

**ENGINEER REPORTS
ON HEATING PLANT**

(Continued from first page.)

of the amount that would be used during the months of the heating season as follows:

September	2.5 per cent
October	6.9 per cent
November	12.2 per cent
December	18.3 per cent
January	19.5 per cent
February	17.2 per cent
March	12.5 per cent
April	6.7 per cent
May	3.2 per cent

The following table will illustrate the amount of steam to be furnished, the losses and the amount used for each of these months with the probable amount of live steam and coal required to furnish same. During the months of December, January and February it is unlikely that any exhaust steam will be wasted. In the months of November and March it is quite likely that during two or three hours during the peak lighting load some exhaust steam will be wasted, but during the remainder of the day it is expected that a quantity of live steam will be required to furnish enough for heating purposes should the weather be severe. From the foregoing table it is evident that 5,059,626 lbs. of live steam would be required for the entire heating season (plus the exhaust) basing the evaporation at 6 lbs. of water per pound of coal as before, there would be required 421.6 tons of coal to furnish this steam.

During the months of November and March at the time of peak load exhaust steam probably will be wasted, and at certain times when the electrical load is light, (should the weather be cold) it will be necessary to admit a quantity of live steam to the heating system. We have allowed 250,000 pounds of live steam for each of these months.

The transmission losses will not be in direct proportion to the load at all times but will remain practically constant over a wide range of load. The table will indicate how this will probably range. The unavoidable losses and station losses should be in proportion to the amount of steam furnished and condensed. The amount of exhaust steam as taken in the above table is computed from the actual coal burned (taken from station record) for the months of October, November, December, January, February, and was estimated for the other months and are sufficiently correct as the amount of exhaust is in excess of the steam required for heating. If the amount of steam as above estimated would be used (and this amount would be required should the amount of radiation as listed be connected and used) the following will indicate the probable income, operating expenses and fixed charges.

Income—20,000,000 lbs. of steam at 50c per M.	\$10,000.00
Expenses:	
Fixed Charges:	
Interest at 5 per cent	\$1,000.00
Depreciation, 6 per cent	1,200.00
Taxes	0
	\$2,200.00
Operating Expenses:	
Fuel, 421.6 tons coal at \$3.60	\$1,517.76
Repairs, 5 per cent	1,000.00
Labor (extra above present City Engineering force, reading meters, inspecting, etc.)	250.00
	\$2,767.76
Total Cost of Operation	\$4,967.76
Profit	\$5,032.24

It is not expected that this net profit will be realized the first year as it is doubtful whether the amount of radiation as estimated would be connected or in constant use.

To the above must be added the credit due for the water which would return from the heating system due to the exhaust steam condensed. From the table it would appear that this amount would be approximately 15,000,000 lbs. for the season.

Also during the six months of the year but little boiler compound will be required as but little water (other than that returning from the heating system) would be used in the boilers, and the use of this water from heating system will add life to the boilers as it would contain no scale forming material.

From the above it will be readily seen that the advantages derived from the heating system would be:

- First—Increased revenue to the plant.
- Second—Return of much condensed steam to the boilers, and the desirability

of this water over well water for boiler use.

Third—Eliminating the necessity for using boiler compound a part of the year, a saving in the amount of the cost of this compound, and adding to the useful life of the boilers.

Fourth—Providing a market for a product that is now a waste, that is, the exhaust steam, during a part of the year.

Fifth—Eliminating coal dust and dirt from the buildings served. This is a great advantage to dry good stores as well as to many other lines of business.

Sixth—Extending the usefulness of the plant to the citizens of New Ulm within a profitable area.

We believe this estimate as given in the reports can be and doubtless would be realized in the operation of a well designed heating system, and as stated in our first report we are of the opinion that this proposed installation will give a good return on the investment.

Respectfully submitted,
CHARLES L. PILLSBURY CO.
By Charles Foster.

GRAND OPERA WITH A REAL NOVELTY.

Novelty in grand opera is so unusual that when it is encountered we are inclined to raise the eyebrows questioningly. But soon music lovers of this state are to enjoy grand opera—with ballet of the most pretentious kind mixed in with it—in which the novelty element is so pronounced as to justify a capital "N".

The organization to furnish this unusual quality is the Boston Grand Opera Company, and when it appears at the Auditorium in St. Paul next week it will be in conjunction with the Pavlova Ballet Russe, headed by the wonderful Pavlova herself.

And thereby hangs a tale; a tale that has set captious critics to writing this year as they have not written before for a long time. All because of the novelty, aforesaid, which has to do with the combining of a first class operatic institution with a ballet company of corresponding rank.

Pavlova conceived the idea. Max Rabinoff, now an operatic impresario, carried it out.

The result, we are told, will be permanent opera in future for Boston, Philadelphia and other large cities, by an organization that also is to make annual appearances in this as well as several other progressive communities.

Leaping full grown from the active brain of the ever busy Pavlova, the idea was caught and made captive late last spring. Almost before a day had elapsed cable wires were sizzling with offers to distinguished opera stars who had not left the turmoil of Europe, and telegraph wires carried invitations to distinguished singers to consider positions with the Boston Grand Opera Company. As for the ballet, that was an assembled unit—Pavlova's Ballet Russe, which she had carried on tour for several successive seasons.

In point of fact, it was the desire of Pavlova to keep intact her artistically superb organization which caused her to venture into the field of opera where she is now succeeding so well as to be attracting the attention of the entire civilized world.

And what started with a looked-for fifteen weeks' season is now to be extended to one equally long in addition; one which will carry this organization numbering 206 people west and north-west and south and southwest. In brief, a tour to the Pacific Coast by way of nearly a score of states, and eastward to New York again.

Most notable will be the presentation of Puccini's charming, if tragic, "Madame Butterfly" with a cast which the composer always wished to have—a Japanese prima donna soprano in the role of the little Cho-Cho-San, an American tenor as the faithless naval lieutenant, B. F. Pinkerton, and an American baritone as the consul, Sharpless.

The artists appearing in "Madame Butterfly", as the Boston Grand Opera Company presents it, and which caused New York, Boston, Chicago, Philadelphia and other audiences to exclaim in wonderment at its perfection, are Miss Tamaki Miura, the only Japanese singer who has gained a foremost place on the grand opera stage; Riccardo Martin, the foremost of American dramatic tenors; and Thomas Chalmers, a baritone who would be drawing \$1,000 a night if he had an Italian name.

Naturally, the interest of the public has centered in the tiny woman from the Orient whose personal magnetism and individual charm appear to have won for

her the instant admiration of almost everyone who has seen her. Vocally, she has also satisfied because her instrument is described by no less distinguished a critic than Henry T. Finck, of the New York Evening Post, in these terms: "It soars true as a bell; up and up, with no effort, with unusual volume, and a warmth that thrills. It would be interesting to hear her in some Occidental role, though no other part could suit her as Butterfly does."

Henry E. Krehbiel, in the New York Tribune, wrote "Tamaki Miura seems to be the child she is supposed to be. She is as gay and childlike, as full of laughter as a tiny Japanese maiden would be but there is also remarkable dignity and polish in her manner."

We know that Miss Miura has come to her position in opera through a course of musical training that has been vigorous and wholly along the lines of the traditional development of the European prima donna. She began her training in her own home, Tokio, but when she went to singing, after her marriage three years ago, she found the opposition of her husband's family sufficient to compel the temporary abandonment of the stage. Only when it was lifted did she go to Berlin, to finish her preparation for the large field she was later to occupy.

From Berlin to London went this Japanese singer, growing in her art and in her musical knowledge and eventually singing with Patti at the London Opera House, where the great diva publicly kissed her after the performance. Her American recognition has been such as to cause all who are interested in personalities to want to see as well as to hear her, for she is, without question, the most potent singer from a popular standpoint, now on the operatic stage.

But apart from this individual novelty—and the splendid other principals of the Boston Grand Opera Company, the orchestra, chorus and stunning scenic investiture—there is the notable Pavlova Ballet Russe.

Heretofore, no grand opera in this country has had with it a ballet organization in any way comparable with this one. And the arrangement provides for the appearance of Pavlova and her associates at every performance, following the opera.

The performances of this unique organization do not smack of the cut-and-dried, stiff-corsetted, fluffy-skirted aggregation of premiere and coryphees which are being put distinctly out of fashion by what in this enterprise is being accomplished.

What Russia has accomplished with the ballet in the opera, and as a factor used in conjunction with it, is now being done for America. The idea is new here and the achievement one that appears to have seized the popular favor.

Taking an artistic step well in advance of anything ever before attempted in this country, Managing Director Rabinoff states quite frankly that he is building for something big, something that has in its future permanency that will cause each community he visits with this organization to say: "Well done, come back to us again next year, and the next and yet the next."

Then there will be Puccini's "La Boheme", with Felice Lyne and Maggie Teyte—both distinguished prime donne—exchanging the leading soprano role; Riccardo Martin, Graham Marr or Thomas Chalmers, the two finest of American baritones, Jose Mardones, best of bassos living and other stars.

Besides there will be "Otello", with Giovanni and a stunning cast, and ballets by the Pavlova forces. Also, in the conductor's place, will be found Roberto Moranzoni, whose directing has caused a sensation, not to mention much else that is essential to results of a sort that are all too seldom found.

From top to bottom, we are told, the Boston Grand Opera Company and the Pavlova Ballet Russe is equipped with novelty in abundance to cheer the artistic expert and to arouse the so-called "tired business man"—both of whom may find in their undertakings elements to arouse and hold the interest and send them home feeling that the time has been well spent.

The engagement in St. Paul opens Monday evening, April 24th, with the opera "The Love of Three Kings" in conjunction with the Ballet Russe in the new ballet "Snowflakes" from Tchaikowsky's "Nutcracker Suite." "Otello" will be given Tuesday, "Madame Butterfly" at the Wednesday matinee and "La Boheme" Wednesday night with the Ballet Russe in a series of Spanish Dances. Tickets may be secured by addressing W. J. Dyer & Bro., St. Paul. A diagram of the Auditorium seating may be secured at the office of the New Ulm Review by any one wishing to send for seats. Prices range from \$1.00 up to \$5.00 for single seats.

Seventeen children were confirmed last Sunday at the German Lutheran church of Courtland, Rev. J. H. Strassen officiating and delivering the sermon. Following are the names of the pupils confirmed: Paul Havemeyer, Arthur Bruns, Arthur Meyer, Wm. Langhorst, Eugene Vornhof, Benj. Hulke, Alfred Drill, Sophie Gieseke, Elsie Eppke, Esther Hunziker, Emma Studtmann, Hilda Havemeyer, Emma Hoerman, Leona Precht, Lydia Dahms, Luella Ginkel, Friedella Ginkel.

DODGE CARS SERVE PUBLIC WORKS HERE AT LEAST EXPENSE

RECORDS KEPT SHOW DODGE BROTHERS MACHINES DO MILES AT TWO CENTS FLAT.

The report of the department of public works on the individual maintenance cost of 37 automobiles operated by the department shows the Dodge Brothers motor car operated by Mr. John Dunn was the most economically driven car in the department. The statistics include every expense incurred by the cars from July 1, 1915, to December 1, 1915, gasoline, oil, repair cost, tire expense, etc., and show that Mr. Dunn's car was operated at the low cost of exactly two cents per mile.

The five Dodge Brothers cars used in the department also are given several records which place them at the top of the low maintenance records. Not one of the 37 used in the department was run for the six months at a lower cost per mile than any one of the five Dodge Brothers cars. They also showed the highest mileage, the lowest expense on tires and the greatest mileage per gallon of gasoline of any touring car in the department.

Three of the Dodge cars were operated for the six months without any expense on tires. On the other two cars of this make the only tire expense was for the replacement of spare tires which were stolen from the machine.

The report shows many interesting comparisons of the maintenance cost of automobiles which range in cost from two cents a mile for the Dodge Brothers car to 27 cents a mile for one of the heavy duty trucks.

"Such figures are interesting to motor car owners and to prospective buyers of motor cars," said Thomas J. Doyle, local distributor for Dodge Brothers cars.

"In these days of the high cost of gasoline every one is looking for a car that can be operated economically but it is seldom you can find any owner who can tell you the exact cost per mile for the operation of his car. Such Dodge Brothers owners who have recorded the expenses for their cars have found them exceedingly low and that they were getting unusually high mileage on a gallon of gasoline."—*Detroit Free Press.*

Adv. 16-17

Dr. West Hazleton

EYESIGHT SPECIALIST OF MINNEAPOLIS

— will be in —

NEW ULM AT THE DAKOTA HOTEL

WEDNESDAY, APRIL 26th

HOURS 9 a. m. to 6 p. m.



Your Eyes are your most valuable possession. And if they are giving you trouble now is the time to stop it. Don't wait until you have to submit to an operation. You may lose your sight entirely. Then to the expense would be ten dollars for every dollar you would have to pay to have your trouble corrected now.

CONSULTATION FREE. GLASSES PROPERLY FITTED

Daniel Webster

DANIEL WEBSTER FLOUR

is so much better than ordinary flour that we ask a little higher price for it. But you won't object when you become acquainted with its superior quality. Guaranteed absolutely the best flour or your money refunded.

EAGLE ROLLER MILL CO.
New Ulm, Minn.

THE LAST WORD IN FLOUR FUNCTION

FLOUR

Spray currants and gooseberries as soon as leaf buds begin to unfold, with either Bordeaux mixture 4-4-50 or lime-sulfur 1-40, to prevent powdery mildew and leaf-spots.

LEGAL NOTICES

Order to Examine Accounts, Etc.
State of Minnesota,

County of Brown.

In Probate Court,
Special Term, April 12th, 1916.
In the Matter of the Estate of Wenzel Guldan, Deceased.

On reading and filing the petition of Louise Guldan Administratrix of the estate of Wenzel Guldan deceased, representing, among other things, that she has fully administered said estate, and praying that a time and place be fixed for examining and allowing the account of her administration and for the assignment of the residue of said estate to the parties entitled thereto by law.

It is Ordered, That said account be examined, and petition and application for the allowance of said claims and debts so paid by her and not yet allowed according to law, be heard by this Court on Saturday the 13th day of May A. D. 1916, at 10 o'clock A. M., at the Probate Office in New Ulm in said County.

And it is Further Ordered, That notice thereof be given to all persons interested, by publishing this order once in each week for three successive weeks prior to said day of hearing, in the New Ulm Review, a weekly newspaper, printed and published at New Ulm in said County.

Dated at New Ulm the 12th day of April, A. D. 1916.

By the Court,
GEO. ROSS,
15-17 Judge of Probate.

HAULING HOOK AND LADDER TRUCK.

Sealed proposals will be received by the City Clerk of the City of New Ulm, Brown County, Minnesota, up to 5 o'clock P. M. May 4, 1916, at his office in said City, for hauling the Hook and Ladder Truck to and from all fires and practice calls, all according to specifications on file in the office of said City Clerk. Bidders must bid on blanks furnished by the City Clerk.

All bids are to be sealed and marked "Proposals for Hauling Hook and Ladder Truck" and accompanied by a certified check in the sum of One Hundred Dollars (\$100.00), made payable to the City Clerk to be forfeited to said City as liquidated damages in case the successful bidder fails to enter into contract and furnish satisfactory bond within three days after the acceptance of his bid.

The City Council reserves the right to reject any or all bids.
Dated at New Ulm, Brown County, Minnesota, this 14th day of April, A. D. 1916.

WM. BACKER,
16-17 City Clerk.

STREET SPRINKLING.

Sealed Proposals will be received by the City Clerk of the City of New Ulm, Brown County, Minnesota, up to 5 o'clock P. M. May 4, 1916, at his office in said city for sprinkling Minnesota Street and Broadway Street, in said City, all according to specifications on file in the office of the said City Clerk.

Bidders may bid on all or part of the work on blanks furnished by the City Clerk.

All bids are to be sealed and marked "Proposals for Street Sprinkling", and accompanied by a certified check in the sum of One Hundred Dollars (\$100.00), made payable to the City Clerk, to be forfeited to said City as liquidated damages in case the successful bidder fails to enter into contract and furnish satisfactory bond within three days after the acceptance of his bid.

The City reserves the right to reject any or all bids.

Dated at New Ulm, Brown County, Minnesota, the 14th day of April, A. D. 1916.

WM. BACKER,
16-17 City Clerk.

Order of Hearing on Petition for Determination of Descent of Land.

State of Minnesota,
County of Brown.

In Probate Court.

In the Matter of the Estate of Ferdinand Bachmann Deceased.

On reading and filing the petition of Maria Bachmann praying that this court determine the descent of certain lands described therein as belonging to the above named decedent in his life time, who died more than five years prior to the date hereof.

It is Ordered, That said petition be heard, and that all persons interested in the estate of the above named decedent be and appear before this court on the 16th day of May, 1916 at 10 o'clock A. M., at the Probate Court Rooms in the Court House at New Ulm in said County, and then and there, or as soon thereafter as said matter can be heard, show cause, if any there be, why said petition should not be granted.

Let notice of said hearing be given by the publication of the order of this Court in said matter according to in law the New Ulm Review.

Dated April 17th, 1916.
(Court Seal) GEO. ROSS
16-18 Judge of Probate.

Many diseases of nursery stock are controlled by spraying. Begin spraying as soon as leaf buds unfold. Use lime-sulfur 1-40 or Bordeaux mixture 4-4-50.

R. L. A. FRITSCH

PHYSICIAN & SURGEON

Office over Brown Co. Bank
New Ulm, Minn.

G. F. REINEKE, M. D.
Specialist in Diseases of the

Eye Ear, Nose and Throat.

OFFICE HOURS:
10 to 12 A. M. and 1 to 5 P. M.

Office in the Olsen Block

Residence, 622 Center. New Ulm, Minn.

JOMSEN, DEMPSEY, & MUELLER

ATTORNEYS & COUNSELLORS.

Practices in all State and U. S. courts
NEW ULM, MINN.

STEINHAUSER & ERICKSON

ATTORNEYS AT LAW

Office over Review.

Special attention given to probating Estates. Practices in all Courts of the State and U. S. Courts.

New Ulm, Minn.

William Pfaender Agency

General Insurance

Insurance against fire, hail, tornado, automobile, accident and death in the best of companies.

Real estate bought and sold.

Legal documents executed, loans negotiated, steamship tickets sold.

CHAS. EMMERICH

PLUMBER
STEAM AND HOT WATER HEATING GAS FITTING.

We are prepared to do all kinds of plumbing in a first-class manner. Do not fail to call upon us when plumbers' services are required.

Minn. and Center Sts.
Phone 281 New Ulm

M. A. BINGHAM. A. W. BINGHAM

Bingham Bros

DEALERS IN

Coal & Grain.

NEW ULM MINN.

Paul Weigand

Painting & Paper Hanging

Telephone 175 or 747

THE CHICAGO AND NORTH-WESTERN RAILWAY.

GOING EAST.

No 504—Daily, new line.....4.15 a m
Thru to Twin Cities and the East

No 22—Ex Sunday, old line.....6.25 a m
Connects at Kasota for Twin Cities or Mankato 8:10 a m

No 514—Daily, new line.....3.39 p m
Thru to Twin Cities and the East

No 24—Daily, old line.....3.41 p m
No 14—Ex Sunday, new line.....6.55 p m
Connects at Mankato for points South on Omaha

GOING WEST

No 517—Daily, new line.....1.20 a m
Thru from Twin Cities and the East

No 13—Ex Sunday, old line.....8.12 a m
Thru to Tracy

No 503—Daily, new line.....1.39 p m
Thru from Twin Cities and the East

No 23—Daily, old line.....1.35 p m
No 27—Ex Sunday, old line.....8.50 p m
Connects at Mankato Junction with trains from East on Kasota with Twin Cities.

No. 22 now makes sharp connection with Omaha No. 8 at Kasota for all points North, arriving St. Paul 10:25 a. m., Minneapolis 10:55 a. m.

F. P. Starr H. J. Wagen
Agent New Ulm Minn. General Agent Winona, Minn.

M. & ST. L. Time Table

SOUTH BOUND.

No. 60—Ex. Sunday.....9:30 a. m.
To Estherville. Local freight.

No. 86—Ex. Sunday.....7:45 a. m.
To New Ulm only. Time freight.

No. 110—Ex. Sunday.....8:45 p. m.
St. Paul, Mpls. to New Ulm. Passgr.

No. 28—Ex. Sunday.....12:25 p. m.
To Storm Lake.

NORTH BOUND.

No. 123—Ex. Sunday.....5:15 a. m.
Leave New Ulm to St. Paul and Mpls.

No. 29—Ex. Sunday.....1:08 p. m.
To St. Paul, Mpls.

No. 87—Ex. Sunday.....2:30 p. m.
New Ulm to Winthrop.

No. 61—Ex. Sunday.....3:45 p. m.
Estherville to Winthrop.
All passengers thru trains with no change of cars between New Ulm and Twin Cities.

TABLE NO. 1.

Month	Amount used for heating	Trans. Losses	Unavoidable Losses	Station Losses	Total	Amount of Live Steam Required	Amount of Exhaust Available	Coal to furnish extra live steam
Sept.	500,000	125,000	50,000	50,000	725,000	2,750,000	0	0
Oct.	1,380,000	175,000	138,000	138,000	1,831,000	3,231,756	0	0
Nov.	2,440,000	200,000	244,000	244,000	3,128,000	3,234,360	250,000	41,666
Dec.	3,660,000	200,000	366,000	366,000	4,592,000			