

**900 DROPS**  
**CASORIA**

Vegetable Preparation for Assuimulating the Food and Regulating the Stomachs and Bowels of

**INFANTS CHILDREN**

Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.

Fac-Simile Signature of *Chas. H. Fletcher* NEW YORK.

16 months old  
**35 DROPS 35 CENTS**

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**SEE THAT THE FAC-SIMILE SIGNATURE OF CHAS. H. FLETCHER IS ON THE WRAPPER OF EVERY BOTTLE OF CASORIA**

Casoria is put up in one-ounce bottles only. It is not sold in bulk. Don't allow anyone to sell you anything else on the plea or promise that it is "just as good" and "will answer every purpose." See that you get C.A.S.T.-O.-E.-I.A.

The fac-simile signature of *Chas. H. Fletcher* is on every wrapper.

**CRISIS COMES ON MONDAY**

**MAINE REPORT WILL THEN BE LAID BEFORE CONGRESS**

Other cabinet officers stated that the general plan included the sending of a presidential message along with the report, stating that Spain had been called upon to make a suitable response to the case presented by the court of inquiry. While the cabinet associates of the president maintained their usual reserve as to the exact character of their deliberations, it was concluded that the discussion proceeded on the theory that the coming report would show that the Maine explosion was not the result of an accident, but was due to an external cause.

**NO TALK OF ARBITRATION.**

**McKinley Has Fully Decided Upon His General Policy.**

CHICAGO, March 22.—The Post's Washington special says: The time taken by the court of inquiry to investigate the Maine disaster has given the president opportunity to test the sense of Americans and to formulate a course of action. It can be said that he is, at the present time, fully determined as to what he will do, and what his general policy will be. All doubts may be set at rest and people may feel certain that their will with regard to Cuba will be executed. There has never been any doubt on that question. But there has been uncertainty as to the time and the methods which it might be found best to employ.

**TONS OF BROWN POWDER**

**BIDS OPENED FOR NEARLY HALF A MILLION POUNDS**

WASHINGTON, March 22.—At the war department today bids were opened for the purchase of ordnance for supplying 470,000 pounds of brown prismatic powder for the seacoast fortification guns. There were only two bidders, the California Powder company and the Dupont Powder company. The former concern offered to supply the powder at the rate of 32.175 cents per pound. Twenty-one days after receiving the powder they will begin delivering the powder at the rate of 25,000 pounds weekly.

**Helps Your Business!**

Hamm's Rock Beer is a healthy spring beverage. The drinking of it will add to your capacity for work. On draught, or telephone 522-2 for a case.

**GIVE THE CHILDREN A DRINK**

Called Grain-O. It is a delicious, appetizing, nourishing food drink to take the place of coffee. Sold by all grocers and liked by all who have used it because when properly prepared it tastes like the finest coffee but is not so rich. It is a healthy food, and it aids digestion and strengthens the nerves. It is not a stimulant but a health builder, and children, as well as adults, can drink it with great benefit. Costs about 1/4 as much as coffee. 15 and 25c.

**WILL TRY IT ONCE MORE**

**CANADIAN PACIFIC PEOPLE WANT A CONFERENCE**

Chairman Caldwell, of the Western Passenger Association, Wires General Passenger Agent Fee to That Effect—A Meeting Will Therefore Be Held in the Near Future in Montreal or Chicago.

General Passenger Agent Whitney, of the Northern Pacific railway, received a telegram yesterday from Chairman Caldwell, of the Western Passenger Association, who is at Washington, D. C., with the intelligence that Mr. McNicoll, passenger traffic manager of the Canadian Pacific, had asked for a further conference of the sub-committee, which was unable to make a report when they adjourned last Friday at New York.

Another meeting of the sub-committee will probably be held soon, either at Montreal or Chicago. Mr. McNicoll is in favor of holding the conference at Montreal, but the American roads will probably favor Chicago as the most convenient place.

General Passenger Agent Whitney, who is a member of the sub-committee, returned yesterday from New York. The four days' meeting at New York of the special committee, consisting of General Passenger Agent Whitney, of the Great Northern; Davis, of the Grand Trunk; Heaford, of the Milwaukee; and McNicoll, of the Canadian Pacific, resulted in no agreement. The Canadian Pacific absolutely refused to listen to any kind of a proposition, except a complete surrender on the part of its competitors. It claimed all the Canadian routes, and that the American roads must not participate in the rates at which the road moves colonist or second-class travel from Ontario and Quebec into the Northwest, which is largely used for basing rates for commercial traffic to United States points.

On this question the Canadian railroad declines to arbitrate at all, although it insists upon the right to have a rate from one point in the United States over its lines to another in this country at lower rates than are made by American lines.

The American lines refuse to accede to this proposition or any proposition of a like nature, and also are firm in their opinion that the Canadian Pacific is not entitled to any differential rates on North Pacific or Alaska business. The American lines contend that there is nothing further to arbitrate, for the interstate commerce commission has decided that the Canadian Pacific has no claim for differentials, saying: "It is manifest that the American lines are entitled to and obtain a position of this transcendent business, and that in order to obtain any portion of it they must meet the same conditions as those made by the Canadian Pacific. To refuse to meet those rates would permanently divert this traffic from their lines and would be an act of injustice to the stockholders whom they represent. It seems unfortunate that there is no way by which a difficulty of this kind can be adjusted without resort to a rate war of the proportions which this is likely to assume, but apparently there is no other method."

**LINE TO THE BOUNDARY.**

**Vanderbilts Said to Be Back of a Seattle Project.**

SEATTLE, Wash., March 22.—The British Columbia, Seattle & Pacific Coast Railway company today made application to the city council for a franchise thirty feet wide over railroad avenue.

**HE HAS TWO PAPERS.**

**W. F. Street, of Benidif, Minn., a Railroad Visitor Yesterday.**

W. F. Street, editor of the Pioneer at Benidif, Minn., a town of 400 people, situated on the new Great Northern extension between Deer River and Foston, was a caller at the Great Northern general offices yesterday.

**STOCK HAS DEPRECIATED.**

**Central Car Company Sees the Wisconsin Central.**

M. T. Cox, of the Central Car company, has brought an intervening suit against the Wisconsin Central.

**WESTERN TRAFFIC BUREAU**

**Commissioners May Be Paid in Full and Dismissed.**

Today is the date set for the meeting of presidents of the Western Traffic Bureau and old Western Freight association for the purpose of considering the advisability of curtailing the forces of the organization to a commissioner and a few clerks.

**Lake and Rail Men to Meet in Minneapolis Today.**

The lake and rail rates for the coming season of navigation will be announced from a general freight agents' meeting to be held in the office of the Soo line at Minneapolis today.

**Potatoes From the West.**

Moses Polson, of the Great Northern railway, was the recipient yesterday of some specimen potatoes, monsters in size, from the farm of W. E. Sutherland, on Orcas island, declines to arbitrate at all, although it insists upon the right to have a rate from one point in the United States over its lines to another in this country at lower rates than are made by American lines.

**Railroad Notes.**

S. J. Ellison, district passenger agent of the Great Northern road at Des Moines, has been notified yesterday by a party of forty-five Iowans who will settle in the Devil's lake country, North Dakota.

For the first time in sixteen years Harry Howard, the genial postmaster at the Great Northern headquarters building, was off duty yesterday. He was obliged to resign his job on account of a stroke of rheumatism.

James H. Hill, vice president of the Eastern Railway, was in St. Paul yesterday on a flying visit from Duluth.

J. G. Schriever, for the last twenty years the manager of the Southern Pacific at New Orleans, died at the Holland house in New York last Saturday of acute Bright's disease. His death was a surprise, as he had been better than for some time.

**SUSPENSE IS WEARYING**

**PAINFUL WAITING TEACHING THE COUNTRY A LESSON**

But Little Heard Now of the "Fixed Limit" Plan, Which in Its Effect on Business Would Be Hardly Less Serious Than a State of Open War—Cuba the Sole Topic of Interest at Washington.

Washington Bureau St. Paul Globe, }  
Corcoran Building, }

WASHINGTON, March 22.—This city is waiting for developments in the Cuban crisis. The atmosphere is one of suppressed nervousness. Everybody is feverishly eager to get the word concerning what has so long been a subject of speculation, and pending the results "waiting" without fully daring to expect a positive opinion or even to hold one.

The suspense is wearying in the extreme. No other topic than our strained relations with Spain receives any mention in the newspapers. The result of the Cuban crisis will be a matter of great importance to the country. It is showing the inconvenience, so to speak, of a method of open warfare for settling affairs of a certain kind. The Cuban crisis is a lesson in the importance of a method of settling disputes which does not involve the suspension of business, those lines which are particularly mercurial, like the market for securities, are already feeling it.

Suppose, for instance, the administration were to serve notice upon Spain, that if the island of Cuba were not pacified by Nov. 1, the autonomy plan in good working order, and the reconcentro barbarity ended, we should proceed to our own settlement of the case. It goes without saying that the timidity of the cabinet upon which all industrial activity depends would be hardly less than in the midst of an open struggle. During the last fortnight little has been heard of this kind of plan, and it is not probable that the president will now resort to it, at least so far as serving any public notice is concerned.

The Maine board of inquiry has certainly been very successful in keeping its findings so secret that they may be such that an amicable adjustment will be readily attainable, and the country will have to fall back upon the old general question in much the same way as has been the case for the last three years. This is the general opinion in Washington. Few persons here expect a necessary casus belli from the Maine disaster, and they are confident that if neither party desires to make a war issue out of it, there will be no trouble in adjusting whatever disagreements may result.

**THE AMERICAN NAVY**

**The St. Paul Globe's Portfolio Series NOW READY FOR DELIVERY.**

The Representative Ships of the American Navy will be illustrated and described in Portfolio No. 1 of this series, which is now ready to be issued to the public by The Globe.

Battleships, Cruisers (armed and unarmed), Rams, Monitors, the Dynamite Destroyer, the Vesuvius, all are faithfully pictured. Among them are:

**HAWAII. CUBA.**

10 Cents Each. \$1.00 for the Series.

Portfolio No. 2 is the Hawaiian, which will be issued next week. It will contain the following reproductions, with appropriate descriptive text: Sanford E. Dole, Introduction, Harbor of Honolulu, King Kalakaua, Queen Liliuokalani, Fort Street, Harbor from the Executive Building, Road Over the Palm Mountains, Royal Palms, Government Building, Royal Palace, Sea-Bird Rookery, Gathering Sea-Bird Eggs, Pineapple Plantation, Surf Scene, Street Scene.

The St. Paul Globe will please send to the undersigned reader the following PORTFOLIOS:

Nos. ...., as issued, for which \$..... is enclosed.

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\*Indicate in plain figures the Portfolios wanted and how much money is enclosed.

One for a Dime. Ten for a Dollar.

One Portfolio a Week for Ten Weeks for the St. Paul Globe's Readers.

**BRAZIL WILL NOT SELL IT**

**THE TORPEDO CRUISER TUPY NOT TO BE OBTAINED**

United States Officials Disappointed Over Their Failure, as the Warship Is One of the Finest Which Is Now Building—Torpedo Launch Secured at Yarrow—Vessels of the Fleet.

WASHINGTON, March 22.—The negotiations for the purchase of ships abroad is going steadily forward, but there was a remarkable disappointment in this connection today. The authorities had been exceedingly anxious to get the big torpedo cruiser Tupy, built for Brazil. She is one of the most formidable torpedo craft afloat, her size placing her in the cruiser class, while her torpedo armament gives her the effectiveness of both torpedo boat and cruiser. It was learned, positively, however, today that the Brazilian government would not part with the Tupy, and this closes the negotiations for one of the best ships under construction.

In a small measure this was offset by the success of the navy department in securing the trim little Yarrow built launch, which, though very small, will serve as a harbor torpedo boat. She is only seventeen tons displacement, sixty feet long, 9.3 beam and 3.8 draft. Her speed is sixteen knots or better. The armament consists of two Hotchkiss one-pound quick-firing guns and a torpedo tube.

She is of the same class of craft as the Moxoto, built for the Brazilian navy. The price paid for her was less than \$25,000, with her armament complete, delivered at New York. Being so small she will be shipped over one of the Atlantic liners. Owing to her size she has not yet taken on the dignity of her name, but one will be assigned to her.

The navy department was notified today of the arrival of the Cincinnati, the gunboat Castine at Kingston, Jamaica, and the cutter Albatross, coming from the south shore of Cuba, and the West is from the north shore. The gunboat Marietta announced her arrival at Panama. The Marietta had gone from Port Tampa to Dry Tortugas.

Capt. Barker, naval aide to the secretary of the navy, returned to his duties at the navy department today after a few days' absence. He went to Key West on a secret mission, the exact nature of which has not been disclosed. Inasmuch as he conferred at length with Rear Admiral Sigsbee, commanding the North Atlantic squadron, and with Capt. Sampson, president of the naval court of inquiry investigating the cause of the Maine disaster, there appears to be good reason to infer that his business related to that affair and its possible consequences.

Secretary Long is authority for the statement that Capt. Barker was not sent to Key West to get the report of the naval court and did not bring it back with him.

**Existing Recruits.**

One of the most active branches of the navy department just closed that engaged in the enlistment of recruits for various positions in the service. Yesterday notice was given by advertisement that recruiting stations would be opened at a number of cities, mostly on the coast. Today, in response to representations that have come to hand, the enlistment bureau gave notice that a board of officers would be detailed to visit various cities in the vicinity of the Great Lakes, where it is said there are a number of persons who would be willing to enter the service. Many of them are Scandinavians who have been at sea before, from their native countries.

The board will consist of Lieut. Simon Cook, Surgeon W. A. McClurg and an engineer officer and a boatswain who have not yet been named. They will visit St. Paul, Duluth, Milwaukee and Chicago. Seamen, ordinary seamen and machinists of several classes are wanted, the pay ranging from \$19 to \$70 per month.

Word comes to the department that the recruiting board which has been at work at New Orleans has accomplished good results. Fifty men were enlisted at that place and they are to be shipped promptly to New York and are to be distributed among the various ships, according to the exigencies of the service. From New Orleans the board goes to Galveston to continue its work. The qualifications requisite for enlistment are unusually severe, which accounts for the limited number of men so far recruited, although some modifications are made in the cases of sailors who have heretofore been in the service.

Today's naval orders are as follows:

**ADDRESS**

Manager Portfolio Series

Department,

**THE ST. PAUL GLOBE.**

Newspaper Row,

St. Paul, - Minnesota.

**AWFUL VARICOCELE.**

**A Case of 30 Years' Standing Cured by Dr. Sanden's Electric Belt.**



Varicocele pulls the life out of a man. It drains his vitality so greatly that every organ of the body becomes debilitated. Hundreds of cures of this trouble have been accomplished by Dr. Sanden's Electric Belt.

**An Old Varicocele Cured.**

Vallejo, Cal., March 10, 1898.

DR. SANDEN—Dear Sir: The Electric Belt which I purchased of you about two years ago has done wonders. It completely and permanently cured me of a Varicocele of 30 years' standing. I was obliged to wear a suspensory every day during this time. I threw it away over six months ago. For \$500 I would not be placed in the physical condition your Belt has cured me of. I will answer all questions if a self-addressed envelope is sent with the letter of inquiry. Yours truly, W. D. ALLEN.

**Worth \$500 to Any Man.**

To any man who suffers from this life-endangering or any of the similar weaknesses, Dr. Sanden's Electric Belt is worth \$500. It is worth as much as life is, for it will make life happy. Read Dr. Sanden's book about it, free. Get it today. It will remove this awful affliction forever.

**Sanden Electric Co.,** 233 Nicollet Ave., Cor. Washington, Minneapolis, Minn.

Office Hours—9 a. m. to 6 p. m. Sundays—10 to 12 noon.