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BY LEWIS BAKER.

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TODAY'S WEATHER.

WASHINGTON, Feb. 8.—For Minnesota: Local snows; easterly to southerly winds, becoming variable; probably colder by Friday morning. For Wisconsin: Increasing cloudiness and slight snow; warmer; southerly winds. For Iowa: Light snow; warmer in southeastern portion; southerly winds. For North Dakota: Local snows; variable winds; warmer, followed by colder. For Montana: Slight snows; variable winds; probably colder by Friday morning. For South Dakota: Light snows; variable winds; probably colder by Friday morning.

GENERAL OBSERVATIONS.

UNITED STATES DEPARTMENT OF AGRICULTURE, WEATHER BUREAU, WASHINGTON, Feb. 8, 6:58 p. m. Local Time, 5 p. m. 75th Meridian Time.—Observations taken at the same moment of time at all stations.

Place of Observation.	Height of Barometer.	Exposed Thermometer.	Place of Observation.	Height of Barometer.	Exposed Thermometer.
St. Paul	30.20	18	Havre	29.94	—4
Duluth	30.18	8	Miles City	30.08	—4
La Crosse	30.24	14	Helena	29.94	2
Huron	30.00	8	Calgary	29.98	—8
Pierre	30.04	6	Minnedosa	30.02	—8
Moorhead	30.08	—4	Med'e Hat	30.04	—6
St. Vincent	30.10	—4	Qu'Appelle	30.12	—12
Bismarck	30.08	2	Sw't Cur'ent	30.06	—2
Ft. Buford	30.10	—4	Winnipeg	30.04	—4

—Below zero. E. C. THOMPSON, Observer Weather Bureau.

IF HAWAII wants a protectorate what's the matter with giving her McKINLEY and his bill?

EX-SENATOR CARLISLE is an adept at playing solitaire. He might drop in of an evening and show HARRISON how to play it.

THE dry rot has reached the vitals of any party when suspicion of treachery in the use of its campaign funds finds ground.

THE Wisconsin legislature is considering a bill to require parties contemplating marriage to take out a license. Should it be enacted Hudson will cease to be Minnesota's Gretna Green.

CHARLEY MITCHELL is on his way to America, and declares vengeance on all who have said bad things about him while he was in prison. The windy "pug" always talks when he is out of reach.

ONE railway company, it is said spent $25,000 at the last session to get the personal liability limit reduced from $10,000 to $5,000. All of which accounts for the active and intense interest taken in H. F. 716 at that session by some legislators.

A GOOD deal that is otherwise mysterious is accounted for by the Indian legend that some Menomonee papooses chased a skunk into the river there and gave it the name of Chicago, the Menomonee for drowned skunk. It explains a great deal.

SENATOR HILL has left an anxious country as much in doubt of his position on free coinage by his latest speech as he did by his Elmira speech. It is not a topic involving any difficulty of statement of views pro or con where language is not regarded as a means of concealing thought.

THE ADAMS family have had the federalism of the earlier members of the family thoroughly burned out of them. JOHN QUINCY ADAMS, grandson of the sixth president, who is mentioned by the cabinet makers, is a thorough-paced Democrat with no taint of paternalistic federalism in him.

THE special-law amendment is tangling up some of the schemes of city government, and it is proposed to introduce a bill resubmitting it to the people. If the introducers are anxious to ascertain how hard a people can sit down on a constitutional change let them try such a one.

WILLIAM BETTING, a Philadelphia retired merchant of much wealth, has been missing five days, and the police of the Quaker City are making every effort to find a trace of him. He'll probably turn up when the game is over. Many a man has put in a week or more at a time in some secluded room at betting.

SENATOR DONNELLY lost a cent in buying that silver dollar of Senator DEAN. While their debate was going on silver sold at 84 cents an ounce, which makes the metal value of the dollar 65 cents. By the way, had Senator DEAN told DONNELLY that he might have the dollar for 66 cents after he had effaced the die marks or had melted it, he would have turned the point of the Sage's sally.

SENATOR DAVIS voted to repeal the SHERMAN silver-purchase act. Was the senator right in this, or was he right when, in the campaign of '90, he paraded this bill as one of the great and good things his party had done and cited as proof of its beneficence that it had raised the price of silver to $1.21 an ounce, and that wheat had been carried up along with it? Or was he then again "swept away by an exuberant imagination?"

THE Panama papers are asserting that Uncle Sam promises to take hold of the Panama project, and complete it. Well, he hasn't made any very hard promises to that effect. When he gets through the cases of his subjects who have had a dip in it he'll probably conclude he has had enough of the business. The impression seems to prevail in his domain that there are more feasible and less expensive routes across the isthmus.

JUDGE SEVERANCE, of the Sixth judicial district, decided at Mankato yesterday that when a court suspends a sentence the prisoner is legally free. If this is the law it would seem that it should be changed so as to admit of suspending sentences, for if every municipal and criminal court lives up to the law a good many brought before it must serve terms where better results could be accomplished by placing a suspended sentence over them.

SOME MORE "OVERAGES."

The GLOBE has it on an authority which no man would doubt were he told it, that one elevator at Duluth had an "overage" of 75,000 bushels of wheat when it cleaned up the crop of '91 last summer. This, following on the heels of an investigation which showed, through all the whitewash, overages aggregating several hundred thousand bushels, shows that the system has not been mended since then.

How do these overages come about? The state has a lot of men appointed by it, but paid by the farmers, who se business it is to weigh into these elevators the grain received. It is their duty to weigh out the grain sent away. If they do their duty there could be no gain; there might be a loss from the natural shrinkage. If they do not do their duty; if they let grain go in at less than its actual weight, there will be gains.

It was urged during the investigation that the overages were but a trifle per bushel handled, as if that could excuse a steal which aggregated hundreds of thousands of dollars. The difference is only one of degree between the track thief who takes a bushel and the elevator agent who sets his scales to take an ounce out of each of a million or more bushels, or the weighmaster who connives at it; they are thieves all, taking that which is not theirs.

It is inevitable in such large transactions, it is urged in explanation. If so, then it is because of uncontrollable incidents of the methods, and these are as apt to produce a shortage as a gain. Why is it that always there are overages and never shortages? Why are the quantities always plus and never minus?

The present system does only what it was intended to do when built; it buttresses the elevator men. It enables them to say to the shipper whose grain is short, "We can't help it; it isn't our fault. There is the state weighmaster's certificate." If the weighmaster were strictly honest, and his scales rightly adjusted, it would settle it. But if he weren't, or his scales weren't, if he was interested in making overages, it would not settle it. The fact is that all weighmasters are not honest, and this puts under suspicion all their certificates. The incident is recalled of the suspicious dealer who ordered some forty cars of his wheat weighed out of a Minneapolis elevator for alleged shipment East, getting a weighmaster's certificate of weight. He then ordered them taken to another elevator in the same city and unloaded the same day, getting again a weighmaster's certificate of weight. There was a large difference between the two weights. The case was too glaring, and the elevator company settled it. There is great opportunity for collusion; there is strong inducement for collusion, and it is too much to expect that there will be no collusion.

TAX HUNTING.

Were MACAULAY'S New Zealander to visit the halls of legislation of our state and examine the bills introduced relating to taxation he would conclude that the question was a new and important one with which the Solons were unfamiliar. He would not infer from it that there had been centuries of legislation on this subject; that nation after nation and state after state had spent effort, time and money in trying to devise some system which would compel men to bear their equal and proportionate share of the general burden.

Bills to tax incomes; bills to tax inheritances; bills to tax mortgagees; bills to tax railroad lands; bills to tax express, telephone and other companies, and one bill, worthy of DRACO, purposes to put the owners of hideable personal property on the rack, and set the inquisitorial powers of the courts at work to compel them to divulge their hidden wealth to the tax gatherer.

All efforts in this direction have always failed, and always will fail, because there is no man so cunning as to be able to devise a method of taxation which other men would not be cunning enough to avoid. The makers of safes have given up trying to make a safe which a burglar cannot get into, and have fallen despairingly back on making one which he cannot get into in the ordinary working hours of those chevaliers d' industrie.

If experience teaches anything it is that the true direction is in making fewer instead of more articles carry the load. Natural monopolies like mines should be held to be the state's property, and made to yield as large revenues as possible. Artificial monopolies like railway street car companies, telephones and telegraphs should be made to share their earnings with the public which gives them existence. Some day when this mad hunt for taxable things and drastic methods shall have run its course and broken down with its own weight there will be a quick and sharp return to a very few sources of revenues. But that time evidently is not now, and the legislature is supplying ample evidence that it is not.

NEBRASKA'S NEW SENATOR.

The first time in the history of the state, Nebraska has elected a senator who is not a Republican. The election of a Populist does not speak well for the sagacity of the Republican party of the commonwealth. The Democrats held the balance of power, and the Republicans knew that it was simply out of the question to elect a Republican. The Democrats gave them distinctly to understand that it was either a Democrat or a Populist. The Democrats disliked the Populist quite as much as the Republicans did. There was the opportunity of the Republican party to break the power of the Populist party in Nebraska by voting for the best man of the Democratic candidates. MORTON and BOYD were men against whom their only objection could be that they were Democrats. They were infinitely better than the candidate of the Populists. But they preferred rather to stand by a forlorn hope, and permit a man whom they detested, than to take the step which would elect a far more creditable man and defeat for good the party of wild ideas. The Democrats come out far better. ALLEN has Democratic inclinations and will undoubtedly vote with the Democrats in the senate where he can gain nothing by voting for measures of his own party. It was blind folly on the part of the Republicans, and they will reap their reward.

THE PARTY OF PARTISANSHIP.

The Republican party has gone to seed. Its chief aim seems to be partisan purpose. The evidences of this fact are most numerous, but one of the most striking is its attitude upon the appointment of JACKSON to the United States supreme bench. The majority of the Republican press has nothing but censure for President HARRISON in the matter. A resolution commending him for the step managed to pass the house of representatives of Michigan, but when it reached the senate it was tabled with a yell. That President HARRISON should rise above party so far as to make an effort to lift the supreme bench out of party mire is incomprehensible to his party. Judge JACKSON has himself spoken upon the subject, regarding it as a grand step in the direction of raising the bench above party, with which it should have nothing to do. There are too many CLARKSONS in the Republican party. The long power it has enjoyed has made its members narrow and selfish. Office and not principle is its guiding star. The force bill is the measure of its breadth. The people have buried it and performed one of their greatest works.

COMPTROLLER MCCARDY apparently thinks that the change in the spelling of his office has changed its powers and duties, and that he is really a controller. Instead of confining himself to examination of contracts to see if authorized by existing law, he vetoes them if, in his discretion, they are unwise. Mr. MCCARDY can make himself sufficiently conspicuous if he restrain himself within his legitimate limits, and within them he has ample room for all his talents.

CHESS is likely to have its greatest revival in America this summer. President-elect CLEVELAND has offered to hang up a gold medal for an international chess masters' tournament, to take place in New York in May or June. Dr. MINTZ, of the Manhattan club, has set about making arrangements for the tournament. It is hoped some American will be able to win the medal; but probably it will go to Germany, the home of master chess players.

THE militia of the United States numbers 112,426, and every member of it believes that if this country should be involved in war and volunteers called for he'd be invited to wear shoulder straps at least. There can't be shoulder straps enough to go round, but very many of the boys would be worthy of them, and Uncle Sam is proud of his citizen soldiers. Every state and territory has an organized militia, except Utah.

A FEW weeks ago Senator SHERMAN said that if he could be assured of the votes of ten Democratic senators he would call up his bill for the repeal of his silver act. Senator HILL unmasked this attempt to throw the onus of the measure on the Democrats by moving a consideration of the repeal bill, and twelve Democratic senators voted with him, with two more paired. Where will SHERMAN shift the burden now?

AS WAS thought, the screed which appeared in a couple of Republican papers about the Democrats and Pops getting together to block legislation unless they were permitted a share in it and the resultant credit, was only a blind mask to cover just such a move on the part of the Republicans. The Windsor caucus called for that purpose does not seem to have been a night-blooming serious.

TUESDAY, down at Vincent, Ark., two men killed each other as a result of the son of one of them blowing out a match with which the other was lighting a cigarette. That's all right, let the good work go on; it may save the expense of employing a fool-killer. Arkansas will be a decent state yet.

ANNEXATION.

If we reject their offer it will be impossible for this petty republic to maintain itself, and the islands will undoubtedly drift into the hands of England, which would never reject such an offer as that made us.—New Orleans Times-Democrat.

England will not interfere with the annexation of Hawaii by the United States. But American good sense and national prudence ought to produce an efficient interference. We may stretch a protecting hand over Hawaii. It would be a costly step in more ways than one to adopt her as a child of the Union.—Evening World.

A British protest against Hawaiian annexation would be the very thing to make the American people insist upon it. It would make the transfer of the islands to the American flag a certainty. Therefore it may be taken for granted that no serious opposition to the course resolved upon at Washington will be undertaken.—San Francisco Call.

The popular verdict is clear, unequivocal and practically unanimous. Hawaii is welcome. Her sovereignty will be received by the American people in such form as will create content and assure order and prosperity in the islands. The rest is a matter of detail.—New York Tribune.

Annexation of the Sandwich islands may be a good thing, both for Hawaiian interests and for those of the United States. Yet it should not be rushed. It should be saved from any taint of complicity with a questionable stock operation in a sugar company's shares.—New York Telegraph.

The first impulse of nearly all Americans is to oppose annexation, this country being singularly free from any desire to extend its dominions; but there is a possibility at least that annexation of Hawaii, Cuba, Canada or Mexico may become necessary some day, and no fixed and unalterable principles can be laid down on the subject.—Philadelphia Ledger.

With a government authorized to give valid assent to an American protectorate there would be no bar to a satisfactory understanding with this country growing out of treaty stipulations. On the contrary, no other nation has so commanding an interest in the establishment of the closest friendly relations with whatever government may exist in Hawaii, nor such a right to dispute the possession of the island with any other maritime power.—Philadelphia Record.

STATE PRESS NOTES.

The Duluth News-Tribune makes the following unfavorable comment on Senator McHale's bill:

The bill introduced into the senate by Senator McHale to repeal the law providing for the publication of the notice of time of redemption of land sold at tax sales is a bad bill and should be defeated. It can only be in the interest of the tax title sharks.

The Winona Herald likes the efforts of the legislature as may be judged by the following remark:

The Minnesota legislature is making excellent progress in legislation; a United States senator has been elected and a resolution introduced designed to regulate the circumference of a woman's dress. If such rapidity in their labors continue a session less than sixty days will become an absolute necessity.

The Duluth Commonwealth makes the following note on the bill to tax railroad lands:

The bill to tax railroad lands has apparently a strong majority in the legislature. The intelligent opinion of the state commends it.

The Litchfield Independent enters the following complaint:

Five weeks of the legislative session have passed, and still not a single bill of any importance has been passed. Like all its predecessors, the present legislature is not a hard-working body.

MUST NOW SELFCT.

Senator Craig's Swamp Land Grant Bill Passes the Upper House.

Senator Brown Would End the Rule of the Wheat Combine,

While Tawney, of Winona, Wants to Protect Street Railway Employes.

Committees of the Upper House Meet and Do Considerable Work.

The senate yesterday afternoon passed a bill that will be of great benefit to the state of Minnesota in case it goes through the lower house and becomes a law. This measure is Dr. Craig's well known swamp land bill, and requires all railroads with grants of state swamp lands to make their selections within the next two years.

R. O. CRAIG.

For nearly a third of a century many of these unsettled grants have been hanging like a black pall over the state, preventing the sale and taxation of these lands, and the consequent realization of any benefit to the state. The railroads have refrained from making their selections for a two-fold object. By waiting further surveys some, indeed all, expected better and more valuable lands. Again, an unselected land grant is not subject to taxation. The state has now swamp lands enough to

Fill All of the Grants,

and the defeat of this measure would damage the state to the extent of several millions at least. When the bill was reached on the calendar the opposition offered no objection, the result in committee of the whole demonstrating the futility of any further fighting. Now, however, the contest is to be transferred to the lower house, where, it is claimed, the swamp land grant railroads propose to kill the bill.

But it cannot be done. Many of the strongest and ablest men in the house are prepared to fight to the finish if necessary, and they will push the measure through.

The new scheme of working in committee during the forenoon and holding but one session worked well yesterday as far as committee work was concerned, and a vast amount of business was transacted, enough, in fact, to furnish work for the committee of the whole for several days at least, with the Sanborn silver resolutions out of the way. As a result the usual morning session will be held today.

There were few senators absent at the commencement of the session yesterday afternoon, and there was a business-like air about the body that has heretofore been entirely wanting during the session. Under the head of petitions, Senators Day, March, Probstfield, Peterson, J. W., and LaDue sent in a bunch of stereotyped requests asking for the passage of the anti-scalpers bill, while Senators Probstfield, Sevatson, Borchert and Hompe turned in protests against the building of a new capitol.

One More Clerk.

This was followed by the calling up of a resolution providing for the employment of a clerk for the committee on municipal corporations. By this resolution the salary of the clerk was fixed at $10 per day.

Senator McMillan wanted to amend the resolution fixing the pay at $5. This was opposed by Senators Tawney, Morse and Sanborn, who argued that a first-class attorney is needed for the place and that such a man could not be had for less than $10 per day.

This amendment was lost and Senator Leavitt offered an amendment making the pay commence from date of appointment. This was adopted and the resolution was passed by a vote of 31 to 5. Senator Donnelly tackled the grain question, offering resolutions which, after citing the fact that a state elevator will probably be built at Duluth or Superior, went on as follows:

To Issue County Bonds.

Resolved, That the committee on grain and warehouse is hereby directed to inquire into the expediency of legislation to authorize the several counties of this state, if in their judgment (ascertained by a vote of the people thereof) they see fit to do so, to issue bonds for the construction of one or more public warehouses in said county for the handling and storage of grain, and to charge such moderate fee for the same as will pay the expenses of conducting said warehouse, and also pay the interest on said bonds, and establish a sinking fund for the extinguishment of the principal sum of the same. And the said committee shall report by bill, or otherwise, in their discretion.

Notice of debate was given by Senator John Day Smith, and the introduction of bills began. The first measure to be read came from Senator Leavitt, prohibiting the taking of casys upon a contract providing for a division of the amount recovered between attorneys and plaintiffs. Senator Leavitt said he was not opposed to the bill going to the judiciary committee, even if it is largely composed of lawyers. This thrust brought Senator Stevens to his feet with a proposal that the rules be suspended and the bill passed at once. Senator Donnelly opposed the bill, and the motion to suspend the rules was lost.

The introduction of bills took up the next half-hour, a large number being read and referred. Of these the most important are Senator Craig's bill to settle the claims of railroads to swamp lands, Senator Tawney's measure for the protection of street car employes, Senator Davis' two grain bills and Senator Brown's bill to compel railroads to erect houses to receive wheat as they do to receive all other commodities.

Went Through Easily.

Committee reports took up a half-hour. When Senator Nelson's bill relating to the service of summons in justice court was reached the rules were suspended and the bill passed. The same treatment was given Senator Bell's bill to prevent blindness in infants. This measure compels all midwives to report any inflammation of the eyes of young children to practicing physicians or a member of the board of health.

The calendar was next taken up and was speedily disposed of, as only two bills were on hand.

Senator Davis' bill, S. F. No. 87, relating to limisations of actions, was amended so that it will take effect Jan. 1, 1894, and then lost on roll call by one vote. The bill sought to reduce the time within which actions for the recovery of real property may be begun from twenty-one to fifteen years. It was fought by Donnelly and supported by Stevens and Davis.

Craig's swamp land bill, S. F. No. 47, went to the final vote without argument and was passed with 41 ayes.

Senator Donnelly asked unanimous consent to introduce a bill providing for memorial medals for the defenders of Fort Ridgley, Minn., but Senator Craig again made good his threat to object to the transaction of any business out of the regular order, and the bill went over.

When the time for adjournment was reached the question of whether morning or afternoon sessions should be held was again discussed. The discussion was broken in upon by Davis with a motion to take his insurance bill from the table and refer it to general orders. Senator Dean took occasion to remark that the bill should have gone to the insurance committee and suggested that bills that really belong elsewhere and are sent to the judiciary committee to pass upon constitutional questions should be rereferred to their proper committees to be acted upon. Senator Morse insinuated that if the bill went to the insurance committee it would die there. The chairman of the committee, Senator Dean, replied somewhat warmly, but all was serene again after Morse's declaration that he had no intention of impugning the gentleman's motives. A motion to refer the bill to the insurance committee was lost and the bill was sent to general orders.

The senate adjourned to 10 a. m. tomorrow.

NEW SENATE BILLS.

Many Important Measures Read in the Upper House.

Mr. Leavitt, S. F. 240—Prohibiting contingent fees by attorneys and providing a penalty for champerty.

Mr. Day, S. F. 241—Amending the law providing for the organization of school districts.

Mr. March, S. F. 242—Providing for the registry of all paupers and feeble-minded persons and all persons in the prisons and reform schools.

Mr. March, S. F. 243—Requiring railroads to connect their lines with switches.

Mr. Dean, S. F. 244—Authorizing the appointment of an assistant state librarian at $900 per year.

Mr. Davis, S. F. 245—To regulate the receipt, storage and shipment of grain in elevators outside terminal points.

Mr. Dean, S. F. 246—Amending the penal code.

Mr. Dean, S. F. 247—Amending Sec 217, Penal code.

Mr. Dedon, S. F. 248—Appropriating $2,500 per year for a state mineral land agent and prescribing his duties.

Mr. Davis, S. F. 249—Providing for condemnation of railroad lands for elevator sites.

Mr. Sanborn, S. F. 250—Appropriating $1,326.48 for the purchase of 2,452 acres of land for Itasca park. This land is owned by the Northern Pacific railroad.

Mr. Sanborn, S. F. 251—Relating to condemnation proceedings relating to State park at Lake Itasca.

Mr. Sanborn, S. F. 252—To prevent the destruction of muscalonge in certain lakes in Itasca State park.

Mr. Dean, S. F. 253—Amending the penal code.

Mr. Lommen, S. F. 254—Appropriating $2,500 for a bridge near Red Lake Falls, Polk county.

Mr. Lommen, S. F. 255—To reimburse certain settlers for expenses in defending their titles to lands in certain cases.

Mr. Erickson, S. F. 256—Appropriating $2,000 to reimburse Chippewa county for bridges built.

Mr. Craig, S. F. 257—Relating to the adjustment of the swamp land grants of this state and authorizing the appointment of a commission to investigate the various grants.

Mr. Peterson, S. D., S. F. 258—Relating to appeals in justice courts.

Mr. Peterson, S. D., S. F. 259—Amending the law relating to court reporters.

Mr. La Due, S. F. 260—Appropriating $400 for a bridge across Rock river in the township of Vienna, Rock county.

Mr. Glader, S. F. 261—Placing all elevators outside Duluth, St. Paul, Minneapolis and St. Cloud under state inspection and declaring them public elevators.

Mr. Smith, E. R., S. F. 262—Defining the word "apparatus."

Mr. Brown, S. F. 263—To compel railroad corporations to provide elevators to receive and handle grain. These storehouses are to contain scales, but are not to be used as storage elevators.

Mr. Lommen, S. F. 264—Joint memorial to congress asking for the improvement of the Red Lake river, to be made by the general government.

Mr. O'Brien, S. F. 265—Authorizing county commissioners to aid in the maintenance of county hospitals.

Mr. Tawney, S. F. 266—To compel street railway companies to protect their employes from the inclemency of the weather.

Mr. Smith, John Day, S. F. 267—Repealing the statute authorizing the formation of farmers' mutual fire insurance companies.

BROWN'S REMEDY.

The McLeod Senator Introduces a New Grain Bill.

Senator Brown, of McLeod, is a farmer, and has had practical experience in both growing and marketing wheat. He has a theory that the wiping out of the present expensive and useless railroad and warehouse commission will cure the evils of the combine, provided that the railroads are compelled to receive wheat as they do other freight, and he therefore yesterday introduced a bill to compel the railroads to erect buildings in which to receive wheat and other grain.

"Make it possible for a farmer to go to a railroad station and ship his wheat to market, and the local buyers will bid up the price in order to get the grain into the elevators," is his theory. "Keep the state out of the grain business."

The bill is important, and Attorney General Child has declared it constitutional beyond a doubt. It follows:

Section 1. Each and every corporation owning or operating a railroad within the state of Minnesota shall, on or before the first day of September, A. D. 1893, have constructed or shall have under its exclusive and absolute control and management, and shall thereafter, continually operate, at each station along its line of road, or of any branch thereof operated by it, at which grain is is marketed, a building for the receiving, handling and shipping of grain: which shall be provided with scales and all other appliances commonly used in handling grains, and said building shall be of capacity sufficient to accommodate shipment of various kinds, qualities and quantities of grain produced in the locality tributary to said station, and marketed thereat.

Sec. 2. It shall be the duty of every such corporation to receive, receipt for and ship all grain delivered to them by any person or persons whomsoever, without preference, discrimination or distinction of persons, and to ship all grain so received, on the order of the owner thereof, to such point as he may designate on its said line, or any other with which it may have connections; shipping and delivering the same quality of grain so received by it and the quantity thereof ordered shipped by the said owner.

Sec. 3. The said corporations may charge and collect from the shipper or owner of grain so delivered to it such sum of money for the handling of the grain as the parties may agree upon; provided, that the charge shall not exceed the following:

For wheat not exceeding — cents a bushel.
For barley not exceeding — cents a bushel.
For oats not exceeding — cents a bushel.
For corn not exceeding — cents a bushel.
For flax seed not exceeding — cents a bushel.

Provided, that nothing in this act shall be construed or taken to prevent the right of appeal to the proper court by any corporation or person affected by any provision herein contained.

Sec. 4. No officer or employe of any such corporation shall at any time or place within this state engage in the buying or selling of grain, either directly or indirectly.

Sec. 5. Any such corporation which shall fail to provide the building described herein, or which shall fail thereafter to continuously operate the same, shall forfeit the sum of one hundred dollars ($100) for each and every day of such failure or neglect, to be recovered by suit brought by the attorney general of the state, in the name of the state, on the complaint of any person.

Sec. 6. Any officer or employe of any such corporation who shall engage in the purchase of grain either directly or indirectly, by himself or any other person, is guilty of a misdemeanor, and upon conviction thereof shall be subject to a fine of not more than one hundred dollars ($100) and, in addition, shall be imprisoned not more than ninety days, for each and every violation of this law.

NEED PROTECTION.

Senator Tawney Would Compel Street Railways to Be Human.

The cold weather of the past six weeks has served to call the attention of the people generally to the sufferings of street car employes, who are obliged to stand at their posts on open grip-cars for hours with the mercury 30, and even 40 below. Senator Tawney thinks the law should step in and compel the street railway corporations to protect their employes, and he introduced a bill to that effect yesterday. The main provisions of the bill follow:

J. A. Tawney.

Be it enacted by the legislature of the State of Minnesota:

Section 1. From and after the 1st day of November, 1893, it shall be unlawful for any person, partnership or corporation owning or operating a street railway in this state, or for any officer or agent thereof superintending or having charge or control of the management of the said line of railway or of the cars thereof, operating electric, cable or other cars propelled either by steam, cable or electricity which require the constant services, care or attention of any person or persons on any part of such car except on the rear platform thereof, to require or permit such services, attention or care of any of its employes or any other person or persons between the 1st day of November and the 1st day of April of each year, unless such person, partnership or corporation, its said officers, or superintending and managing agents have first provided the said car or cars with a proper and sufficient inclosure constructed of wood, iron and glass, or similar materials, sufficient to protect such employes from exposure to the inclemency of the weather.

Sec. 2. From and after said Nov. 1, A. D. 1893, it shall be unlawful for any such person, partnership or corporation so owning or operating street railways using steam, electric or cable cars, or any superintending or managing officer or agent thereof, to cause or permit to be used upon such line of said railway, between said Nov. 1 and April 1 of each and every year, any car or cars upon which the services of any employe such as specified in section 1 of this act is required, unless said car or cars shall be provided with the inclosure provided for in said section 1 of this act.

Sec. 3. Any person, partnership or corporation owing, operating, superintending or managing any such line of street railway or managing or superintending officer or agent thereof who shall be found guilty of a violation of the provisions of sections 1 and 2 of this act shall be deemed guilty of a misdemeanor, and, upon conviction thereof, shall be punished by a fine of not less than five hundred (500) dollars nor more than one thousand (1,000) dollars. Each day that any of said persons cause or permit any of their said employes to operate such cars in violation of the provisions of section 1 of this act, or cause or permit cars to be used or operated in violation of section 2 of this act shall be deemed a separate offense.

Sec. 4. It is hereby made the duty of the county attorney of any county in which any such street railway is situated and operated, upon information given to him by any person that any person, partnership or corporation has violated any of the provisions of this act, to promptly prosecute such person, partnership or corporation for such violation.

THIS FROM DAVIS.

The Nicollet Senator Goes After the Wheat Combine.

Senator Davis, of Nicollet, introduced two grain and elevator bills yesterday that he believes will remedy the present evils and help the wheat growers to escape from the clutches of the combine. The first of these regulates the receipt, storage and shipment of grain, while the other provides for the erection of public grain warehouses and grain elevators on or near the right of way of railways and for condemnation proceedings in connection therewith.

C. R. Davis.

After providing for the licensing of elevators and declaring all outside the cities of St. Paul, Minneapolis, Duluth and St. Cloud public elevators, the first bill reaches a valuable point and provides for the settlement of disputes, as follows:

In case there is a disagreement between the persons in the immediate charge of and receiving the grain at such country elevator or warehouse and the person delivering the grain to such elevator or warehouse for storage or shipment, at the time of such delivery, as to the proper grade or the proper dockage for dirt or otherwise, on any lot of grain delivered, an average sample of at least three quarts of the grain in dispute may be taken by one or both parties and forwarded in a suitable sack, properly tied and sealed, express charges prepaid, to the chief inspector of grain at St. Paul, which shall be accompanied by the request in writing, of either or both of the parties aforesaid, that the said chief inspector shall examine the same and report what grade or dockage or both the said grain is in his opinion entitled to and would receive if shipped to the terminal points and subjected to official inspection.

It shall be the duty of said chief inspector, as soon as practicable, to examine and inspect such sample of grain and adjudge the proper grade or dockage or both, to which said sample is in his judgment entitled, and which grain of like quality and character would receive if shipped to the terminal points and subjected to official inspection.

In the second bill, after providing for the condemnation of land for elevator purposes, it is also provided that the railroads shall be compelled to construct side tracks, and make the proper connections with such elevators.

TALKED ABOUT WHEAT.

The Senate Grain and Warehouse Committee Pass Resolutions.

The meeting of the senate committee on grain and warehouses was largely attended yesterday morning. Senator Brown appeared and made a strong argument for his bills abolishing the offices of railroad and warehouse commissioners, but no decision was reached, and the following resolution, offered by Senator Donnelly, was adopted:

Resolved, That, without delaying the action of this committee, the chairman of this committee is hereby directed to correspond with the governors of the states of North and South Dakota with a view to secure such legislation from the legislatures of those states as will result in the construction of state grain houses or elevators at Duluth, contiguous to each other, for each of the three states, and they create a system of grain houses for the Northwest that will place the farmers of their region beyond the control of the elevator ring, which now monopolizes our markets and breaks down the value of our great staple.

Senator Geissel moved to test the sense of the committee that the amount to be expended in the construction of the grain house at Duluth shall not be less than $300,000, provided that the bill shall be so drawn that all the said sum shall be made up out of the inspection fees levied upon cars of wheat, so that eventually nothing should be taken out of the tax funds of the state, and that the inspection fee on wheat shall be raised so that it shall not exceed 50 cents per carload, that rate being sufficient to build and equip such state grain house. This was adopted.

Senator Erickson moved that a subcommittee, consisting of Senators Hompe and Canestorp, be appointed to prepare and report to this committee a bill to carry out the views of the committee as to such warehouse. This was also carried.

Mr. Donnelly moved the following, which was carried:

That the chairman of this committee is hereby instructed to correspond with the president of the chamber of commerce of Duluth and the president of the chamber of commerce of West Superior, and ascertain whether a suitable site can be obtained in either city for such warehouse, free of charge to the state.

S. F. No. 217—S. D. Peterson—was read at length.

Senator Tawney moved that the bill be referred to the committee on judiciary to investigate the legal questions involved in it. Adopted.

WITH THE LAWYERS.

The Senate Judiciary Committee Act on Several Bills.

At the meeting of the senate judiciary committee a number of measures were considered and the following recommended to pass:

S. F. No. 72—March's bill relating to the collection of taxes, with some technical amendments.

S. F. No. 144—Stevens' bill to limit the time in which to commence actions contesting the validity of corporate stocks and negotiable instruments for the payment of money outstanding.

S. F. No. 199—Morse's bill providing penalties for failure of county officers to report fees received.

S. F. No. 37—Bleecker's bill relating to the admission of evidence.

H. F. No. 52—McEwen's bill to legalize issues of town bonds when there is some informality.

S. F. Nos. 4 and 10, relating to the taxation of sleeping cars and express companies on gross earnings, will be considered Friday afternoon, at which time interested parties will be given a hearing.

AFTER THE RAILROADS.

Senator Peterson Gets a Meeting of His Committee.

Senator J. W. Peterson succeeded in getting the senate railroad committee together yesterday, with the result that a number of important bills were recommended. One of these is Senator Lommen's long and short haul bill, and another Senator Peterson's measure to compel railroads to plank the whole width of a highway over a railroad crossing. Senator Wood's bill to reduce passenger rates to 2½ cents per mile was referred to the attorney general. Senator Kelly's bill, providing that land condemned for railroad purposes and unused for five years shall revert to the original owner, was sent to the judiciary committee, and Senator Glader's bill to reduce freight rates 25 per cent went to the attorney general.

ROBBING THE SHIPPERS.

A Quarter of a Million Bushels of Wheat Stolen Every Year.

Senator Sevatson's grain investigating committee held a session yesterday morning and listened to Chief Inspector Clausen's version of the manner in which the farmers' grain is stolen. He estimated that losses by theft reached the enormous amount of 250,000 bushels per year.

"We have been greatly annoyed by pilfering os wheat in Minneapolis," he said. "There have been about 200 people living in this city who made a living pilfering wheat. The scaling system that has now been in operation about two months has resulted in reducing small losses about 60 per cent, and when the system is in complete operation we expect to see a further reduction. The shortages that most annoy us is the large ones, running from 100 to 300 bushels. These are in some cases due to dishonesty on the part of the elevator agents, who sometimes overbill cars when they find they are coming out short. As a case in point he told of a car that was billed out at 900 bushels and was found to contain only 600 bushels when it reached Minneapolis. The matter was investigated, and it was found that in the condition of the car it was impossible to put 900 bushels in the car. The people interested were satisfied that the agent had made misrepresentations, and the last I heard of the case they were about to have him indicted. We are on the right track at Minneapolis. If we seal the cars and keep them sealed, and compel all grain men to do likewise, with proper police protection the pilfering can be stopped. The railroads should be compelled to patrol the yards. The law should provide that no unauthorized persons shall loiter around railroad yards or sweep cars. Pilfering in Minneapolis has been a growing evil for ten years.

Willard at the Metropolitan.

A famous actor is coming to our city in the person of E. S. Willard, who opens at the Metropolitan tonight. Mr. Willard is considered by the English critics one of the best living actors, and in many respects the equal of Irving. He is an immense favorite with the London public and his success is reported everywhere he goes. A. M. Palmer, the well-known New York manager, saw Willard in London and was so pleased with him that he took him to New York, where he fulfilled a brilliant engagement of twenty-two consecutive weeks. The New York Sun said of him: "He will impress upon the public his sharp and distinctive individuality as Irving did some years ago." He is supported on this present tour by A. M. Palmer's excellent company. Mr. Millard will open his engagement tonight in "The Middleman." Tomorrow night and Saturday matinee he will present "The Professor's Love Story," and Saturday night he will be seen in "A Fool's Paradise."

Seeger Is Serene.

Robert Seeger, who was recently awarded the contract for lighting the streets with gasoline lamps, says he is not at all worried over Comptroller McCardy's communication. Mr. Seeger claims to have legal advice that the city has the right to enter into a contract for five years, if the council so decides. The comptroller, Mr. Seeger thinks, is straining a point in the matter, and is not at all consistent. As proof of this official's inconsistency, Mr. Seeger referred to the garbage contract signed by