the owners have but to sell more space by the year, and the subsidy stream will continue to flow full, as before.

Such a large amount of subsidy practically put at the disposal of the few who benefit by this bill cannot but tend to unite even more closely than now the great shipbuilding, shipowning and railroad interests concerned in this measure.

By the time these few interests bring in their foreign owned ships and get their ships down \$9,000,000 limit into the subsidy race the being built into the subsidy race will be to their interest to combine to stop competition and to prevent their subsidy rates and profits from declining. We believe that such a combination would be completed soon after the passage of this bill.

Discussing President James J. Hill's intensely interesting prophecies of what the merchant marine of the nation is approaching in development, the Chicago Tribune editorially says:

"It was not understood when the spellbinders were urging the people of the northwest to vote in favor of the re-election of President McKinley that one of the first items on the senatorial programme when congress met would be the passage of a 'shipping subsidy' bill which contemplates annual expenditure for 30 years for the special benefit of a number of rich men residing in eastern cities. There is nothing whatever in this adroit resolution (the shipping plank of the Republican national platform of 1900) about 'subsidies.' The word 'subsidies' was carefully omitted from the platform. Nor was anything said during the campaign in regard to the extension of our merchant marine by a scheme of public expenditure continuing for a generation. Nobody can recall an instance of a public meeting at which the shipping subsidy bill was made the subject of fair, candid argument or any argument at all, nor were the claims to public aid of the persons interested in such legislation ever explicitly set forth. . . . The Republican party should not be in favor of one set of measures prior to Nov. 6 and in favor of an entirely different kind of measures subsequent to Nov. 6."

Mr. Skinnerhorn (as the participants in the debate became personal)—I was a thundering fool when I asked you to marry me! Mrs. Skinnerhorn—Well, you looked a dead—Chicago Tribune.

A Chinese Widow

Tehouang Tsen of the country of Siam was a learned man who carried his wisdom so far as to detach himself from all perishable things. He had avoided the error so common to mankind of struggling to acquire useless riches and vanities or honors.

He must have been profoundly satisfied with his career, for after his death he was proclaimed as happy and worthy of envy.

Now, in the days the gods accorded him to pass under green skies amid flowery bushes, willows and bamboos, Tehouang Tsen was accustomed to walk dreamily through the country.

One day, when wandering along the flowery slopes of the mountain of Nam Hoa, he found himself unexpectedly in the middle of a cemetery, where the dead, according to the custom of the country, repose under hillocks of beaten earth. At the sight of these innumerable tombs, which spread above the horizon, the learned man meditated on the destiny of man. "Alas!" thought he, "Behold the highway where all the roads of life end. When once one has taken a place in this resting place of the dead, one never sees the light of day again!"

As he was musing thus he suddenly perceived a young woman in mourning garb—that is to say, in a long, white, seamless robe of coarse material—seated beside a tomb, fanning with a white fan the earth of a freshly covered funeral mound.

Curious to learn the meaning of so strange an action, Tehouang Tsen saluted the young lady with great politeness and said:

"Madame, dare I ask you without offense what person is sleeping beneath this tomb and why you give yourself so much trouble to fan the earth that covers it?"

"I am a philosopher and like to know the causes of things, and here is one that escapes me, that I cannot even guess at." The young woman continued to move her fan back and forth. She blushed, lowered her head and murmured a few words that the good man could not hear.

He renewed his question several times, but in vain. The young woman took no further notice of him, and it seemed as though her very soul had passed into the hand that was so busily moving the fan.

Tehouang Tsen went with his regretfully. Although he well knew that all its vanity, he was naturally inclined to seek the motive of human actions and particularly those of women.

This little creature's odd occupation aroused within him a malevolent but lively curiosity. He continued his walk slowly onward, but turned his head occasionally to watch the fan, which still beat the air like the wing of a huge butterfly, when all of a sudden an old woman whom he had not seen at first, approached him and made a sign to follow her.

She drew him into the shadow of a mound a little higher than the rest and said to him:

"I heard you ask my mistress a question to which she made no reply. I will satisfy your curiosity, from a natural wish to oblige and in the hope that you in return will give me the wherewith to buy for the priests a magic paper which possesses the power of prolonging my life."

Tehouang Tsen drew out his purse and placed a piece of money in her hand, and the old woman spoke as follows: "The lady that you saw seated beside a tomb is Mme. Lu, the widow of a learned man named Tao, who died 15 days ago after a long illness, and the tomb is her husband's. They loved each other most tenderly, and even when dying M. Tao could not reconcile himself to their separation and the idea of leaving her behind in the world in the flower of her age and of her beauty was altogether insupportable to him. However, toward the end he became resigned, for he was of gentle nature, and his soul submitted to the inevitable."

"Weeping at the head of M. Tao's bed, that she had never left during his entire illness, Mme. Lu called upon the gods to bear witness that she would never survive him, but would share his grave even as she had shared his couch."

"But M. Tao said to her, 'Madame, do not swear such a thing as that.' 'At least,' continued she, 'if I must survive you, if I am condemned by the gods to still behold the light of day when you can no longer see it, know that I will never consent to become the wife of another, and that I will never have but one husband, the same as I have but one soul!'"

"But M. Tao said to her, 'Madame, do not swear that.' 'Oh, M. Tao, M. Tao! Let me swear then that for at least five years I will not think of marrying again.' But M. Tao said to her: 'Madame, do not swear that. Swear only that you will keep my memory faithful in your heart until the earth shall have dried over my grave.'"

"Mme. Lu took the oath and the good M. Tao closed his eyes, never to open them again."

"The despair of Mme. Lu surpassed all bounds. Her eyes were swollen with weeping and her pretty, soft cheeks were scratched to pieces by her sharp little finger nails, but everything passes away, and the torrent of her grief soon spent its force."

"Three days after the death of M. Tao Mme. Lu's sadness had become human. She was told that a young man, a follower of M. Tao's, desired an interview to express the grief and sympathy he felt on this sad occasion. She thought it would not be right to refuse him this privilege, and she was correct. She received him with sighs."

"The young man was of distinguished bearing and handsome face. He spoke to her a little about M. Tao and much about herself. He told her she was charming and that he felt he loved her. She allowed him to talk. He promised to return soon. In the meantime Mme. Lu, seated beside her husband's funeral mound, where you saw her, passes her time in drying the earth which covers his tomb with the air stirred up by her fan."

When the old woman had finished her story, Tehouang Tsen thought:

"Youth is short, the incitement of desire gives wings to young women and young men. After all, Mme. Lu is an honest young person, striving to keep her promise. It is an example worthy to present to the white women of Europe."

Reminiscence.

Mr. Skinnerhorn (as the participants in the debate became personal)—I was a thundering fool when I asked you to marry me! Mrs. Skinnerhorn—Well, you looked a dead—Chicago Tribune.

ORDER FOR CREDITORS TO PRESENT CLAIMS ETC.

Letters testamentary on the estate of said deceased being this day granted unto Mary Hesch of said county: It is ordered, that all claims and demands of all persons against said estate be presented to this court for examination and allowance at the probate office, in the court house, in Little Falls, in said county, on Saturday the 8th day of June, 1901 at 10 o'clock a. m.

It is further ordered, that six months from the 8th day of December, 1900, be allowed to creditors to present their claims against said estate, at the expiration of which time all claims not presented to said court, or not proven to its satisfaction shall be forever barred, unless for cause shown further time be allowed.

Ordered further, that notice of the time and place of the hearing and examination of said claims and demands shall be given by publishing this order once in each week for three successive weeks in the Little Falls Herald a weekly newspaper printed and published in said county. Dated at Little Falls, Minn., this 13th day of October 1900.

N. RICHARDSON, Judge of Probate.

First publication Jan. 11th, 1901.

ORDER FOR CREDITORS TO PRESENT CLAIMS.

STATE OF MINNESOTA } COUNTY OF MORRISON } ss.

In the Matter of the Estate of John Simonds, Deceased.

Letters of administration with will annexed on the estate of John Simonds deceased, late of the county of Morrison, State of Vermont being granted to G. Winthrop Lewis.

It is ordered, that six months be and the same is hereby allowed from and after the date of this order, in which all persons having claims or demands against the said deceased are required to file the same in the probate court of said county, for examination and allowance, or be forever barred.

It is further ordered, that the 13th of July, 1901, at 2 o'clock p. m., as a general term of said probate court, to be held at the probate office in the court house in the city of Little Falls, in said county, be and the same hereby is appointed as the time and place when and where the said probate court will examine and adjust said claims and demands.

And it is further ordered, that notice of such hearing be given to all creditors and persons interested in said estate by forth publishing this order once in each week for three successive weeks in the Little Falls Herald, a weekly newspaper printed and published in said county. Dated at Little Falls, Minn., this 10th day of January, 1901.

By the Court, N. RICHARDSON, Judge of Probate.

ORDER TO HEAR PETITION FOR LICENSE TO SELL LAND OF MINOR.

STATE OF MINNESOTA } COUNTY OF MORRISON } ss.

In Probate Court, Special Term January 3rd, 1901.

In the matter of the Guardianship of Minnie Krefahl, minor.

On reading and filing the petition of J. D. Meyer, guardian of said minor, representing among other things, that the said Ward is seized of an interest in a certain parcel of land in the 2nd sec. 20, T. 3, R. 30 in Morrison county and that for the benefit of said Ward the same should be sold, and praying for license to sell the same and for authority to the satisfaction of the court, from said petition, that for the benefit of said Ward said real estate should be sold.

It is ordered, that all persons interested in said estate, appear before this court, on Saturday, the 20th day of January, A. D. 1901, at 10 o'clock a. m., at the court house in Little Falls in said county, then and there to show cause, (if any there be) why license should not be granted for the sale of said real estate, according to the prayer of said petition.

And it is further ordered, that this order shall be published once in each week for three successive weeks prior to said day of hearing in the Little Falls Herald, a weekly newspaper printed and published at Little Falls, in said county.

Dated at Little Falls, the 3rd day of Jan., A. D. 1901.

By the Court, N. RICHARDSON, Judge of Probate.

The Ship Subsidy Bill.

[From Dry Goods Economist, Dec. 15, 1900.] The present moment, when the people of the United States are urging congress to remove a large portion of the burden of taxation imposed by the war with Spain, is a most inopportune one for the introduction of a bill whose object is to draw from the treasury some \$9,000,000 per year for a period of 20 years, even though the ostensible aim of the measure is the building of our merchant marine. Not only, however, is the ship subsidy bill inopportune; its object is entirely unjust. The proposed bill is, indeed, in line with the proposition to establish a parcels post; in the one case as in the other the money of the people is to be used for the benefit of a few, the few in this case being a limited number of owners of ships. Still worse, not only would our citizens be required to pay a large sum for the benefit of American shipbuilders, but it appears that this bill, if enacted into law, would furnish bounties to many foreign built vessels, since it provides that foreign built ships, of which 51 per cent or more is owned in America, are to be allowed to participate in a half subsidy if their owners agree to build ships of an equal tonnage in American yards.

The Merchants' association of New York has strenuously opposed the passage of the measure and adopted a resolution to the effect that the bill now pending before congress is counter to public sentiment and in conflict with the public good in admitting foreign tonnage to American registry and one-half subsidy.

The Intention Not Fulfilled. The ship subsidy bill is intended, according to the claims of its advocates, to promote the creation of an American merchant marine, built in America, owned in America, manned by Americans, and carrying American products. It will not do any of these things, and the pretense that it will is hollow. A large proportion of the ships to which subsidies will go under the bill are, as we have pointed out, to be foreign built. None of the ships needs be owned entirely by Americans. There is no adequate requirement that even a fraction of the crew need be Americans. By far the larger part of the subsidies will go to ships that do not and cannot carry any considerable amount of freight. It is as absolute and shameless a piece of special legislation for the benefit of a small number of rich persons at the expense of the treasury and the taxpayers as was ever devised, and it is decidedly worse than anything that has ever been undertaken by congress. New York Times.

NEWS IN MINNESOTA

St. Paul 4-essmakers have formed a union.

Dr. David Price, a pioneer resident of St. Paul, is dead.

Captain Pliney H. Harris, editor of the Minneapolis Democrat, is dead.

The railway and warehouse commission has received more than 1,500 applications for positions.

The state fair board is preparing to ask for a legislative appropriation of \$100,000 for new buildings.

Chief Cook of the St. Paul fire department has been removed by the new Democratic fire board.

The Duluth and Iron Range road will probably accept the lands selected for it by State Auditor Lunn.

Mrs. Ramm of Hallett, this state, escaped from the nurses at Bethesda hospital, St. Paul, and hanged herself.

The state board of health is taking vigorous action to head off the small-pox epidemic at various places in the state.

Mrs. Louis Helstrom of Minneapolis, while demented, killed her 16-year-old daughter, crushing her skull with a bottle.

Mrs. Matilda Tuttle, one of Hastings' early residents, is dead, aged 84 years. She was the widow of the late O. D. Tuttle.

The Republican electors of the state met at the capitol Monday and selected W. E. Lee to represent Minnesota in the electoral college.

The East Grand Forks city council has passed an ordinance for the establishment of a waterworks system to cost not less than \$15,000.

Holland & Askgaard, general merchants at Comstock, lost their store and stock by fire. The loss on the building and contents was about \$32,000; insurance, \$15,000.

John Cooper of St. Cloud has been re-elected president of the State Agricultural society; Thomas H. Shelvin of Minneapolis first vice president, and Chester R. Smith of St. Paul second vice president.

Hans Agre and Victor Nelson sought admittance to the house of Matt Janatt at Appleton. They were refused, and thereupon broke in the windows. Janatt shot and killed Agre and surrendered to the authorities.

Olmed county commissioners have passed a resolution appropriating \$100 for each township in the county that would during the coming year spend at least \$300 in building macadamized roads. This is the entering wedge of the good roads movement in Olmed county.

The board of prison managers has fixed the prices for twine for the season of 1901. Sisal and standard twine will be furnished for 7 cents per pound, mixed twine 8 1/2 cents, and pure manila 9 1/2 cents. This is a large reduction from the prices which prevailed last year.

Colvin & Robb, the Biwabik contractors, have commenced shipping pulp wood to Two Harbors from their camps at Norway on the St. Louis river. They will store about 15,000 cords until the opening of navigation, when it will be shipped to the Hamerlund Paper company at Erie, Pa.

President Kleeberger of the St. Cloud normal school has been advised by General Atkinson, commissioner of the United States bureau of education, that he proposes sending two or three Filipino young men to the St. Cloud school to complete their education in the science of teaching and in English.

The Farmers and Investors' Land company of Little Falls has filed articles of incorporation. The capital stock is \$20,000 and the purpose of the organization is to buy and sell farmlands. The company is acquiring title to large tracts of land, which it will sell to actual settlers, and has other possessions under advisement.

One of the biggest land deals ever handled in Northern Minnesota is in process of consummation whereby a syndicate of Eastern capitalists, together with S. F. Sively of Duluth, will come into possession of all the old St. Paul and Duluth lands in St. Louis and Carlton counties now owned by the Northern Pacific. The deal involves about 200,000 acres.

STATE LEGISLATURE.

Tuesday, Jan. 8.

House began business by the selection of M. J. Dowling, the Republican nominee, for speaker, and the election of the other officers as voted for at the Republican caucus.

In the senate S. A. Langum was elected secretary. The list of officers agreed on at the Republican caucus was then endorsed. No other business was transacted.

Wednesday, Jan. 9.