AMERICAN RAILWAYS

The Interstate Commerce Commission Issues Its Third Annual.

One Hundred and Sixty-Three Thousand Five Hundred Miles of Road.

The Gross Earnings of All Lines Over a Billion Dollars.

Seventy-Four Companies Do at Least 80 Per Cent of All Business.

WASHINGTON, Nov. 29.—There will be issued this week from the statistician's office of the interstate commerce commission the third annual report on the "statistics of railways in the United States." This report gives comprehensive statistics covering the operations of railways for the year ending June 30, 1890, and a statement of earnings from passenger and freight service, together with operating expenses and fixed charges for the nine months ending March 31, 1891. A marked feature of this report, which adds greatly to the value of its statistics, is the division of all statistics into ten territorial groups, as shown by a map, by which the differences in conditions of operation in various parts of the country are clearly brought to notice. Formerly all statistics have been massed for the entire country, and the averages deducted have been for all the roads in the Uniten States. The comparisons rendered possible by this report show marked differences in the different parts of the country.

Mileage—Railway mileage in the United States June 30, 1890, was 163,597.05 miles; the increase in railway mileage brought into operation during the year was 6,030.60 miles. Michigan shows the largest increase in railway mileage during the year, being 439.08 miles, and Georgia comes next with an increased mileage of 437.94 miles. Group V. made up of the states of Kentucky, Tennessee, Mississippi, Alabama and Florida, shows an increased mileage of 1,370.32 miles during the year. The total length of track for the United States, including all tracks, sidings and spurs, is 209,060.67 miles.

Number of Corporations.—The number of railway corporations on June 30, 1890, was 1,797. Of these 87 are classed as private roads, with a total mileage of 816 miles. Nine hundred and twenty-seven of these corporations are operating companies and 735 are subsidiary companies, that is to say, the mileage which they own is leased to other companies for the purpose of operation. Twenty-two companies, representing a mileage of 1,646.10 miles, have been reorganized during the year, and thirty-four companies, representing a mileage of 1,906.87 miles, have merged their corporate existence into other corporations. Fifty companies, representing a mileage of 6,196.04 miles have been consolidated with other companies. Thus 8,101.91 miles of line have, during the year, disappeared as independent companies.

Forty railway corporations operate 77,872.63 miles of line, or 47.51 per cent of total mileage. The average length of line for these forty roads is nearly 2,000 miles. There are seventy-four companies in the United States whose gross income is $837,000,000 out of a total gross income of all railways in the country of $1,051,877,632; that is to say seventy-five railway corporations receive 80 per cent of the total amount paid by the people of the United States for railway service.

Equipment—The total number of locomotives in the United States is 29,428, of which 8,384 are passenger locomotives and 16,140 are freight locomotives. This shows ten freight locomotives and five passenger locomotives for each hundred miles of operated line. The number of cars used on the railways of the United States is 1,164,138, of which 28,511 are in the passenger service.

The number of cars per 100 miles of line is 744. The number of tons of freight carried one mile per freight engine is 4,721,657, and the number of passengers carried one mile per passenger engine is 1,413,142. Figures of this sort measure the economy of transportation by rail. The larger portion of equipment is found on railways in the Eastern and Middle states. Thus in the New England states, group I., there are twenty-eight locomotives per 100 miles of line; in the Middle states, group II., forty-six locomotives per 100 miles of line, while in the states west of the Mississippi, group X. excepted, the number does not exceed twelve locomotives per 100 miles of line. The number of locomotives fitted with train brakes is 20,162 and the number fitted with automatic coupler 955. The number of cars fitted with train brake is 128,241 and the number of cars fitted with automatic coupler is 114,464. When compared with the total number of locomotives and cars, it appears that much remains to be done in the matter of train brakes and automatic couplers.

Men Employed—The total number of men employed on the railways of the United States is 749,301, being an increase of 45,558 over the number employed in 1889. The average number of men employed per 100 miles of line on all roads is 476. In the New England states, group I., the average number per 100 miles of line is 716; in the Middle states, group II., it is 1,167; in group IV., covering the states of Virginia, North Carolina, South Carolina and part of West Virginia, it is 386, and in the various sections of the Western states the number ranges from 250 to 328 per 100 miles of line. These figures indicate the increased density of traffic in the Eastern and Middle states, groups I. and II. respectively.

Value of Railway Property—The 156,404.06 miles of lines, which is made the basis of statistics in this report, is represented by railway capital to the amount of $9,459,444,172, which is equivalent to $60,481 per mile of line. Assuming that the remaining mileage is capitalized at the same rate, the total capitalization of railway property in the United States would be $9,894,483,400. The increase in railway capital for the year ending June 30, 1890, over railway capital for the previous year, is $444,268,798; of this amount, $280,000,000 at least is due to the increase in capitalization of lines already in existence. The proportion of railway capital represented by stocks is 46.82 per cent of the total railway capital. The amount of stock per mile of line is $38,322, and the amount of outstanding obligations, including bonds, equipment, trust obligations, etc., is $29,262. There are marked differences in the capitalization of railway property in various sections of the country. In the middle states—group II., for example—railway capital is outstanding to the amount of $118,656 per mile of line. In California, Oregon, Washington and other states and territories constituting group X., railway capital is outstanding to the amount of $87,104.

The roads which converge in Chicago, lying east of the Missouri river, that is, group VI., are capitalized at $47,645 per mile of line, which fairly represents the capitalization in the other sections of the country, exclusive of the middle states and the Pacific slope.

The capitalization of railway property is largely in excess of its market value. The interest on railway bonds and the final net earnings available for dividends may be accepted as the amounts accruing to the owners of railways on their investment. The amount paid in interest was $226,417,937; the final net earnings were $106,967,984. If the sum of these amounts be capitalized at 5 per cent it shows that the value of railway property considered as an investment, estimated on the operations of railways for the year ending June 30, 1890, was $6,667,718,420, which is equivalent to $42,631 per mile of line.

Public Service of Railways—The number of passengers carried by the railways of the United States during the year was 492,430,866. The number of passenger miles, that is to say, the aggregate number of miles traveled by all passengers, was 11,847,785,617. This shows an average journey of 24.06 miles per passenger. Passenger train mileage for the same period was 285,575,804, showing the average number of passengers carried in a train to be 41.

The number of tons of freight carried by the railroads of the United States during the year covered by the report was 636,441,617; the number of tons carried one mile was 76,207,047,298. This shows the average carry per ton to have been 119.74 miles. Freight train mileage was 435,170,812, showing the average number of tons per train to have been 174.05.

The number of passengers carried one mile per mile of line for the railways of the entire country was 75,751. The number of tons of freight carried one mile per mile of line was 487,245. These figures measure the density of traffic. If corresponding figures be given for the various groups into which the territory of the country is divided, it shows that the number of passengers carried one mile per mile of line in the New England states, group I., was 233,530, and in the Middle states, group II., 184,121. This shows the greater density of passenger traffic in the districts named. The number of tons of freight carried one mile per mile of line in the Middle states was 1,348,107 and in Indiana, Ohio and in the southern peninsula of Michigan, Group III., it was 793,762; in the Gulf states, Group V, it was 304,365, and on the Pacific slope, Group X., it was 191,806. These figures show how diverse are the conditions, so far as density of traffic is concerned, under which the railways in the various sections are operated.

The revenue per passenger per mile of line for all the railways in the United States was 2.167 cents; the average cost of carrying one passenger one mile was 1.917 cents. The revenue for carrying a ton of freight one mile was .941 cents; the cost of carrying a ton of freight one mile was .604 cents. The revenue from a passenger train run one mile on all the railways in the United States was $1.08.041; the cost of running a passenger train one mile was 80.984 cents. The revenue from a freight train running one mile was $1.65.434; the average cost of running a freight train one mile was $1.05.711. These figures show the margin from which railways must secure their profit in the business of transporting passengers and freight. The revenue per ton and per passenger per mile differ greatly in the various sections of the country. The lowest receipts per ton per mile are in the states of Indiana, Michigan and Ohio, group III., being .695 cents. The highest rate of revenue is found on the Pacific slope, group X., it being 1.651 cents. The lowest receipts for carrying a passenger one mile are found in New England states, Group I., being 1.912 cents. The highest receipts for carrying a passenger one mile are found in Louisiana, Texas and New Mexico, group IX., being 2.583 cents. These figures represent the average of charges, and not the rates on any particular commodity or for any particular trip.

Accidents—The total number of persons reported by railways as killed during the year was 6,320, and the total number reported as injured was 29,034. Of the total number killed, 2,451 were employes, 285 passengers, and 3,584 were classed as other persons. In this latter figure are included the large number of suicides. Of the total number injured 22,390 were employes, 2,444 passengers, besides 4,200 unclassified. If the number of employes killed be assigned to the total number, it appears that one death occurs for every 306 men employed on the railways, and one injury occurs for every 33 men employed. The largest number of casualties occur to men engaged directly in handling trains. Thus while trainmen represent but 18 per cent of the total number of employes, the casualties sustained by them account for 58 per cent of total casualties. A passenger riding continuously at the rate of thirty miles an hour might expect immunity from death by railway accident for 1,700 years, but an engineer, brakeman or a conductor, under the same conditions, is liable to fatal accident at the expiration of forty years. The most common accident to which railway employes are liable results from coupling and uncoupling cars. The total number of casualties that can be traced to this source is 8,210, of which 369 were fatal.

PARNELL IS DEAD.

Balfour Shows That the Conservatives Realize the Fact.

EDINBURGH, Nov. 28.—Hon. Arthur J. Balfour, first lord of the treasury, attended a Conservative meeting here today, and in the course of his remarks, referring to Ireland, he said that Great Britain would never again see a gigantic agrarian conspiracy, fed by American funds, raise its head in Ireland. He did not believe that ever again would be seen anything like such obstruction and defiance as was thrown into the teeth of the British parliament by a few Irishmen. Mr. Balfour said that the country had successfully emerged from its greatest difficulties. All that Ireland now wanted, he declared, was a firm, liberal and kind government. If only Mr. Gladstone abstained from advocating impossible legislative remedies, Mr. Balfour was confident that a permanent cure of the Irish troubles was effected.

STILLWATER NEWS.

Pohlman to Be Taken to Center City This Afternoon.

Herman Pohlman, the murderer of Fred Tang at Center City, will be taken thither this afternoon for trial. Although the murderer admits that he killed Tang, he believes that he will be cleared, or that he will at least receive a light sentence. Pohlman is a German, almost unable to speak the English language.

Dan McPherson, an employe at Andrew Gordon's camp on Eau Claire lakes, Wisconsin, was brought down yesterday, having fractured his left leg below the knee. The accident was caused by a falling limb. He was conveyed to his home, where the fracture was reduced by Dr. B. J. Merrill.

An unusually large number of woodmen have departed for the northern pineries, where everything is running along smoothly. The log cut the coming season will be considerably larger than expected earlier in the season, and will not fall much short of last year.

The local lodge of Elks will hold a public meeting at the Grand opera house next Saturday evening in honor of its departed brethren. Several prominent speakers will address the gathering.

Judge Williston will reconvene the fall term of the district court today for the trial of court cases. The petit jury is called to appear next Monday.

MARCELLA SEMBRICH,

the celebrated vocalist, highly recommends the Soden Mineral Pastilles: "I cannot help informing you of the splendid effect of the Soden Mineral Pastilles in the case of vocal indisposition. Their influence on the entire organism is so excellent, that I continually use them, and I must warmly recommend them to all my colleagues."

The "genuine" Soden Pastilles must have the signature of "Eisner & Mendelson Co.," Sole Agents, around each box.

THE KENRICK JUBILEE.

Catholics Gather at St. Louis to Celebrate a Great Man's Achievements.

Yesterday Marked His Fiftieth Year as the Bishop of St. Louis.

More Distinguished Catholics Together Than Ever Before in America.

Archbishop Ireland Takes a Prominent Part in the Day's Festivities.

ST. LOUIS, Mo., Nov. 29.—Of all the days in the calendar year this has been the day of days for the Roman Catholics of the United States. From the Atlantic to the Pacific, and from the lakes to the gulf, dignitaries and laymen of the Catholic church in America have come to celebrate the achievements of a great man's life. Today began the celebration of the golden jubilee of Peter Richard Kenrick, bishop of the archdiocese of St. Louis for the past fifty years. Solemn services of thanksgiving were held in all the Catholic churches of this city. In most of them visiting prelates officiated and sermons germane to the occasion were delivered by visiting orators. At the cathedral Rt. Rev. John Hennessey, of Dubuque, pontificated. At St. John's church Archbishop Ryan celebrated pontifical mass, and Bishop Keane, of Washington, preached the sermon. At St. Francis Xavier's church Archbishop Janssens, of New Orleans, said mass, and Bishop Moore, of St. Augustine, Fla., preached the sermon. At St. Alphonsus Archbishop Gross pontificated. Archbishop Feehan, of Chicago, celebrated mass at St. Bridget's, and Bishop Hogan, of Kansas City, delivered an

Oration on Archbishop Kenrick.

Bishop Hennessey, of Wichita, Kan., pontificated at St. Leo's, and Father Nugent, of Cape Girardeau, preached; Bishop Rodemacher, of Nashville, pontificated at St. Joseph's church and the sermon was delivered by Bishop Marty, of Sioux Falls; Bishop Scanlon, of Salt Lake City, celebrated high mass at the Church of the Annunciation and Father Head, the pastor, preached; Bishop Stephen Ryan, of Buffalo, N. Y., officiated at St. Vincent's church; Archbishop Katzer, of Milwaukee, at Peter and Paul's, and Bishop Fink at St. Mary's; Bishop Rourke, of Cheyenne, and Rt. Rev. Fenton Mendweiler officiated at St. Anthony's church, Bishop Bronacum at St. Patrick's, and Bishop Spalding at the Immaculate Conception. The celebration which began this morning will be in keeping with the noble character of the venerable and venerated prelate. No event in the Catholic church in America has brought together so many distinguished dignitaries. All the church ecclesiastists will be present, and his holiness, the pope, has sent a representative with a gift. In St. Louis the interest has not been confined to Roman Catholics. Many prominent citizens of all creeds have given of their time and means to aid in making the occasion one of the greatest of its nature ever witnessed. The Christian brothers gave an entertainment today in honor of the most Rev. Archbishop Kenrick at their college. Various prelates and churchmen were present. The entertainment was of a musical and literary character, and was given under the direction of the Kenrick Literary society. Music was rendered by the college orchestra and several essays were read. After the recitation of an ode by Griswold Smith, entitled "Our Archbishop," the orchestra concluded the exercises with the jubilee march.

Archbishop Ireland's Lecture

at Music hall tonight was a prominent feature of the festivities. The distinguished prelate is one of the most forcible speakers in the Catholic church. All sorts and conditions of men were anxious to hear and see this prince of the church, whose name has become a by-word in American public life, and therefore the hall was crowded. He is known to the politician by reason of the vast influence he wields, to the Grand Army through the ties of loyalty and comradeship, to the temperance man by his unflinching stand for the principle of total abstinence, but above all he is known to the workingmen, to whose cause he has devoted much of the energy of his mind and the eloquence of his tongue. His subject was "The Church and Workingmen." A feature of additional interest was the fact that Cardinal Gibbons attended the lecture. He was introduced to the audience and occupied a seat on the stage. At the close of the lecture the cardinal and Archbishop Ireland held an informal reception for about half an hour. The jubilee mass will take place tomorrow morning in the old cathedral on Lower Walnut street, which has stood there since 1834. Owing to his advanced age—eighty-five years—Archbishop Kenrick will not officiate as celebrant, that duty being assigned to his eminence, Cardinal Gibbons. The jubilee sermon will be delivered by his grace, Archbishop Ryan, of Philadelphia. He is familiarly known here, where he resided many years and was much beloved, as Father Ryan.

A Jubilee Banquet

will take place tomorrow afternoon at the Lindell hotel. The banquet will be in honor of Archbishop Kenrick and his guests, the visiting clergy. Invitations have been issued to the archbishops, bishops and other leading dignitaries of the church, and will be a clerical affair throughout. Speeches will be made after the courses are finished. The grand torchlight procession Monday night is expected to be a splendid affair, every effort having been exhausted to make it memorable. Between 25,000 and 30,000 men will participate. Tuesday morning at Music hall several thousand children will raise up their voices in hymns of rejoicing and praise, and in the evening at the same place all the Catholic choirs in the city will unite to render one of the most significant musical compositions ever produced. The main social event of jubilee week will be a reception at the Marquette club Wednesday morning. The reception is given in honor of Archbishop Kenrick and the visiting clergy. The Catholic Knights of America will tender a reception to Archbishop Janssen, of New Orleans, the supreme spiritual director of the organization, Wednesday evening at Music hall, in the Exposition building. The Knights intend to make the occasion one of the features of the week as a demonstration. They propose to show that the recent trouble which disturbed their ranks has not in the least tended to produce discord among them. After the fixed features of the jubilee are over, the remainder of the week will be given over to a round of pleasures and social honors of different descriptions.

NEW BOOKS.

"The Lovers' Year Book of Poetry" contains a poem for each day of the year from January to June, and is one of the daintiest of the holiday books. The love poems are selected from the best of English authors, with an exquisitely delicate taste. Some old favorites will be found among the selections, and here and there a charmingly tender new poem.

"A Pinch of Experience" is a well-written story of a country girl's visit to London. It is not a love story, and is, in fact, merely a character story. The people are not always pleasant, but are so true to life that the book is very entertaining reading.

"The Lost Colony" is a thrilling story of love and adventure, full of varying scenes, wonderful situations and startling incidents. The delineations of Southern life and character are marked by fidelity and truth, and give many glimpses of the picturesque. The descriptions of war and military exploits which form one of the strands of the narrative are evidently the work of one who knows the dangers and fascinations of warfare. They are especially notable for the impartial way in which they treat the vexed questions of those troublesome times, showing both sides of the shield with rare clearness and justice. The different personages of the story stand out in sharp contrast to each other, affording a great variety of characterization. Whoever follows the fortunes of the people who figure in the book through their strange vicissitudes and journeyings will be anxious to go with them to the very end, which is itself novel and unexpected. The lover of strange adventures by land or sea, in war and love, will find plenty of entertainment between the covers of "The Lost Colony," leaving pleasant impressions.

Stephen Fiske contributes to holiday literature a volume of delightful "American Short Stories." They are dramatic and original in plot and style.

"Rose and Lavender" is a wholesome English country story, with a well sustained interest and enough movement to make it good reading.

"Max Hereford's Dream" is a brief sketch advocating prayer for the dead. It is not worthy Miss Lyall's former efforts.

Richard Hovey has given us a new and most displeasing picture of "Arthur's court at Camelot." The king himself is divested of the nobility legend has always accorded him, and becomes of the earth earthly. In "Merlin's Quest" Mr. Hovey introduces a vast number of incongruities. The loves of Launcelot and Guenevere are told in a very modern and erotic fashion in verse that displays such little occasional mechanical errors as the use of toward as a dissyllable.

Flora Haines Loughead, one of the best known Western writers of short stories, publishes as the first of the Gold Dust series "The Man From Nowhere," a well written and dramatic story of a modern Enoch Arden. The series is to contain Mrs. Loughead's short stories, published one each month. "The Fortunes of War" follows, and is awaited with interest.

Books Received.

From the D. D. Merrill company, St. Paul, "Rose and Lavender," by the author of "Laddie." Boston, Roberts Bros. "The Lovers' Year Book of Poetry," by Horace Parker Chandler. Boston, Roberts Bros.

From E. M. Hall, St. Paul, "A Pinch of Experience," by L. B. Halford. New York, John W. Lovell company.

From Mast, Crowell & Kirkpatrick, Springfield, O., "The Modern Cook Book."

From T. B. Peterson & Bros., Philadelphia, "The Lost Colony," by James F. Raymond.

From C. A. Murdock & Co., San Francisco, "The Man From Nowhere," by Flora Haines Loughead.

From P. F. Collier, New York, "The House on the Scar," by Bertha Thomas.

From Benjamin R. Tucker, Boston, "Holiday Stories," by Stephen Fiske.

From United States Book company, successors to John W. Lovell company, New York, "Max Hereford's Dream," by Edna Lyall; "Launcelot and Guenevere," by Richard Hovey.

Very Rich in Ore.

SALT LAKE, Utah, Nov. 29.—An ore body, struck on the 1,500-foot level of the Ontario a few days ago, which, it was found, averaged eighteen inches wide, has been constantly broadening until now it extends the whole width of the drift. It is also of better grade and richer than ever before encountered. The body of water in the Ontario drain tunnel has within the past few days decreased about four inches at the face of the drift. The water in the tunnel is now thirty-three and a half inches deep and five and a half feet wide. The damage done by the flood is not as great as at first expected. Men are busy repairing the damage, but the work cannot proceed till the flow decreases.

Winter Excursions.

"The Burlington" has now on sale excursion tickets, at greatly reduced rates, to all the principal health and pleasure resorts of Florida, North and South Carolina, Georgia, Tennessee, Mississippi, Alabama, Louisiana, Texas, Mexico, California, and to Hot Springs, Ark.; Las Vegas, New Mexico; Eureka Springs, Ark.; Prescott and Phoenix, Ariz. Tickets to all these points will be good from three to six months from date of sale, and with liberal stop-over privileges in most cases. The fast time, sure connections, luxurious accommodations and unrivaled service of "The Burlington" are well known, and make it the favorite route for tourists. For tickets, rates, sleeping car accommodations, and any further information, call at city ticket office, No. 164 East Third street.

The farmers of Dakota have a grievance against the railroads. Their crops are so large that the railroad companies cannot move them fast enough. A deputation has recently been in Chicago to bestir the transportation companies to greater exertion. It is needless to say that there is always something to pester and annoy the poor farmer.—New York Advertiser.

To Old Mexico.

"The Burlington" has now on sale excursion tickets to principal points in Mexico at greatly reduced rates. No more interesting country can be selected for a winter journey. The unrivaled service and accommodations of "The Burlington," with two trains each day to St. Louis, makes it the favorite line. Tickets will be good for three to six months from date of sale, and may be obtained at the ticket office, No. 164 East Third street, where any further information will be cheerfully furnished.

The South Dakota liar is again in the harness. He telegraphs two or three times a week that the Indians are about to go on the war path or do something equally improbable. If the citizens of South Dakota would scalp this liar they would perform a valuable service for their state and country.—Omaha Bee.

DR. PRICE'S Cream Baking Powder.

Used in Millions of Homes—40 Years the Standard.

"No other weekly paper contains so great a variety of entertaining and instructive reading at so low a price."

The Youth's Companion.

500,000 Subscribers.

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"A Yard of Roses."

New Subscribers who send $1.75 now, will receive THE YOUTH'S COMPANION FREE to January 1, 1892, and for a full year from that date. This offer includes the THANKSGIVING, CHRISTMAS and NEW YEAR'S DOUBLE HOLIDAY NUMBERS and all the ILLUSTRATED WEEKLY SUPPLEMENTS. Any person who mentions this paper when subscribing will receive a copy of a beautiful painting entitled, "A YARD OF ROSES." Its production has cost TWENTY THOUSAND DOLLARS. Specimen Copies Free. Send Check, Post-office Order, or Registered Letter at our risk. Address,

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OFFICIAL PUBLICATION

Of Ordinances Passed and Resolutions Adopted by the Common Council of the City of St. Paul.

Ordinance No. 1551—A'y F No. 324—
An ordinance authorizing the occupancy and use of a part of the Mississippi river for a skating rink.

The Common Council of the City of St. Paul do ordain as follows:

Section 1. Permission is hereby granted to Charles H. Parmelee to occupy and use for a skating rink all that tract or river bottom land described as follows: Commencing 100 feet west of the west side of South Wabasha street bridge, near what is known as the pickle works, thence west 400 feet, thence northerly 300 feet, thence east 400 feet, thence southerly 300 feet to place of beginning, said rink to be enclosed with good, substantial fencing all around the same, and proper guards by day and lights by night for the prevention of accidents. And on the close of the skating season of 1891-92 all rights and privileges under this ordinance shall cease, and all fencing timbers, building, etc., shall be removed and the river or territory left in the same condition as it was before the passage of this ordinance.

Sec. 2. This ordinance shall be in force from and after its approval.

Adopted by the Assembly Nov. 10, 1891.
Yeas—Messrs. Banholzer, Costello, Elmquist, McCafferty, McNamee, Oppenheim, Van Slyke, Mr. President—8.
Nays—0.

W. P. MURRAY,
President of the Assembly.

Adopted by the Board of Aldermen Nov. 17, 1891.
Yeas—Ald. Bielenberg, Bott, Copeland, Dobner, Dorniden, Gehan, Melady, Mr. President—8.
Nays—0.

O. O. CULLEN,
President of the Board of Aldermen.

Attest: THOS. A. PRENDERGAST, City Clerk.
Nov. 30.

Ordinance No. 1554—Bd F No. 676—
An ordinance permitting Charles F. Arroll to erect a balcony, coal bins and bay windows on lot 6, block 9, Bazille & Robert's addition to West St. Paul.

The Common Council of the City of St. Paul do ordain as follows:

Section 1. That permission be, and the same is hereby granted to Charles F. Arroll to construct and build a balcony and platform and stairs in the rear of his brick building on South Robert street, in the City of St. Paul: said building is located on lot 6, block 9, in Bazille & Robert's addition to St. Paul, to be built of wood; the size of said balcony and platform to be 45 feet in width and three stories in height, same as street grade, with floor and platform on each story and roofed on top.

Post to be six inches by six inches and attached to said building.

And permission is hereby granted to the said Charles F. Arroll to construct and build on the rear portion of said lot six (6), and in the rear of said brick building, eight coal bins for storing and keeping coal therein for use in said brick building on said lot six (6).

That permission be and is hereby granted and given to said Charles F. Arroll to construct two front bay windows to the said three-story brick building on South Robert street, and one bay window on said brick building on Indiana avenue; the said bay windows extending from the second story floor of said brick building up the entire second and third stories thereof, and to project from the main sides of said building eighteen to twenty-four inches on street line.

All of said work to be done under the direction of the Inspector of Buildings of said city.

Sec. 2. This ordinance shall take effect and be in force from and after its passage.

Passed by the Board of Aldermen Nov. 17, 1891.
Yeas—Ald. Bielenberg, Bott, Copeland, Dobner, Dorniden, Gehan, Melady, Mr. President—8.
Nays—0.

O. O. CULLEN,
President of the Board of Aldermen.

Passed by the Assembly Nov. 24, 1891.
Yeas—Messrs. Banholzer, Costello, Elmquist, McCafferty, McNamee, Murray, Mr. Vice President—7.
Nays—0.

JOS. MINEA,
Vice President of Assembly.

Approved Nov. 27, 1891.

ROBERT A. SMITH, Mayor.

Attest: THOS. A. PRENDERGAST, City Clerk.
Nov. 30.

Bd F No. 698—
Resolved, By the Common Council of the City of St. Paul, That the City Comptroller be, and he is hereby authorized and instructed to include in the tax estimate of 1892 the sum of ninety-nine thousand five hundred forty-seven and 65-100 ($99,547.65) dollars, to be placed in the "general fund" for the purpose of paying assessments made against city property since 1873 up to March 24, 1891.
Adopted by the Board of Aldermen Nov. 17, 1891.
Yeas—Ald. Bielenberg, Bott, Copeland, Dobner, Dorniden, Gehan, Melady, Mr. President—8.
Nays—0.
Adopted by the Assembly Nov. 24, 1891.
Yeas—Messrs. Banholzer, Costello, Elmquist, McCafferty, McNamee, Murray, Mr. Vice President—7.
Nays—0.
Approved Nov. 27, 1891.

Bd F No. 635—
Resolved, That city orders be drawn upon the city treasury, payable out of the "special assessments fund," in favor of the following-named persons, for the amounts set opposite to their respective names:
Stockton & Lindquist, Estimate No. 1, sewer on Payne avenue and Beaumont street, $1,553; Gust Volkmeier, damages on account of change of grade on Winslow avenue, $19.75; C. Stone, Estimate No. 5, grading Randolph street and other streets, $1,369; W. J. Preston, Estimate No. 1, paving Sixth street, $2,582.30; M. Lux, Estimate No. 1 and final, grading alley in J. W. subdivision of B. 27, Arlington Hills, $71; M. Lux, Estimate No. 1, grading alley in block 11, Lewis' Second addition, $72.25; M. Lux, Estimate No. 2 and final, grading alley in block 11, Lewis' Second addition, $12.75; M. Lux, Estimate No. 2, grading alley in C. Weide's subdivision of block 35, $119; M. Lux, Estimate No. 3 and final, grading alley in C. Weide's subdivision, $54; M. Lux, Estimate No. 3 and final, grading Ellis street, $315; O. J. Keough, Estimate No. 2 and final, grading Forster street, $36; G. Bolan, Estimate No. 2, grading Linden street, $153; G. Bolan, Estimate No. 3 and final, grading Linden street, $154; H. C. Huebner, Estimate No. 2 and final, grading alley in block 7, Rice's Second addition, $95; C. E. Sandeen, Estimate No. 4 and final, grading Syndicate avenue, $880; W. J. Preston, Estimate No. 1, sewer on Hague avenue and Victoria street, $882.50.
Adopted by the Board of Aldermen Nov. 17, 1891.
Yeas—Ald. Bielenberg, Bott, Copeland, Dobner, Dorniden, Gehan, Melady, Mr. President—8.
Nays—0.
Adopted by the Assembly Nov. 24, 1891.
Yeas—Messrs. Banholzer, Costello, Elmquist, McCafferty, McNamee, Murray, Mr. Vice President—7.
Nays—0.
Approved Nov. 27, 1891.

By Ald. Copeland—Bd F No. 646—
Resolved, That the Board of Public Works be and they are hereby instructed to remove nine gasoline lamps on Payne avenue, between Minnehaha and Jessamine streets, and place them on the following streets, v z:
One on the west side of Arkwright street, between Case and Jenks.
One on the west side of Arkwright street, between Jenks and Lawson.
One on the northeast corner of Arkwright and Lawson.
One on the east side of Arkwright street, between Cook and Magnolia.
One on the west side of Arkwright street, between Lawson and Cook.
One on the east side of Arkwright street, between Jessamine and Magnolia.
One on the southwest corner of Arkwright street and Geranium.
One on the northwest side of Wells street, between Payne and Edgerton.
One on the east side of Arkwright, between Jessamine and Geranium.
Adopted by the Board of Aldermen Nov. 3, 1891.
Yeas—Ald. Bielenberg, Bott, Conley, Copeland, Dobner, Dorniden, Gehan, Sanborn, Sullivan, Mr. President—10.
Nays—0.
Adopted by the Assembly Nov. 24, 1891.
Yeas—Messrs. Banholzer, Costello, Elmquist, McCafferty, McNamee, Murray, Mr. Vice President—7.
Nays—0.
Approved Nov. 27, 1891.

Bd F No. 651—
In the matter of the report of the Board of Public Works dated Nov. 16, 1891.
It is hereby ordered by the Common Council of the City of St. Paul:
That the Board of Public Works of the City of St. Paul cause the following improvement to be made, to wit: Grade alley in A. Gotzian's subdivision of block 107, Lyman Dayton's addition to St. Paul, in said city.
That said Board cause said work to be let by contract, as provided by law, without one-half the estimated cost being first paid into the city treasury, and after said work shall be placed under contract, said Board shall proceed without delay to assess the amount, as nearly as they can ascertain the same, which will be required to pay the costs and necessary expenses of such improvement upon the real estate to be benefited by said improvement, as provided by law; it being the opinion of the Council that real estate to be assessed for such improvement can be found benefited to the extent of the costs and expenses necessary to be incurred thereby.
Adopted by the Board of Aldermen Nov. 17, 1891.
Yeas—Ald. Bielenberg, Bott, Copeland, Dobner, Dorniden, Gehan, Melady, Mr. President—8.
Nays—0.
Adopted by the Assembly Nov. 24, 1891.
Yeas—Messrs. Banholzer, Costello, Elmquist, McCafferty, McNamee, Murray, Mr. Vice President—7.
Nays—0.
Approved Nov. 27, 1891.

Bd F No. 652—
Resolved, That all proceedings had by the Common Council in the matter of a change of grade on the alley running north and south in block 2, Keller's subdivision of block 11, Lyman Dayton's addition to St. Paul, be, and the same are hereby annulled.
Adopted by the Board of Aldermen Nov. 17, 1891.
Yeas—Ald. Bielenberg, Bott, Copeland, Dobner, Dorniden, Gehan, Melady, Mr. President—8.
Nays—0.
Adopted by the Assembly Nov. 24, 1891.
Yeas—Messrs. Banholzer, Costello, Elmquist, McCafferty, McNamee, Murray, Mr. Vice President—7.
Nays—0.
Approved Nov. 27, 1891.

By Ald. Copeland—Bd F No. 654—
Resolved, That the grade of the alley in block 4, Terrace Park addition, from Dale street to Oakland avenue, as indicated by the red grade line on the accompanying profile, and as recommended by the City Engineer, be, and the same is hereby adopted as the established grade.
Adopted by the Board of Aldermen Nov. 17, 1891.
Yeas—Ald. Bielenberg, Bott, Copeland, Dobner, Dorniden, Gehan, Melady, Mr. President—8.
Nays—0.
Adopted by the Assembly Nov. 24, 1891.
Yeas—Messrs. Banholzer, Costello, Elmquist, McCafferty, McNamee, Murray, Mr. Vice President—7.
Nays—0.
Approved Nov. 27, 1891.

By Ald. Copeland—Bd F No. 655—
Resolved, That the Board of Public Works be, and they are hereby instructed to move a gasoline lamp from the southwest corner of Minnehaha and Payne avenue and place it on the west side of Westminster street, about 300 feet south of Westminster street bridge.
Adopted by the Board of Aldermen Nov. 17, 1891.
Yeas—Ald. Bielenberg, Bott, Copeland, Dobner, Dorniden, Gehan, Melady, Mr. President—8.
Nays—0.
Adopted by the Assembly Nov. 24, 1891.
Yeas—Messrs. Banholzer, Costello, Elmquist, McCafferty, McNamee, Murray, Mr. Vice President—7.
Nays—0.
Approved Nov. 27, 1891.

By Ald. Gehan—Bd F No. 656—
Resolved, That an order be drawn upon the city treasury in favor of Albert Scheffer, President of the Board of School Inspectors, payable out of the fund for the support and maintenance of the public free schools, for the sum of $300, to be used by said President as a contingent fund in his official capacity.
Adopted by the Board of Aldermen Nov. 17, 1891.
Yeas—Ald. Bielenberg, Bott, Copeland, Dobner, Dorniden, Gehan, Melady, Mr. President—8.
Nays—0.
Adopted by the Assembly Nov. 24, 1891.
Yeas—Messrs. Banholzer, Costello, Elmquist, McCafferty, McNamee, Murray, Mr. Vice President—7.
Nays—0.
Approved Nov. 27, 1891.

By Ald. Gehan—Bd F No. 658—
It is hereby ordered by the Common Council of the City of St. Paul:
That the matter of the construction of a sewer on Mount Airy street from Fairview to Linden street, or within said limits, be, and the same is hereby referred to the Board of Public Works to investigate and report:
First—Is this improvement proper and necessary?
Second—Give the Council an estimate of the expense thereof, and state whether one-half of the cost thereof is to be paid into the city treasury before the contract is let.
Third—Can real estate to be assessed for said improvement be found benefited to the extent of damages, costs and expenses necessary to be incurred thereby?
Fourth—Is such improvement asked for upon the petition or application of the owners of a majority of the property to be assessed for such improvement?
Fifth—Send the Council a plan or profile of said improvement, as required by law, if you report in favor of the same.
Sixth—Send the Council a proper order directing the work to be done.
Adopted by the Board of Aldermen Nov. 17, 1891.
Yeas—Ald. Bielenberg, Bott, Copeland, Dobner, Dorniden, Gehan, Melady, Mr. President—8.
Nays—0.
Adopted by the Assembly Nov. 24, 1891.
Yeas—Messrs. Banholzer, Costello, Elmquist, McCafferty, McNamee, Murray, Mr. Vice President—7.
Nays—0.
Approved Nov. 27, 1891.

By Ald. Gehan—Bd F No. 659—
It is hereby ordered by the Common Council of the City of St. Paul:
That the matter of the construction of a sewer on Fairview street from the present terminus of sewer on Jackson street north to the intersection of Arch street and said Fairview, or within said limits, be, and the same is hereby referred to the Board of Public Works to investigate and report:
First—Is this improvement proper and necessary?
Second—Give the Council an estimate of the expense thereof, and state whether one-half of the cost thereof is to be paid into the city treasury before the contract is let.
Third—Can real estate to be assessed for said improvement be found benefited to the extent of damages, costs and expenses necessary to be incurred thereby?
Fourth—Is such improvement asked for upon the petition or application of the owners of a majority of the property to be assessed for such improvement?
Fifth—Send the Council a plan or profile of said improvement, as required by law, if you report in favor of the same.
Sixth—Send the Council a proper order directing the work to be done.
Adopted by the Board of Aldermen Nov. 17, 1891.
Yeas—Ald. Bielenberg, Bott, Copeland, Dobner, Dorniden, Gehan, Melady, Mr. President—8.
Nays—0.
Adopted by the Assembly Nov. 24, 1891.
Yeas—Messrs. Banholzer, Costello, Elmquist, McCafferty, McNamee, Murray, Mr. Vice President—7.
Nays—0.
Approved Nov. 27, 1891.

Bd F No. 661—
Resolved, That city orders be drawn upon the city treasury, payable out of the "water supply fund," in favor of the Board of Water Commissioners for $48.67.
Adopted by the Board of Aldermen Nov. 17, 1891.
Yeas—Ald. Bielenberg, Bott, Cope