

ST. PAUL

To the Front.

The St. Paul and Northern Pacific Railway Company.

Inaugurate the Great Improvement of Its St. Paul Property.

Car Shops for the Use of the Northern Pacific Road to be Erected Near Lake Como.

The Most Extensive Railroad Works in the Northwest Established at St. Paul.

Nine Miles of Side Tracks, 111,000 Square Feet of Shop Room, and Over a Million Dollars Outlay Already Planned.

Sketch of What Has Been Accomplished, and What is Still to be Done at the Empire City of the Northwest.

The St. Paul and Northern Pacific Railway Company.

This company succeeded the Western Railroad company of Minnesota as owners of the railroad extending from Brainerd to Sauk Rapids, and also the land grant connected with this railroad.

The new company was organized under amended articles of incorporation on May 6, 1883, with a capital of \$10,000,000, and for the purpose of extending its line from Sauk Rapids, and to provide proper terminal facilities in Minneapolis and St. Paul for the traffic of the Northern Pacific railroad.

The charter of the Western Railroad provides for the construction of a railroad from Sauk Rapids via Minneapolis and St. Paul to the city of Mankato, and under this provision the new company commenced the work of constructing that portion of the line between Sauk Rapids and Minneapolis in August, 1883, and on July 1, 1884, the line was opened to the traffic of the Northern Pacific railroad. This latter company had anticipated their need of terminal facilities in the two cities by the purchase of large tracts of land, which were transferred to the St. Paul and Northern Pacific Railroad company. Including purchases made by the company since its incorporation, these tracts are as follows:

At the junction of the main line with the St. Paul, Minneapolis & Manitoba railway and Minneapolis, Saint Ste. Marie & Atlantic railway in northeast Minneapolis, ninety acres.

In northeast Minneapolis at the present station, grounds containing four acres.

In the city of Minneapolis, bounded on the north by Tenth avenue, on the east by First street north, on the south by the St. Paul, Minneapolis & Manitoba railway, and on the west by Second street north, about twenty acres. The property upon which the shops above described are to be erected situated midway between the two cities and containing 216 acres.

The Rice purchase, so called, including the several purchases near Mississippi street and north of and adjoining the property of the Chicago, St. Paul, Minneapolis & Omaha railway, in Trout Brook valley, aggregating 130 acres, and also the land lying south of East Seventh street and east of Broadway, constituting what is now the city freight yard of the Northern Pacific company, and containing fifteen acres.

It is the purpose of the company to develop these properties as fast as it becomes necessary, and they have abundant funds for this purpose. The finances of the road are under the immediate supervision of Edward D. Adams, of the firm of Winslow and Lanier, of New York, and the vice president of the company, and this is a fact that is alone sufficient to assure anyone of its financial soundness.

The work done by the company since the summer of 1883 consists of the construction of the main line from Sauk Rapids to Minneapolis, and the development of their terminal facilities in Minneapolis. The construction of the main line involved a bridge to cross the Mississippi river in Minneapolis, and other bridges of less magnitude. With one exception, a combination structure of wood and iron, these bridges are constructed of iron.

The masonry is of granite and first class in every particular. The work upon the terminal grounds in Minneapolis is of a very substantial and first-class character.

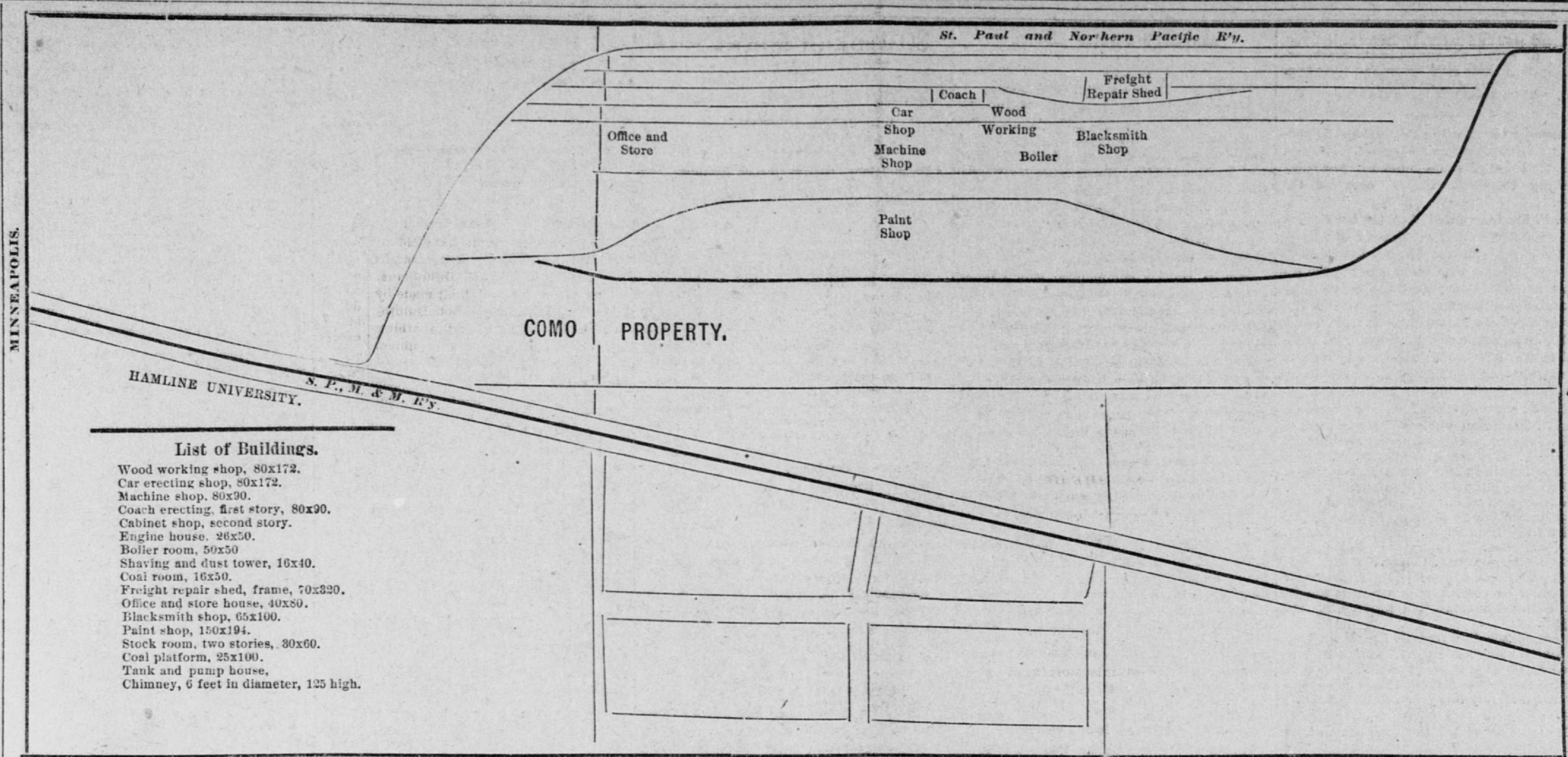
Bassett's creek has been disposed of by confining it to an arched culvert which is twenty (20) feet wide and three hundred and sixty-five (365) feet long. The valley of the creek is filled with earth to the height of thirteen feet above the culvert, or to the grade of First and second streets. This embankment required 130,000 cubic yards of earth. The grade of Second street has been raised to correspond with that of First street, the work having been done by the company.

A brick freight depot has been constructed on First street. It is 700 feet long and forty feet wide, being divided into two compartments by a fire wall. The north end is occupied by the distributing refrigerator of the Northern Pacific Refrigerator company. Each compartment is supplied with Fairbanks & Co's. warehouse scales. At the south end is situated a two story office building 40x40. There are three rooms and a fireproof vault on each floor. The offices will be heated by steam, the apartments being placed by the basement. The entire building will be lighted by gas. The company are also finishing an engine house which will accommodate sixteen engines.

Connected with this is a blacksmith and small repair shop, engine and boiler house and laundry. A Kellogg & Maurice turntable sixty-one feet long is already completed. The tracks in the yard are well under way. When completed there will be eight miles of track. A forty ton Fairbanks' track scales has been provided and put in place. When completed this will be one of the most convenient and commodious railroad yards in the city. These facilities are to be shared with the Minneapolis, Saint Ste. Marie & Atlantic railway under a lease.

The work already done is an earnest of the intention of the company to provide rail road facilities in the twin cities that shall be in keeping with their commercial importance.

In nearly every city throughout the country the railroad corporations have made the error of not providing enough room for the expansion of business. The St. Paul and Northern Pacific Railway company have guarded against this, and have anticipated a time in the not far distant future when the two great cities of the northwest will contain collectively upwards of half a million inhabitants. When that time shall arrive, as it will within the next decade, this company



List of Buildings.

Wood working shop, 80x172.
Car erecting shop, 50x172.
Machine shop, 80x20.
Coach erecting, first story, 80x20.
Cabinet shop, second story.
Engine house, 20x20.
Boiler room, 30x20.
Shavings and dust tower, 10x40.
Coal room, 10x20.
Freight repair shed, frame, 70x220.
Office and store houses, 40x20.
Blacksmith shop, 60x100.
Paint shop, 100x194.
Stock room, two stories, 30x50.
Coal platform, 25x100.
Tank and pump house.
Chimney, 6 feet in diameter, 125 high.

WORK DONE AND TO BE DONE.

When the stockholders of the Western Railroad company of Minnesota filed with the secretary of state on the 8th day of May, 1883, amended articles of incorporation by which the name of the company was changed to the St. Paul and Northern Pacific Railway company, and its corporate franchises were increased, it was not generally known that the corporation, under its new name, was to extend its line of railroad south from Sauk Rapids to a connection with the railroads running east and south from the great cities of the northwest—St. Paul and Minneapolis—not that it was to provide in these two cities, terminal facilities, shops, etc., for the use of the Northern Pacific railroad, or other connecting lines desiring them. This, however, was the declared purpose of the company at that time, and a little later on, Mr. Edward D. Adams, its vice president, who is also a member of the firm of Winslow, Lanier & Co., bankers in New York city, negotiated the sale of five million dollars six percent mortgage bonds, the proceeds of which were carried to the credit of the company's construction fund. After this deposit of cash was made, the property which had been purchased for terminal grounds in Minneapolis and St. Paul was transferred to the company, steps were taken to secure additional property and right of way wherever it was required, and other necessary preparations were made for the extension of the railroad from Sauk Rapids to Minneapolis, a distance of sixty miles.

Construction, proper, was not begun until September 1, 1883, when work was commenced on the foundations for the piers and abutments for the double track iron bridge superstructure over the Mississippi river at Minneapolis. Soon thereafter the grading of the road was started, and before last winter's snow interrupted the work about forty miles of track had been laid. The work was resumed as early last spring as was considered practicable, and on the first day of July the Northern Pacific Railroad company commenced running its trains over the new road, and the St. Paul and Northern Pacific Railway company owned a railroad extending from Minneapolis to Brainerd, a distance of one hundred and twenty-five miles.

While the construction referred to above was in progress, the work of preparing suitable accommodations for the business of the Northern Pacific railroad in the city of Minneapolis was commenced on the property situated between First and Second streets and the Manitoba tracks and Tenth avenue. A large number of dwellings, stores, manufactories and stables were removed from this property, an arched culvert was built over Bassett creek, the property was graded for yard purposes, and its character so entirely changed that a fair comparison of its present appearance with that of a little over a year ago can not be made. The freight depot provided by the company is of brick 717 feet in length by 40 feet in width, and it is generally conceded to be the best freight warehouse in the northwest. In addition to the freight warehouse, a round house with accommodations for about nineteen locomotives was provided, together with a turn table, water tank, etc., and we would say just here that all of these improvements are of the most permanent character.

It is possible there are many persons in St. Paul who believe the company was displacing the property it had acquired in this city, but it will be generally conceded that the first business of the company was to increase its earning capacity. This has been done to the extent of about 100 percent, by extending its line to Minneapolis, as heretofore noted, and now that the work on the improvements in Minneapolis is so nearly completed, attention is to be given to the development of its property in this city, and it is our privilege to state that

are to be built upon the property of the company adjoining Como park. This determination has been brought about by the necessities of the Northern Pacific Railroad company to secure a more economical operation of its transcontinental line. It is well known that the nearest shops of that company are located at Brainerd, one hundred and thirty-six miles distant from St. Paul. It is also an established fact that cars accumulate at this important business center as are the cities of St. Paul and Minneapolis, the eastern terminal points, and that there is also a large accumulation of cars at the transfer grounds, midway between the two cities, where the interchange of traffic is made with the other great railroads having an entrance to this city.

Owing to the facts recited above, it is believed the interests of the company will be best served by having its car shops at this end of the line, and it being the business of the St. Paul and Northern Pacific Railway company to provide such shops when required, the executive officers of that company have authorized their construction, and work will be commenced within the next ten days or two weeks.

The location selected for the erection of these shops, as viewed from a business standpoint, is considered one of the most advantageous on account of its proximity to St. Paul, Minneapolis and the transfer grounds; on the other hand, its surroundings are conceded to be desirable; there is Como park on the north, the State Agricultural college on the northwest, Hamline university on the southeast, and, in addition to these surroundings of a different character, are the following: The city work house on the northeast, the county poor house and farm on the north, and the state reform school on the south. It is not believed, however, that any of the last named institutions will be required by the workmen or their families, because, under the rules and regulations of the Hamline university, no liquor

can be sold within a mile of that institution. The following is a description of the shops to be built:

Description of Shops to be Erected by the St. Paul and Northern Pacific Railway Company near Lake Como, Minn.

The new car shops to be erected by the St. Paul and Northern Pacific Railway company are to be situated upon the tract known as the Como property, which consists of 215.70 acres, situated in the south half of section 27, township 29 north, range 23 west.

This tract extends entirely through the section from east to west, and is therefore a mile long. It extends south from the center of the north half of the above section to the line of the St. Paul, Minneapolis & Manitoba railway. Hamline university is immediately south of this property, and the station of Hamline on the Manitoba railway is directly opposite the central portion of the tract upon which the shops are to be erected.

The shops will be located near the northern boundary of this property, upon a level plateau that affords a very fair site for them without the necessity for a large outlay for grading and preparing the same. The elevation is such that a perfect drainage can be secured with but slight expense. Access to the grounds will be secured by a spur track extending north from the St. Paul, Minneapolis & Manitoba railway at Hamline.

The shops will be built of brick, and will be planned in the manner that experience has shown to be the best. The following is a list of the buildings to be constructed:

Dry kilns, machine shop, wood working shop, car erecting shop, coach erecting shop and cabinet shop.

These departments will be under one roof, and are grouped together in the form of a cross, the wood working and car erecting shops forming the longer arm, the machine shop and coach repair shop the shorter arms, while the cabinet shop is over the coach repair shop, this portion of the building being two stories in height.

These buildings will be built of brick and the walls will be twenty-two feet high. The roof will be supported by a heavy truss, with the upper chord inclined sufficiently to afford the proper pitch for the roof. The trusses will be supported by the walls and there will be no intermediate posts, so that the floor space will be entirely clear.

This form of truss gives a roof of the Mansard type, and advantage will be taken of this to secure additional light by means of an upper tier of windows or dormers. At the crown of the roof will be a large Texas or lantern, which will serve to light the center of the shop and also to ventilate the same.

The windows in this lantern will be hung upon swivels. The interior of the shop will be painted a dark color to the height of six feet from the floor and the rest will be white-washed. Three tracks will enter and extend through the car erecting shop and the center one will be extended on through the wood working shop. Two tracks run through the machine shop and three through the coach repair shop.

There is also a cross track running at right angles to those mentioned above, with turntables at the different intersections permitting the transfer of material from one shop to another or from one track to another in the shortest and most convenient way. The engine room, boiler house, shavings and dust tower, and chimney adjoining the wood working shop. All of the shavings and dust that originate from the work in this shop will be taken from the machine by exhaust fans and conveyed to the shavings tower, where a large portion of the dust is separated from the shavings because of its less specific gravity, and passes to the dust tower, the shavings remaining in the shavings tower and being taken thence as they are needed for fuel.

Whenever the door or port is opened for the purpose of taking shavings out the supply entrance from the shop closes automatically.

PAINT SHOP.

This building will be built of brick and will be 150x194, with walls twenty-six feet high. It will contain eight tracks, seven of which will run through the building. The roof will be of concrete and will be made to slope from the tracks to a line midway between them so as to convey all water from the tracks. It will be taken care of by catch basins which will connect with under drains. The building will be lighted at the sides by means of the doors that afford an entrance for the tracks, the upper half of these doors being glass. The ends will be well supplied with windows also.

A lantern with side windows will surmount the roof throughout the entire length of the building, and will furnish good light for all the central portion thereof. In addition to this there will be a line of skylights on each side of and parallel to the lantern. Adjoining the paint shops will be a stock room for the storage of supplies used in the paint shop. This building will be two stories high, the upper one being devoted to the storage of car cushions while the cars are being painted.

BLACKSMITH SHOP.

This building will be 65x100 feet with walls twenty-two feet high. It will be built of brick. The forges have brick chimneys, and at each forge will be a connection through the wall to the outer air for the purpose of ventilation and dispersion of vapors. The floor of this shop will be made of cinders.

OFFICE AND STOREHOUSE.

This building will be of two stories. Its

size is 40x80 feet and it will be built of brick. The lower story will be devoted to storage of supplies used in connection with the shops, and the upper story to office rooms.

The grounds will be supplied with a water service and fire hydrants for the protection of the buildings. A thorough system of drainage will be secured by means of a main sewer and the necessary laterals. The equipment of the shops will be the best that can be procured, and comprising the various improved types of tools that have proved by use to be labor saving and economical. The building will be heated by steam and lighted by electricity.

In addition to the brick shops there will be a large freight car repair shed 70x320, for the repair of freight cars in inclement weather and when the cars are so much out of order as to necessitate a general overhauling. This building will be constructed of wood. There will also be a coal dock for the storage of coal, and a set of dry kilns of the most approved construction.

TRACKS.

In order to connect the grounds with the track of the St. Paul, Minneapolis & Manitoba Railway company, also to properly serve the buildings to be constructed, and afford standing room for cars, it will be necessary to construct nearly nine miles of track.

The buildings will cover about 103,000 square feet of ground, and the floor space, including that in second stories, will aggregate 111,000 square feet. It is expected that the grading of the site and a portion of the foundations will be completed during the present season, and that the shops will be completed and ready for occupancy as early as practicable next year.

THE COST.

While it is difficult to state with definiteness the cost of these extensive improvements, it can be stated that the outlay for the work and buildings herein enumerated will exceed one million dollars, and that as large as this sum it is but the nucleus for still more extensive works at St. Paul of this great corporation.

FRENCH DEMOCRATIC CLUB.

A Lively Debate Relative to Endorsing the Democratic Local Ticket.

The French Cleveland and Hendricks club held a meeting last evening at the rooms of L'Union Francaise, corner of Exchange and Wabash streets. J. B. Olivier was in the chair, and A. Martin, of La Cade, acted as secretary. When the meeting was called to order the latter explained the object of the organization, and urged that all the candidates on the Democratic ticket, from president down to county commissioners, be endorsed and heartily supported by the members of the club. This proved a bomb shell and several members did some rapid shuffling to keep from being hit by it.

Mr. J. B. Sirols first got the president's eye and said that, while he heartily favored Cleveland and Hendricks and would vote and labor in their favor, he thought the club would do an unwise thing if it endorsed all the candidates nominated at the recent Democratic convention and said it should assume an independent attitude on local candidates. The French in St. Paul had worked too hard for the success of the Democratic party only to be ignored by every recurring convention. He didn't ask the club to turn over to the Republicans in local matters. There were no indications that they would give the French any better representation. In fact, neither party had offered them anything.

The French party was willing to throw their support to the party giving tangible evidence of its friendship for them. That they had been left out in the cold was evidenced by an instance last spring. A Frenchman was on the police force, and he was found to be in fault in regard to some matter and discharged. His place was filled, not by one of his own nationality as would have been proper, but by an Irishman. The French merited recognition in local politics, and it was time the Democrats of Ramsey county had their eyes open to the fact that they would not always follow without something being occasionally thrown out to them. The club should not drift away from Cleveland and Hendricks, but its members should be left free to cast their ballots in local affairs for whom they choose.

Mr. Alfred Dufresne said the club was composed of Democrats, and it should vote the Democratic ticket throughout. The Democratic party would be at the front in the national struggle this fall, and the club should have the credit of standing true to its principles all the way down the line. If the club should throw its full strength to the whole ticket this fall its power would be seen and the French would be recognized in the county conventions of the future. A declaration of independence here would only create suspicion, and it would react against the club, as it would have no ground for asking recognition when it had itself failed to uphold the Democratic candidates.

Mr. John Genois said he favored independence in local affairs. The French citizens of St. Paul had been voting the Democratic ticket all these years, and they had got nothing but dried potatoes. As nothing had been gained by loyalty, nothing could be lost by independence. Brexette, it was true, was in the service of the city, but he had worked his own way to his position without party assistance. Back in 1871, thirteen years ago, John B. Olivier had been elected county auditor, but since that time none of the lawes and fishes had been parcelled out to the French. Only a year ago Olivier had been deliberately slaughtered in a Democratic nominating convention. The surest way to success was in independence of action. The Democrats of Ramsey county wanted to drive the French like negroes, and the speaker asserted he would not remain with the club unless it declared its independence in local politics.

Mr. Olivier urged that nothing could be gained by whipping about the bush. The French could ask nothing of the Democratic party unless they remained loyal to its candidates. An independent organization owed its allegiance to nobody and could ask nobody to apportion to it any of its good

things. If there were any persons' present who felt that they could not endorse the local ticket, their duty plainly was to organize a club to themselves, and call it what they pleased, Republican or any other name that suited their fancy. The speaker thought the club should endorse all the candidates.

After some further discussion some one suggested that Hon. O. C. Merriman, candidate for congress, should be endorsed, and everybody appeared pleased with the suggestion.

On motion the name of the club was changed to the French, Cleveland, Hendricks and Merriman club. The meeting then adjourned without taking any action upon the Ramsey county Democratic nominations.

FIRE COMMISSIONERS.

The Charges Made by the Chief against Hildebrand Brought Up, But the Matter was Postponed, as They Wished All the Members Present.

The meeting of the fire commissioners last evening was not as interesting as it was expected to be.

Mr. Kidd appeared as the agent of the Cleveland Manufacturing company, which claims to be the owner of the patent for the Sullivan swinging harness, in use in the St. Paul fire department, and gave his terms for furnishing the department with this kind of harness. The matter was referred to the committee.

A communication was presented by Cochran & Newport, stating that James Mulligan, a member of the fire department, was indebted to them and would not pay. Mr. Moritz also presented a judgment for \$10.17, obtained in Justice Hunt's court, against the same party. Accompanying the last was a communication from the chief of the department, saying that Mulligan said he did not owe Moritz anything, and would not pay the bill. Referred.

The communication of the Day newspaper asking to have a fire alarm gong extended into that office was referred to the superintendent of fire alarm.

A communication was read from the chief giving a statement of the condition of the fire department, that which had been submitted, and requesting that 2,000 feet be purchased for reserve. It was noted that 600 feet of hose be ordered for use, and that the matter of 2,000 feet of reserve hose be referred to the committee on machinery.

There was an advertisement for 5,000 bushels of oats for the department for the ensuing year.

THE CHARGES AGAINST HILDEBRAND.

The matter of the charges made by the chief against Mr. Hildebrand, his assistant, was then brought up by the reading of the communication of the chief, which was as follows:

To the Fire Commissioners:

I have to report that I have suspended Assistant Chief Hildebrand for cause, to-wit: Neglect of duty; not working in harmony with me for the interest of the department, and I don't want him as my assistant any longer. Respectfully,

JOHN T. BLACK.

As Mr. Warner was absent, a motion was made by Mr. Prendergast that the investigation and consideration of the whole matter be postponed till such time as all the members could be got together. This motion was adopted, and it was understood that a meeting will be called to consider the matter at some future time, probably this week.

The Incendiary Torch.

An alarm of fire was sent in by Officer Potteiger from box 61, at 9:40 last evening, caused by the attempt of an incendiary to fire the photograph gallery of Delos L. Ayer, on Jackson street near the corner of Eighth. The building is a story and a half structure, containing three rooms and a closet, and is made of brown paper soaked with kerosene and stuffed in a hole in the closet partition pushing out from the side of the structure caused the discovery of the fire, which snipped the plans of a thoroughly set up conflagration job. The department on arriving smashed in the doors and quenched the fire in the room reached the building. Sergeant F. G. Ingersoll, G. P. Hill, J. H. Willis, W. A. Nichols, J. H. Osborne, W. M. Bole.

Chiefman Newell has summoned the members of the committee to meet at his office at noon to-day, to be sworn in and otherwise initiated for the performance of their political duties.

Ramsey County Republican Committee.

At the late Republican nominating convention of Ramsey County the matter of appointing a county committee for the ensuing year was committed to the chairman of the convention, A. G. Foster. Yesterday afternoon that gentleman announced his selection as follows:

Stanford Newell, chairman.
Theodore Sander, J. C. Boyden,
W. L. Ames, J. H. Hazard,
F. G. Ingersoll, G. P. Hill,
J. H. Willis, W. A. Nichols,
J. H. Osborne, J. H. Hickman,
W. M. Bole, D. Aberle.

Chiefman Newell has summoned the members of the committee to meet at his office at noon to-day, to be sworn in and otherwise initiated for the performance of their political duties.

THE SCHOOL BOARD.

Rather an Entertaining Meeting Held Last Night.

The Furnace and Furniture Business Afford a Little Amusement.

A meeting of the board of education was held last evening according to adjournment. There were present Inspectors Murphy, Minor, Officer, Gilbert, Athey, Berlandi, Dreher, Willis and Mr. President.

Superintendent Wright reported that the Rice school is opened and that he had assurances from the contractor that the Neill school will be opened on Monday next.

The report of the committee on real estate recommending a small office for the janitor of Monroe school was adopted.

Coal bins were ordered for Humboldt, Rice and Neill schools, and the yards of Humboldt and Neill schools were ordered graded. The matter of new sidewalks was referred to the committee on real estate. Other minor matters of repairs were referred to the same committee with power to act.

The committee on real estate recommended the purchase of eight lots in block 36, Woodbury & Case's addition to West St. Paul, at \$325 per lot.

Inspector Berlandi explained that the lots were cheap and would be valuable, and if they did not want them for school site the board can double their money. He urged the purchase at once, as the chance might not present itself again. The owner wanted \$400 each, but would take \$325 if the board took the whole lot.

Inspector Murphy moved that the matter be laid over.

Inspector Berlandi urged the purchase, and stated the owner did not want all cash. If the board was short of money,

Inspector Gilbert said the school would not require more than six lots and the board could sell the other two at \$500 each. The site was a desirable one.

Inspector Murphy withdrew his motion and the committee's recommendation was adopted.

Inspector Gilbert reported that four principal's desks were needed and six settees for Jackson and six settees for Humboldt schools, principals' desks to cost about \$20 and the settees from \$4 to \$6.

Inspector Dreher recommended chairs instead of settees. The report was adopted.

Inspector Athey, from the committee on janitors, reported the appointment of Mrs. Youndel as janitor for Oakland school, at a salary of \$20 per month. Adopted.

At this moment Inspector Hamilton entered and took his seat.

Inspector Gilbert moved that no alimony of pay shall be made after the expiration of the school year. Any principal or teacher thus sick or disabled, may, by a vote of the majority of the committee on schools, continue to hold his or her appointment, but without salary, for thirty days additional, but at the expiration of that time, (viz., sixty days from and after the commencement of such sickness or disability, shall be dropped from the list of teachers.

On motion the resolution was laid over.

Inspector Gilbert reported the sale of old Rice school for \$500 and fifty old desks for \$50. The report was adopted.

Bids for furnaces for the Madison school were opened as follows:

Walterstorff & Moritz, two furnaces, \$400.
Prendergast Bros., one furnace, \$295.

Inspector Gilbert stated that he was told that no coal furnace will heat the Madison school.

On motion of Inspector Officer the bids were referred to the committee on supplies to examine and report. A recess was then taken.

The committee reported not recommending either.

Inspector Gilbert spoke in favor of the Carlton furnace (Walterstorff).

Inspector Athey spoke in favor of wood furnaces.

Mr. President stated that coal is cheaper than wood. He stated that a furnace was cheaper to use coal even if a furnace was burned out every year.

Inspector Officer moved an amendment that the matter be referred to the committee on real estate. The amendment was carried, seven for and four against.

Inspector Murphy urged the necessity of putting more insurance on the High school. He moved that the insurance be increased from \$75,000 to \$125,000.

Inspector Officer moved an amendment that the building be insured to the full extent of the underwriters' limit. The amendment was carried.

Bids were opened for vaults to outhouses. Inspector Willis moved the bids be rejected and new proposals be asked for. Carried.

Inspector Berlandi drew attention to the fact that second hand desks were among the new furniture for Humboldt school. He knew something of the origin of the matter. Certain ladies in the High school and other buildings thought they liked the new desks and so their old ones were sent over to the Sixth ward. What was not good enough for the High school was not good enough for the Sixth ward. The matter was referred to the committee on supplies for a full investigation.

Superintendent Wright explained that the reason the report of the instructor on music was not incorporated in the annual report was that it was not received in time.

Inspector Officer moved that a piano be purchased for Madison school.

Inspector Gilbert stated that several pianos were wanted.

Referred to the committee on music to investigate and report.

Inspector Willis moved that the superintendent be asked to report at the next meeting if the substitute of algebra for arithmetic

in the past year at the High school has been of advantage to the school. Adopted.

Some considerable discussion was evoked by Mr. Boyd's bill for auditing a printing account. It was thought by members of the board that \$15 for auditing a \$300 bill was a stiff charge. Inspector Berlandi explained that the expert on printing had gone completely through the superintendent's annual report and measured page by page. It was generally conceded that it would be better to leave the matter with the contractor than to pay at such a rate for auditing every little printing account.

Bills to the amount of some \$8,000 were passed and the board adjourned.

JOHNSTON STILL FLYING.

He Goes Around the Lexington Track in the Remarkable Time of 2:08.

The St. Paul Team Takes a Terrible Wounding at Lexington.

McCauley Gets the Best of Mitchell in a Four Round Fight.

Base Ball Yesterday.

At Cincinnati—Cincinnati 15, Boston 11