LOHLKER WILL FIGHT

TESTIMONY IN THE CONTEST HAS ALL BEEN HEARD BY JUDGE OTIS.

TIME ALLOWED FOR BRIEFS.

AN ATTEMPT TO INTRODUCE EVIDENCE OF A SENSATIONAL KIND FAILED.

CAPT. BERGER ON WITNESS STAND,

Deceased Told Him His Wife Was Importuning Him to Disinherit His Daughter.

The long drawn out Lohlker will contest was concluded before Judge Otis yesterday afternoon, when the matter was finally argued by the attorneys and submitted to the court. Each of the litigants was allowed ten days in which to file briefs, when the court will review the case preparatory to rendering a decision.

Capt. Berger was on the stand yesterday morning and testified to having met Mr. Lohlker on Seventh street shortly before his death and to having a conversation with him concerning the making of a will. At that time Mr. Lohlker said he was contemplating the making of a will and that his family was causing him considerable trouble with respect to the matter. His wife, he said, was continually importuning him to disinherit his daughter. Mr. Lohlker had remarked that he intended to do what was right by all of his children, but that the present Mrs. Lohlker and his son William, had endeavored to influence him.

Dr. Bole, called by the attorneys for the appellant, was asked a lengthy hypothetical question, covering the facts in the case as they appear in evidence, and then asked if these facts were true if in his opinion Mr. Lohlker had not entertained an insane prejudice against his daughter, Jessie. Witness answered in the negative and maintained his assertion throughout a confusing cross-examination.

Attorney Chapin, for the heirs, placed Mrs. Mary Fritz on the stand and proposed to introduce evidence of a sensational nature concerning certain letters alleged to have passed between George Fritz, a son of the witness, and Mrs. Jessie Lonergren, while the latter was in St. Louis, but the court refused to admit the testimony.

Mrs. Jessie Lonergren is the appellant in the action being tried and through her attorney's appeal from the probate and allowance of her father's will by which she was cut off with a $5 bill from sharing in an estate valued at $90,000.

MAY SUE WARNER ALONE.

Other Hope Citizens Are Released From Liability.

In the event of T. S. Hobbs securing a verdict in a suit for $10,000 damages for false arrest which he is conducting in the district court, only one of the originally named defendants will be called upon to apply the balm to his injured feelings, as Judge Brill yesterday dismissed the action against Messrs. Luce and Loney, of the firm of Luce, Warner & Loney, of Hope, N. D., who were accused of being responsible for Mr. Hobb's illegal arrest, and ordered the trial to proceed against George Warner as the sole defendant.

This disposition of the case was upon the recommendation of Attorney Bartleson for the defense, who argued that while Mr. Warner was a member of the firm named in the complaint as defendants, he had acted in the arrest of Hobbs in the single capacity of a deputy sheriff of Steel county, N. D., and had incurred no liability as affecting the firm.

In his complaint Hobbs accuses Warner with having caused his arrest illegally for the purpose of detaining him in St. Paul in order that an attachment might be issued against a car load of goods at the Minnesota transfer in transit for Hope, N. D. The charge was removing mortgaged property which Hobbs claims is false, as he had not given a mortgage on any portable property to Luce, Warner & Loney, though this firm did in reality hold a mortgage on plaintiff's crop which was left growing on the farm which was abandoned. Hobbs had also given a mortgage on several pieces of farm machinery to T. L. Rugg, and out of these two instruments the entire trouble appears to have arisen. The allegations of the plaintiff are to the effect that he was pursued and his arrest caused by Warner on the pretense that the mortgage on the crop was back of the charge preferred, while Warner, who is also a deputy sheriff, claims that he acted only in his official capacity, on a legal complaint sworn out by Rugg in regard to the farm machinery. When the car was searched at the transfer the machinery was not found and it has been developed at the trial that it was left in Dakota with parties who borrowed it and neglected to again place Hobbs in possession.

TOWNE KNOCKED OUT

On His Motion to Amend Certain Pleadings.

Charles A. Towne lost the first point in his legal battle with the Dispatch in connection with his $50,000 damage suit for alleged libel. The setback came yesterday in the nature of an order by Judge Otis denying plaintiff's motion to strike out portions of defendant's answer. Argument on the motion was presented several weeks ago and on the part of the plaintiff tended to show that certain parts of the answer covering Mr. Towne's political career for the past year were plead in mitigation of the alleged libelous article, when as a matter of law the defendant had waived all right to plead mitigation by refusing to retract the objectionable article. The plea of the defense was that as the article was alleged to be libelous in whole and in part it was proper to file in the answer any and all facts which might tend to the justification of the publication.

SLOWETSKI NOT SANGUINE.

Thinks His Street Car Accident Will Prove Fatal.

The city railway company is defending a suit before Judge Willis in which Max Slowetski is seeking $5,000 for injuries received in an accident last June for which he alleges defendant to have been responsible. Slowetski was driving on East Seventh street near Bradley street at the time of the accident, when his wagon was run into by a car which he failed to see approaching from the rear. The wagon was badly smashed and plaintiff thrown to the pavement, receiving injuries from which he professes to believe that he will never recover.

MOTION TO DISMISS

Interrupts the Suit of Stranke vs. City of St. Paul.

The case of Frank Stranke against the City of St. Paul was on trial before Judge Kelly and a jury yesterday, being an action for personal damages in which the defendant seeks to recover $1,000 for injuries alleged to have been sustained by falling on a slippery sidewalk. Little progress was made, however, as the attorney for the city early entered a motion to dismiss on the ground that the city was not liable for damages of the nature alleged. It was not the desire of the court to pass upon the motion immediately and an adjournment was taken until this morning at 10 o'clock, when a decision will be rendered.

DISTRICT COURT ROUTINE.

New Cases Commenced and Others on Trial.

New cases began in the district court yesterday were as follows:

67,457—The Ellsworth Cornet Band vs. Abraham Patterson Post No. 28, Grand Army of the Republic, Department of Pennsylvania, and James Atwell; suit to recover $125 on alleged breach of contract.

67,458—Northwest Engineering Company vs. W. B. Hale & Co.; action to recover $75.02 alleged to be due for goods sold and delivered.

67,459—Annie Kelly vs. Zene C. Bohrer et al.; affidavit of garnishment.

67,462—In re assignment of Francis J. Berrisford to Thomas Manning; deed of assignment filed.

Orders and Decisions—

67,247—Charles A. Towne vs. Dispatch Printing Company; order denying motion to strike out portion of defendant's answer. Otis, J.

Before the Judges—

60,558—John B. Wood vs. Chicago, St. Paul, Minneapolis & Omaha Railroad Company.

65,288—T. S. Hobbs vs. Luce Warner and Loney; on trial; Brill, J.

66,643—Max Slowetski vs. St. Paul City Railway Company; on trial. Willis, J.

67,296—Franke Strauke vs. St. Paul City Paul; on trial. Kelly, J.

In the matter of appeal from probate and allowance of last will and testament of Adam Lohlker; argued and submitted. Otis, J.

67,365—Henry T. Lee vs. Caroline E. Matteson et al.; tried and findings ordered for plaintiff. Otis, J.

Third Trial Without Result.

On the third trial of the damage suit of John Wood against the Chicago St. Paul, Minneapolis & Omaha Railroad company the jury disagreed late yesterday afternoon and was dicharged. Wood was formerly a brakeman in the employ of the defendant, and lost an arm in an accident while in the discharge of his duties, for which he sued to recover $15,000 damages.

Mrs. Morley Discharged.

Finding that there was nothing to substantiate the charge made against Mrs. Morley in the municipal court yesterday, Judge Twohy discharged the woman. Mrs. Morley was charged by Elmer H. Bierman with stealing $100 worth of household good. Bierman is a solicitor for the Prudential Insurance company, and resides at 217 Spruce street.

GOV. CLOUGH'S EXPENSES.

His Plurality Cost Him Nearly $1 a Head.

Gov. David M. Clough yesterday filed with the secretary of state his bill of expenses incident to the present election. The governor states that in addition to the $50, which he paid for filing his certificate of election, he contributed $1,500 to the campaign fund of the Republican state central committee and $548 which was paid for incidental expenses, making a total of $2,098.

J. D. Ensign, who ran for judge in St. Louis county, also filed his certificate. He says he expended $432.73.

Certificates of congressional campaign expenses were also filed with the governor by Francis H. Clarke, who spent $286, and E. E. Lommen, who ran in the Sixth district, said he spent $614.

CHICAGO FIRM GETS IT.

Contract for the New Postoffice's Floor Arches.

Bids for placing fire proof arches throughout the new postoffice building in this city were opened in Washington yesterday by the supervising architect. There were, a special dispatch to the Globe says, twelve proposals submitted as follows:

E. V. Johnson Co., Chicago	$18,379
Tom Paige, Cleveland, O	21,700
Pioneer Fire Proof Construction Company, Chicago	15,590
Benjamin Hyde, Chicago	17,980
Angus McLeod Company, Minneapolis	23,428
Butler-Ryan Company, St. Paul	22,842
James Carlisle & Sons, Minneapolis	24,213
Northern Building Company, St. Paul	16,900
Hennessy & Cox, St. Paul	18,835
W. C. Peake, Washington, D. C.	20,403
Empire Fire Proofing Company, Chicago	16,375
Northwestern Brick and Fire Proofing Company, Minneapolis	21,996

SCHOCH

Hot or cold, wet or dry, the grocery bargains are always found at 7th and Broadway. Just at present the Mercury is down in the bulb, but prices are always down at Schoch's.

Michigan Apples, per barrel, **$1.00.**

We have and handle more Apples than all other dealers in town. You can find anything in the Apple line in our spacious Apple rooms, at corner Sixth and Broadway, one block back of our store.

We can discount them all.

Spring Chickens, per pound, **7 Cents.**

Hens, per pound, **6 Cents.**

Sauerkraut, per gallon, **15 Cents.**

New Herring, per pail, **65 Cents.**

Silver Crescent Asparagus, per can, **25 Cents.**

New Sugar Corn, per can, **7 Cents.**

New Tomatoes, per can, **8 Cents.**

40 bars White Seal Soap, **$1.00.**

Jonathan Cider, per 16-gallon barrel, **$2.00.**

10-pound bag Buckwheat, **20 Cents.**

10-pound bag Schoch's strictly pure New York Buckwheat, **30 Cents.**

Solid Meat Oysters (one quart makes two), per quart, **40 Cents.**

New Raisins, per pound, **7 Cents.**

New Leghorn Citron and Lemon Peel, per pound, **12½ Cents.**

Fine Java and Mocha Coffee, per pound, **25 Cents.**

Bananas, per dozen, **10 Cents.**

Highest quality Cream Tartar Baking Powder, pound cans, **40 Cents.**

American Pickles, per bottle, **6 Cents.**

8 quarts Brown Beans, **25 Cents.**

THE ANDREW SCHOCH GROCERY CO.
Corner Seventh and Broadway.

BLOCKED THE DEAL

PRESIDENT STICKNEY, OF THE GREAT WESTERN, CALLED THE PLOTTERS DOWN.

POINT OF RAILROAD LAW

RAISED BY THE SOUTH ST. PAUL CHAMPION FOILS THE PLAN.

STOCKHOLDERS MUST MEET

Before the New Brighton Scheme Can Be Carried Through—Not Until February.

When President A. B. Stickney, of the Chicago Great Western, sets his brain to work he usually compels other people to respect its workings, as other Northwestern railroad magnates discovered yesterday, for the second or third time during the past four months.

Mr. Stickney does not want the Minnesota Transfer Packing company to remove to New Brighton in Minneapolis territory. Mr. Stickney is backed up by the interests of his road and the people of St. Paul at large. And not wanting the deal to take place Mr. Stickney set his wits to work to prevent it, and the result of his preliminary cogitations were seen in the special meeting of the Minnesota Transfer company, which was held yesterday in the office of General Manager Scott, of the Omaha road. Mr. Stickney checkmated his opponents, and, although he has not succeeded as yet in ditching the project, he gained time in which to arrange for the final conflict.

The directors of the Minnesota Transfer company expected to come to some definite conclusion yesterday, but Mr. Stickney was on hand with a coup which effectually blocked progress at least for the time being. The eight roads comprising the company were all represented, some by two or three of the higher officials. There were present: James J. Hill, president of the Great Northern; W. P. Clough, vice president Great Northern; A. B. Stickney, president of the Great Western; S. C. Stickney, general manager Great Western; John R. Hastings, superintendent Chicago, Burlington & Northern railway; A. J. Earling, vice president Chicago, Milwaukee & St. Paul Railway company; A. C. Bird, general traffic manager Milwaukee road, and P. M. Meyer, secretary of the Milwaukee road; W. A. Scott, general manager Chicago, St. Paul, Minneapolis & Omaha railway; H. F. Whitcomb, general manager Wisconsin Central railway; S. J. Collins, general superintendent Wisconsin Central; R. B. Tweedy, chief engineer Wisconsin Central, and Edwin W. Winter, president of the Northern Pacific road.

The staunchest friends of the scheme are said to be President Hill, of the Great Northern, and President Winter, of the Northern Pacific. Aside from the proposition of removing to New Brighton, the project carries with it the acquisition of the Belt Line road, and the consequent improvement of the transfer facilities, which are said by the officials of the two transcontinental systems to be sorely inadequate. The fact that the Belt Line was implicated in the deal gave Mr. Stickney an excellent opportunity to make a clever point, and so strong were his arguments that the other officials were compelled to take cognizance of them.

Mr. Stickney, through his attorneys, stated that under the laws of Minnesota one railroad company could not purchase another railroad property without the legal consent of a majority of the stockholders of the purchasing road. Such a vote must be taken, he said, at a regularly advertised and called meeting. No such meeting had been held and, therefore, the legal consent of the stockholders had not been obtained. There was no getting around the point raised by Mr. Stickney. The announcement of the objection by the president of the Great Western precipitated a general discussion of the matter which lasted for several hours. As a result, Mr. Burt, of the Northwestern road, offered a resolution calling a meeting of the stockholders for Feb. 2, and the resolution was adopted. Thus Mr. Stickney gained two months' time in which to prepare for the final battle. The fact that Mr. Burt offered the resolution calling the stockholders' meeting is looked upon by the people interested as an evidence that the Northwestern system is in favor of the deal. There has been some doubt upon this point until now. The only road now in doubt is the Milwaukee, which has interests in both cities.

A committee was appointed to inquire fully into the project and report at the future meeting. The committee will be composed of Vice President Clough, of the Great Northern; Vice President Earling, of the Milwaukee, and General Manager S. C. Stickney, of the Great Western. The make-up of the committee is said to be satisfactory to all parties. Mr. Clough is in favor of the project. Mr. Stickney is opposed to it, and Mr. Earling is supposed to be wholly neutral in his position up to date.

The committee will have plenty to do before the meeting in February. The volume of business at the South St. Paul yards, the size and capacity of the New Brighton plant, the conditions and prospects of the market, and the need of enlarged transfer facilities are some of the points the committee will consider.

Mr. Stickney says that the mere fact that the motion to call a meeting of the stockholders was unanimously carried does not imply that the deal will be finally consummated by any means. The Great Western has purely business reasons for not wishing the removal of the plant to New Brighton. That line secures three-fifths or more of all the traffic between South St. Paul and Chicago. It is said that out of 40,000 cars which went from the yards to Chicago last year the Great Western carried 28,000. This statement, however, is denied by both the officials of the road and the stock yards officials.

Mr. Hill said after the meeting: "The time has come when something must be done to enlarge the transfer facilities in and around the Twin Cities. At present, transferring is carried on at three different points and the service is unsatisfactory and inadequate. Additional facilities in the midway district are imperative, and as the Great Northern and the Northern Pacific originate most of the freight which is handled at the transfer, they are determined that something must be done, if the roads do it themselves."

In connection with this agitation the Minnesota Transfer Reporter contained an article a few days ago which the Minneapolis Journal of Monday reproduced and gloated over editorially. The article and editorial were called to Gen. M. D. Flower's attention yesterday.

"I believe the article was published with the intention of influencing the railroad officials present at yesterday's meeting, in favor of the removal," said Gen. Flower. "And I further believe that the Minneapolis Times, which reproduced the article, and the Minneapolis Journal, which printed an editorial in commendation of it, were simply keeping up their notorious tactics of injuring St. Paul upon each and every occasion presented."

The article in question, which is supposed to have been inspired by the transfer company, sets forth the supposed inadequacy of the South St. Paul stock yards and says the concern is operated in a manner to stunt the future growth of the stock markets of the Northwest, whereas, if it was properly handled, the market might be developed into one of the most important in the country by reason of its excellent and fortunate location. The publication further says that only one road is interested in its prosperity and its interest is purely selfish and has no public spirit in it. It says that the members of the St. Paul Chamber of Commerce and Jobbers' union are misguided, although doubtless patriotic, and that in reality the change would accrue to the interests of St. Paul rather than to Minneapolis. It is charged in the article that the South St. Paul yards are manipulated and controlled by cappers and scalpers whose interests are either personal or for out-of-town concerns. It is asserted that one clique controls the hog market and that nine-tenths of the hogs raised in Southern Minnesota go to Chicago, as there is no market in St. Paul for them.

Mr. Flower, in answer to the whole article, asserts that the hog market in South St. Paul was never in a better condition, and he gives his reasons for saying so. Summed up in a word, the reason was competition.

Mr. Flower says the statements in the article and in the Journal editorial give a very wrong impression and that that was probably the intention of their publication.

Asked as to the charge that the packing houses were not running full blast and that scalpers were manipulating the market in the interests of outside buyers, Mr. Flower said that one of the smaller houses was indeed shut down, for the reason that repairs were being made to make good the damage done by a recent fire. The fire temporarily crippled the capacity of the plant. The other house was being run to its fullest capacity. Mr. Flower denied that scalpers were buying on the St. Paul market and selling to other markets for the purpose of making a margin. It is true that some stock goes through St. Paul to Chicago, but these shipments are purchased by Cudahy Bros., the Plankintons, of Milwaukee, Sinclair, of Cedar Rapids, and a big Chicago house, which is buying incog. It is known that hogs are often routed from the point of shipment to Chicago on through bills of lading, and that, after portions of the cargoes have been sold to St. Paul parties, and perhaps resold, are sent via the through bills to save freight, but this is not scalping. Mr. Flower said that there is great strife among the buyers, and, as a consequence, one of the most active hog markets has been created that was ever seen in St. Paul. He further stated that the plant would be operated to its fullest capacity the moment the repairs to the damaged structure were completed.

"There was never in the history of South St. Paul a time when the hog market, or the sheep and cattle market, for that matter, was better. We look forward to the erection in the spring of new slaughter and packing houses, and this speaks plainly enough for the good condition of the business. We have buyers from Kansas, Northern Missouri, Illinois, Iowa and Nebraska, and there is an active demand from these quarters for all classes of live stock."

"What do you think of the action of the Transfer company?"

"The committee will evidently make a thorough investigation of the whole situation, and, from the make-up of the committee, it is fair to believe there will be a fair and impartial report made to the stockholders."

President Stickney was also asked for his opinion of the article in the Transfer Reporter. "I think it is a lot of disconnected, disjointed and unfair balderdash. There is no argument to it, and, therefore, one can not intelligently answer it. It reaches no conclusion, and descends to abuse.

"I believe that the South St. Paul plant is fully up to the requirements. It must be remembered that Minnesota is not a stock raising country. It was not long ago that there was no plant in the city which could kill five head a day. Now we have increased the capacity to 1,000 or 1,500, and that is about all there will be for some time to come. Minnesota produces only the shell of the cattle, so to speak. It produces but the framework of bones, which must be sent down South to be fattened and made ready for the market. We have fully enough capacity to care for the fattened cattle we have here."

WILL CUT ICE EARLY.

Local Dealers Plan to Have an Early Harvest.

This is good ice weather. To date on ice fields there is fourteen inches of the merchantable article. Beginning next Monday—freeze or thaw—the ice cutters are going to work on every field.

If the ice men knew this sort of below-zero weather would continue, they wouldn't delay a day. It's cheaper to cut ice fourteen inches thick than the same article at twenty inches or thicker. Besides they can get to work earlier in the season when times are dull and help is cheaper. Thin cakes keep quite as well as blocks and are easily handled, and in the long run they net quite as much money. Therefore a two-weeks cold snap in December is welcomed by the icemen more than a heavy lasting freeze after the opening of the year.

Last year was a jolly time for local ice dealers. For the first time in several seasons they had enjoyed good weather for their business. Further south, not so many hundred miles, their confreres failed to get there. At Kansas City, at Omaha, at the intermediary distributing points, especially where there happened to be stockyards interests, the ice harvest was inadequate. Early in the summer demands for ice were made on St. Paul. Of course, the dealers held back, declared their houses were empty, had barely enough to furnish the local season, and all that. The result was a big sale by local ice dealers to the more southern cities, at a price that makes even the profits of local coal dealers sound inadequate. Twenty-four hundred cars of ice were sent out of St. Paul to suffering cities, and the ice companies are still carrying their usual surplus. It is claimed they would not have made money last year except for the demand and the big price received from the sufferers in the Southern cities. Yet the manager of one local company, who shipped 1,000 cars South last summer, says the demand was due to the failure of the ice crop in the neighborhood of those places last winter, and the demand on St. Paul companies was made for the first time in fourteen years.

After all, the icemen are good friends of St. Paul. Next week—present conditions prevailing—300 men will be put at work by one firm; another firm will do as well for the laborers; the smaller concerns between them will help swell the total to 1,000 men. Sixty days work will be given each of these mid-winter idlers before the annual ice harvest will be housed. Think a minute, and you will understand why ice in July costs money. Comparison of rates with other cities shows that St. Paul gets ice delivered for less than any other city. The statement sounds extravagant, but it is true, nevertheless. And the ice comes from the finest springs that flow out of the greatest state in the Union.

For the Public Health.

The bacteriological department of the health office yesterday submitted to Dr. Stone the following report for November. Number of cultures made, 58; examinations of sputum, 20; examinations of well water, 3; examinations of suspicious meat, 6; examinations for typhoid fever, 2; examination of milk, 1.

The monthly report of Meat Inspector Jensen for November shows 226 places visited, of which number 206 were found in good condition and 20 unsatisfactory. Meat was condemned as follows: Beef, 3,150 pounds; pork, 3,700 pounds; mutton, 140 pounds; veal, 224 pounds; poultry, 415 pounds.

Important Change of Time.

See advertisements on pages two and seven.

IS SHY EVERY YEAR

LIBRARY FUND NEVER GETS THE FULL AMOUNT OF CHARTER ALLOWANCE.

MYSTERY TO DIRECTOR PEET.

HE CAN UNDERSTAND WHY SOME YEARS' DELINQUENT TAX COLLECTIONS ARE SHORT,

BUT WILL A YEAR NEVER COME

When the Comptroller Will Let the Board Have What Is Set Apart for It.

The question of why the library fund never gets the full amount of the charter allowance was discussed at the monthly meeting of the board yesterday. Directors Ramsey, Peet, Auerbach, Wright and Upham were present and the discussion was brought up by the report of the secretary which showed that $13,426 had been credited to the fund this year. Mr. Peet said he understood that while $15,000 was placed in the tax levy each year only 80 per cent of this amount was realized from the sale of certificates of indebtedness. The balance placed to the credit of the fund was from tax receipts, but the point he wanted to understand was why the fund never received the full amount of the charter allowance. He said he could understand why some years the delinquent taxes were less than others, but some one year he thought there should be sufficient taxes coming in to make up the full amount. The question was whether the comptroller gave the library fund the proper percentage of the taxes.

Mr. Upham said he had been one of a committee which had visited the comptroller about this matter. The committee had been informed by the comptroller that the library fund received its proper share of all tax receipts and that was all they could do about it.

The board directed Mr. Peet to see what could be done toward having the bills for lighting the library rooms reduced. Bills for lighting for the past two months amounted to $127 and this was in the opinion of the board very high. The sum of $1,000 was ordered spent for new books, and bills amounting to $1,300 were approved and ordered paid.

The report of the librarian for November gave the following figures. Books issued, 25,806; visitors to reading room on Sundays, 523; visitors to reference room Sundays, 174. Registrations previously reported, 10,907; cancelled during November, 648; new registration, males, 321, females, 360; number cards in force, 10,940. Receipts from fines, lost cards, etc., $92.80.

LADIES' WHIST TOURNEY.

Mrs. Countryman and Mrs. Youngman Win the Badges.

The seventh game in the ladies' tourney at the Cavendish Whist club was played last night. The high score badges were won by Mrs. Countryman and Mrs. Youngman. Following are the scores:

North and South—	
Mr. and Mrs. Reed	140
Mr. and Mrs. Countryman	154
Mr. and Mrs. Kane	140
Mr. and Mrs. Coburn	146
Mrs. Gilmore and Mr. Kennedy	148
Miss Williams and Mr. Vogel	142
Mrs. Tallman and Mr. Romans	144
Total	1,014
Average, North and South, 144 6-7.	
East and West—	
Mr. and Mrs. Youngman	136
Mr. and Mrs. Armstrong	128
Mr. and Mrs. Conable	125
Mrs. Shandrew and Mr. Chapin	123
Mr. and Mrs. Wilson	125
Mr. and Mrs. Deuel	128
Miss Cutting and Mr. Johnson	132
Total	897
Average, East and West, 128 1-7.	

CAPITOL COMMISSIONERS.

They Talk Over the Progress of Their Work.

All the members of the state capitol commission attended the meeting yesterday when matters of interest were discussed in executive session. There was some talk about the present basement contract. It was all right and a small balance of $1,700 was ordered paid. The contractors who have been doing the steel work have had to shut down owing to Minnesota weather. Because of climatic troubles they are to be given the limit. They knew when to quit to do good work. That was the opinion of the commission.

And that was the day's work. They will not meet again until after the legislature is in session. The appropriation is expended; the building conditions unfavorable. Nothing can be done. The chances are the annual appropriation will be granted without contest or argument. The commission is in the hands of its friends—and there are plenty of them in the present legislature.

CONDITIONS ARE REPEATED.

Flood of 1881 Preceded by Conditions Like Those of November.

Observer Lyons, in his weather review for November, says:

"The month just ended was not only a remarkable one as to temperature, but it was phenomenal as to moisture.

"The normal or average temperature for Saint Paul, and vicinity is 30.6 degrees; the mean of last month is 21.8; there was only one other November as cool as the one in question, and that was in 1880, its mean being 22 degrees; every one of the rest since 1870 was from 3 to 16 degrees warmer. The highest and lowest temperatures were 50 degrees and 10 below zero, registered respectively on the 16th and 30th. Lower than 10 below zero has been frequently registered here in Nov., of former years, but as stated, the average cold of the month has not been exceeded, and again, the temperature at some time of the night or early morning went below freezing (32 degrees) on every one of the 30 days of the month; that is another unprecedented record.

"But now for the phenomenal one. The normal or average precipitation is 1.17 inches; last months' rainfall and melted snow was 5.07 inches, or an excess of 3.96, and instead of it being about one of the dryest months of the year, as it usually is, it proved to be the wettest, so far, except April, and it not only exceeded, but nearly doubled the previously recorded wettest November, of previous years, the one of 1880, just preceding the last great flood that was in 1881, and that is said to have been anticipated, because of the then unprecedented November precipitation of 2.93 inches. But last month nearly doubled that by giving 5.07 inches. Rain or melted snow amounting to 0.71 of an inch or more, fell on 15 days; the total depth of snow that fell would be 14 inches, if unmelted.

"There were 2 clear, 12 partly cloudy and 16 cloudy days; average cloudiness on a scale of 0 to 10.0 clear and 10 cloudy, was 7.8. Total wind movement 5504 miles; highest velocity, S. W. 29 miles on the 27th.

"The Mississippi river froze on the 28th. There was a much better stage of water during the month than during any of the corresponding months for several years."

MINISTERS IN SESSION.

All Day Meeting of the Presbyterian Clergy.

The ministers of the Presbytery of St. Paul held an all-day prayer service yesterday in the pastor's study at the East Presbyterian church. The entire day was devoted to prayer and informal religious discussion, there being no set programme and no business considered. In the evening a similar service which included the elders and trustees of the Presbyterian churches was held at the Central church.

Christmas Cards, Calendars AND Gift Books AT
St. Paul Book and Stationery Co.

(Silk Headquarters of the Northwest.) Globe—12-2-'96.

Mannheimer Bros.

Sixth and Robert Streets, St. Paul.

ORIENTAL RUGS.

A few plain facts regarding our stock. We have by far the largest collection in the state—larger than the combined stocks of the other stores in the Twin Cities. Our relations with the large importers are such that we usually have the first chance to buy anything really desirable. For years we have been authority on Oriental Rugs in this vicinity. We have not only sold large quantities, but we have done much to increase the general knowledge on the question. Many aniline dyes are sold as vegetable or antiques. It is always safe to buy of a house like this, where perfect satisfaction is guaranteed and the various makes and grades are absolutely known.

We carry many unusual sizes—rare makes and colorings—not commonly shown—as well as the more generally known grades.

Our Prices Are Always The Lowest.

Our Special Holiday Sale is now in progress. An inspection will verify our claims.

Winter Tights
For Women and Children.

Children's ¾ Wool Tights—13 to 15 years—extra special price **89c**

Women's ¾ Wool Tights, all sizes, good value at $1.50. Special **$1.00**

The Best Women's Tights for the price in this country. See them, at ..... All-Wool **$1.50**

Women's Phyllis Tights, the best made in this country, for **$2.00**

"Dr. Jaeger's" Women's Tights, the best in the world, for **$2.50**

Hosiery—Women's Fine, Soft, Good Weight Cashmere Stockings, sold the country over for 50c and 60c. Special here,

35c a Pair; 3 Pairs for $1.00.

Wash Goods Department.

1,000 Gingham Dress Patterns for Christmas presents at specially low prices. Sale now on.

$1.00 Dress Patterns for **50c.**
$1.25 Dress Patterns for **75c.**
$1.50 Dress Patterns for **$1.00.**
$1.75 Dress Patterns for **$1.25.**
$2.00 Dress Patterns for **$1.50.**
$2.50 Dress Patterns for **$2.00.**
$3.00 Dress Patterns for **$2.50.**
$4.00 Dress Patterns for **$3.00.**

$1.75 Umbrella for $1.10.

150 Gloria Silk Umbrellas, with solid Acacia handles, silver and pearl nail head trimmed, worth $1.75 each. Special **$1.10**

250 Navy Blue and Red Umbrellas, with Dresden handles to match, worth $3.00 each. Wednesday Special **$2.00**

We are Sole Agents For Butterick's Patterns and Publications.

DEATHS.

Willie S. Sewell, 673 Bedford st ..... 8 yrs
Gladys L. Woodbury, 100 S. Robert st ..... 5 mos
Mrs. M. Lauenroth, Pine and Eighth sts ..... 85 yrs

DIED.

ATWOOD—At the soldiers' home, Nov. 30. Funeral Thursday from soldiers' home chapel at 2:30 p. m. Friends invited.

LAUENROTH—Sunday, Nov. 29, 1896, at the residence of her son-in-law, Ernst Albrecht, Mrs. Conradine Lauenroth, widow of the late Christoph Lauenroth, in her eighty-fifth year. Funeral today at 2 o'clock from 334 East Eighth street. Friends invited.

AMUSEMENTS.

METROPOLITAN,
L. N. SCOTT, Manager.
A Superb Musical Success.
MATINEE TODAY! Best Seats 50c. | TONIGHT Last Times
THE EXQUISITE OPERATIC COMEDY.
DORCAS,
By Harry and Edward Paulton, Authors of "Erminie." The Incomparable Cast Includes:
Eva Davenport, Charles O. Bassett,
Marie Millard, William Broderick,
Drew Donaldson, Fred Frear,
Minnie Jarboe, Arthur Seaton,
Marie Davenport, Charles Meyer.
Beautiful Gowns, Magnificent Stage Investiture, Largely Augmented Orchestra, Perfect Ensemble.
Week Dec. 7—WALKER WHITESIDE.

METROPOLITAN,
L. N. SCOTT, Manager.
4 NIGHTS! COMMENCING Thursday, Dec. 3.
The Legitimate Irish Comedian,
JOSEPH MURPHY
Thursday and Friday Nights he will appear in the companion drama to "Kerry Gow," entitled ..... "Shaun Rhue,"
Introducing Mr. Murphy's wonderfully successful song, A Handful of Earth.
Saturday Matinee and Night and Sunday Night, he will appear in the greatest of all Irish Dramas, "The Kerry Gow."
Seats now on Sale.
Week Dec. 7—WALKER WHITESIDE.

GRAND POPULAR WITH THE PEOPLE.....
MATINEE TODAY AT 2:30. | THE DAZZLER.
Next Sunday Night—The Girl I Left Behind Me.

MARKET HALL
EVERY EVENING THIS WEEK
The Wonder of the 19th Century.
ANNA EVA FAY
And company of clever entertainers.
Every one present last evening nonplussed at the marvelous performance. If you want to know about anything.
ASK MISS FAY.
Reserved Seats, 25c and 35c. On sale from 10 to 5 at Lutz's Drug Store. At hall after 7.

MARRIAGES. BIRTHS. DEATHS.

MARRIAGE LICENSES.

Joseph H. Daunt	Anna Walsh
Louis Krohn	Elizabeth H. Hanson
August J. Broeckert	Anna Scheffer
Herbert R. Kerr	Emma H. Godske
John C. Vincent	Elizabeth Billingsley, Pipestone, Minn.

BIRTHS.

Mr. and Mrs. Peter White	Boy
Mr. and Mrs. Joseph Iten	Girl
Mr. and Mrs. Mike Shima	Boy
Mr. and Mrs. Gustav Romell	Girl
Mr. and Mrs. Napoleon Gilbert	Boy
Mr. and Mrs. O. Traudun	Girl
Mr. and Mrs. H. M. Lyon	Girl
Mr. and Mrs. Charles Michaud	Girl
Mr. and Mrs. Gustav Faulks	Boy
Mr. and Mrs. M. V. Seymour	Boy

LOCAL NOTICES.

Par Excellence California Route.

Phillips' excursions, every Tuesday and Thursday, to California points via Albert Lea route. Through cars, finely upholstered, polite attendants, cheap rates. Apply 396 Robert street, corner Sixth street, for full information.

Do You Want a Home.

The Wisconsin Central Lines will sell excursion tickets to the South and Southwest on December 1st and 15th at one fare for the round trip, plus $2.00. Great opportunity for cheap rates. For particulars call at City Ticket Office, 373 Robert street.

Phillips' California Excursions.

Two through cars weekly from St. Paul via the Minneapolis & St. Louis railroad, "Albert Lea Route." Tuesday's car runs via Kansas City, and thence through Texas, New Mexico and Arizona. Thursday's car runs via Omaha and through Colorado and Utah. For full particulars apply ticket office, 396 Robert street, corner Sixth street.

THE ONLY TOURIST SLEEPING CARS

Every Week in the Year to San Francisco and Los Angeles.

Leave Minneapolis 7:40, and St. Paul 8:15 every Thursday night via Chicago, St. Paul, Minneapolis & Omaha railway and Sioux City.

In addition to the colored porter, one of our own employes accompanies the car as conductor from Minneapolis and St. Paul to Los Angeles, and as they have made these trips every week for over a year, they can make themselves useful and take good care of your family or friends if committed to their care.

Tickets and information at 13 Nicollet House block, Minneapolis; 395 Robert street, opposite Hotel Ryan, St. Paul.

HOMESEEKERS' EXCURSIONS

Via "The Milwaukee."

On December 1st and 15th the Chicago, Milwaukee & St. Paul Railway will sell homeseekers' tickets to points in the South, Southeast and Southwest at half-fare for the round trip. For complete information call on "The Milwaukee" agents in St. Paul or Minneapolis, or address J. T. Conley, Assistant General Passenger Agent, St. Paul, Minn.

Phillips' Upholstered Tourist Cars Are the Most Popular.

More California passengers travel in Tourist cars under Mr. Phillips' management than in any other way. The Minneapolis & St. Louis railroad has the exclusive right to operate Phillips Tourist Cars, which makes that the favorite line. They combine cheapness in ticket rates, superior finish of cars, select class of patrons, excellency of road bed, the best route and gentlemanly and experienced managers to look after the travelers.

Cars now leave St. Paul at 9:15 a. m. every Tuesday, via the Southern Route, arriving at Los Angeles Saturday afternoon; and at 7 p. m. every Thursday via the Scenic Line of the World, reaching California in four days.

To insure good accommodations, arrangements should be made as far in advance as possible. Consult J. H. Whitaker, C. T. A., Ryan Hotel Block, before concluding arrangements.

THROUGH CALIFORNIA SERVICE

Via "The Milwaukee."

A fine Pullman Tourist Sleeping Car now leaves Minneapolis at 8:25 and St. Paul at 8:35 every Saturday morning and runs through to Los Angeles, Cal., via Kansas City and the Santa Fe System, without change, arriving at destination 1:25 p. m. following Wednesday.

The journey via this route is through a very interesting portion of America, and the hardship incident to winter travel through the more northerly climate is avoided.

Rate per double berth $6.00 through. For berth reservations, further information as to rates, etc., apply to "THE MILWAUKEE" agents, or address J. T. Conley, Assistant General Passenger Agent, St. Paul, Minn.

SCHOOLS AND COLLEGES.

ST. AGATHA'S CONSERVATORY Of Music and Art.

26 East Exchange St., St. Paul. Piano, violin, guitar, banjo and mandolin taught. Lessons given in drawing and painting. Call or send for pr