

MINNEAPOLIS.

MINNEAPOLIS GLOBES.

Yesterday's real estate transfers aggregated \$71,800. The building permits amounted to \$3,000.

Tonight, tomorrow and night will be the last presentations of "A Knotty Affair" at the Bijou.

The J. C. Duff opera company is "A Trip to Africa" opened at the Grand last night before a large and well pleased house.

A horse owned by the Minnesota Meat company saw his own shadow Wednesday night. He reared up, and falling over, died.

Henry C. Wells, secretary of the industrial union, telegraphed Evangelist B. Fay Mills to conduct a revival in this city next March, and the invitation has been accepted.

"A Still Alarm," with its fire engine, its horses and its striking chimneys, and its window-breaking and its pleasing, earnestly recited, will be the attraction at the Bijou next week.

Henry C. Payne, the Republican boss of Wisconsin, and head of the Milwaukee street railway system, is to be elected to the street railway system and presiding officer of the union.

H. B. Donnan, superintendent of the union depot for several years, has resigned. He will be succeeded by Howard James, recently superintendent of the northern line.

The Great Northern, with headquarters at Burlington, has been reorganized.

Charles F. Scott, the ex-bookkeeper for the Lyman Field & Co. company, who is charged with the embezzlement of \$100,000, was raised in the municipal court yesterday.

A continuance of the examination was granted until Oct. 5.

William Stewart and John Smith were arrested yesterday afternoon by Inspectors Howard and Doyle. The men were wanted in St. Paul for the theft of a lot of clothing.

The men were turned over to an officer of the St. Paul City force.

A mass meeting of the Christian Endeavor societies of the city will be held at 7 o'clock, Monday afternoon and evening.

Col. C. W. Johnson is expected to take the steamer "The Arrow" for Chicago, Monday, Oct. 5.

W. G. Nye has returned from the meeting of the executive committee of the National O. R. E. C. L. Camp, of London.

He reports that the committee will meet on Monday with a number of others of the supreme lodge. Arrangements are being made to entertain them.

It is now learned that the house to house mail collection system recently introduced in Minneapolis will not be introduced in Minneapolis unless the citizens want it.

The system will be put in force in Minneapolis unless the citizens want it. The system will be put in force in Minneapolis unless the citizens want it.

A mass meeting of the Chicago, editor-in-chief of the Master Steam Fitter and associate editor of the Stationary Engineer, has been spending some time in the city.

He intended to lecture before the Minneapolis association of the same name, but has been called away.

Owing to a change in arrangements in Milwaukee, the Chicago meeting in St. Paul will be held on Monday night, instead of Sunday night.

The special train from Chicago will leave on Sunday night, instead of Monday night, and the round trip will be reduced to \$15.

The New Commercial Telegraph and Electric company presented a petition to the finance committee for permission to place wires in the district consisting of the city block Haney street, between the city block Haney street and the city block Haney street.

The matter of granting franchises to private corporations will be the ground for battle.

A circular has been received by the Independent Order of the Free Sons of Israel ordering that the anniversary of the founding of the order be celebrated by the lodges between Oct. 8 and 20.

The letter is from the grand master, John Harberger, of New York, who calls attention to the fact that in America alone are Hebrews accorded freedom of action and thought.

Arrangements were issued yesterday by F. A. Swanson and Hedwig J. Lindquist, Peter Carlson and Annie B. Hanson, Charles Gentry and Angeline, John W. Peterson and Mary Deslappins, Julius Barsch and August Ast, F. W. Longren and Catherine W. Widmark, Charles Strand and Mrs. E. George King and Helen Crocker, Peter Johnson and Angeline, William E. White and M. A. Wilson.

S. G. Cook took out a building permit yesterday afternoon for a two-story brick building on the corner of 202nd and 203rd streets.

He gave the estimated cost of the building as \$20,000. The building inspectors, however, were not satisfied with the plans, and he is to visit the city engineer's office of the architect who was preparing the plans for the building.

He said the building would cost at least \$20,000, and the estimated cost of the building would be \$20,000.

Today is "park day," and the city will be turned over, figuratively speaking, to the school children. The streets will be closed, and the parks will be open to the children.

Grimes whitewashed. The Grimes investigating committee yesterday made a report to the Republican campaign committee.

This report will not be published. It is believed, however, that Grimes is whitewashed, although some members of the investigating committee have expressed themselves as sorry that they ever went into the investigating business.

Grimes, it is learned, frantically besought Mr. Caldwell, of the Eighth ward Democratic committee, to stick to the story about Grimes having called to see about an election judge and nothing else. But that was the true story, and Caldwell never said it was.

Machinery ruined. The Chalker stone saw mill under the Brin Mar bridge, between Laurel and Dupont avenues, caught fire at 11 o'clock last night. The building, which is a two-story constructed frame one, soon went up in smoke. The machinery was ruined, and although the loss amounts to several thousand dollars, the owner, George Mead's big horse barn is directly across from the site, and when the fire broke out there, a panic, almost a riot, ensued.

Heavy Flour Output. The mills ground an immense amount of flour last week, making the heaviest run since the middle of June. The week's production was 295,200 barrels, averaging 34,700 barrels daily, against 178,325 barrels the week before, 164,145 the corresponding time in 1891, and 174,250 barrels in 1890.

About all parties are sold ahead, and there is an effort being made to get out all the flour possible before the close of navigation. The flour market has been rather improved, the firmness in wheat for a few days helping matters, owners want the export trade is dull.

HOW WE'RE GUARDED.

Exhaustive Report on the Quarantine Arrangements of Eastern Cities.

Populists Do the Bidding, in City Convention, of Republican Advisers.

James Fogarty, Highwayman, Makes a Desperate Dive for Liberty.

John V. Ryden and His Queer Actions—Doings of the Courts.

The committee on health and hospitals met yesterday. The report of the committee on the quarantine systems of the East and Canada was adopted and is printed below. It is one of the most exhaustive reports ever printed and reports of the kind ever printed and will prove of inestimable value to city authorities and health officials.

"Acting under your instructions, I have directed an examination of the quarantine systems of the East and Canada, and have the honor to report that the first point examined was the Canadian side, where we found Dr. F. D. Foy, an American health officer, on duty examining immigrants as they came ashore.

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THE SAINT PAUL DAILY GLOBE.

FRIDAY MORNING, SEPTEMBER 30, 1892.

accepted as a genial welcome, and gave us all the information asked for, and treated us royally as his guests.

"Montreal has nothing of any interest except a motion before her council advising several amendments.

"Boston—The quarantine station is located about five miles down the harbor, upon an island about half a mile long and a quarter of a mile wide.

There is upon this island a total of eight buildings, with a bath house in process of erection. First, the home of the quarantine station, a small, two-story hospital, capable of accommodating twenty cases; third, the fever hospital, a two-story building, with a bath house; fourth, a square box used for a room to steam clothing without any hoses, ropes, or other contrivance, except to hang clothing upon. It is seven feet wide, ten feet high and twelve feet long, made of pine lumber, with holes in the side for the admission of steam from the boiler of the quarantine steamer. The other four buildings are frame and of small dimensions, suitable for a few people detained on suspicion.

The Quarantine Station of New York is quite extensive, including a large island, Swinburne, Fire Island, Starbuck Island, and Camp Lowe (United States marine station).

The principal stations of interest, Swinburne is equipped for hospital patients, with hospital, bath rooms, fumigating apparatus, and furniture for the destruction of all infected materials or substances capable of spreading disease germs. Bichloride solution, chlorine gas and other antiseptics and disinfectants are used profusely. A corps of doctors, nurses and servants, numbering forty in all, constitute the force on this island alone; each using the utmost sanitary precautions to prevent the contraction of disease themselves, or possibly spreading it to others.

Prepared for detention purposes has commodious quarters and sterilizing apparatus of sufficient capacity to accommodate eighty immigrants at one time, or in other words, the baggage of eighty immigrants can be stored in one day, and the temperature of 290 deg. is certain death to all forms of disease germs, 127 deg. being considered sufficient to kill cholera germs. Bath houses and other measures for comfort and health are provided.

The Quarantine Station is carefully washed with bichloride solution, and it seemed to us that every precaution possible for the prevention of the spread of cholera was in full operation. This station has done good work, and its merits ought to be recognized.

The only real means of combating cholera was one box car side-tracked, to which was attached one end of a rubber hose, the other end connected with a stationary steam engine about 100 feet from the car; clothing was hung on ropes inside the car and the doors closed, while steam was turned on for two hours, when articles of clothing were removed there were saturated with moisture. There was no thermometer to indicate the temperature in the car, and no means for telling positively whether the proper degree of heat to insure protection had been reached. No provision was made for sterilizing trousers or clothing worn on the person of the immigrants. No bathing rooms or work closets, except on which contained twenty-seven immigrants, the accumulation of night soil and refuse, and the ground upon which the car stood for a period of twenty days, and the foul odors arising therefrom, is, in our opinion, sufficient reason for a rapid and complete removal of the car and its surroundings of those unfortunate people. Provision made by the Canadian Pacific Railroad corporation at Quebec for the

Reception of Immigrants and the consideration of their comforts are commensurate—a building 450 feet long by 50 feet wide, with a total area of the building is 23,000 feet, the "L" 100 feet. The "L" part, first story, is divided into two sections, the upper part being rooms and water closets. Each room was found clean and in good sanitary condition, well supplied with heat, light and ventilation. The building is a two-story and a half frame structure, divided into long waiting rooms, and a large hall, where a matron in charge. Taken as a whole, the building is commodious and well adapted to the wants of the immigrants.

A box car stands on the side track, near the wharf where the baggage is loaded and unloaded. The car is filled with clothing the doors are closed, and the steam turned on for two hours, when articles of clothing were removed there were saturated with moisture. There was no thermometer to indicate the temperature in the car, and no means for telling positively whether the proper degree of heat to insure protection had been reached. No provision was made for sterilizing trousers or clothing worn on the person of the immigrants. No bathing rooms or work closets, except on which contained twenty-seven immigrants, the accumulation of night soil and refuse, and the ground upon which the car stood for a period of twenty days, and the foul odors arising therefrom, is, in our opinion, sufficient reason for a rapid and complete removal of the car and its surroundings of those unfortunate people. Provision made by the Canadian Pacific Railroad corporation at Quebec for the

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