

KNOW OF CONCESSIONS WITNESSES BEFORE THE INTERSTATE COMMISSION

E. L. Course, of the Washburn-Crosby Milling Company, Tells of Rebates, but They Were for Wreckage of Cars and Delays, Not as Tariff Reductions—Leading Officers of Interested Firms to Testify.

The interstate commerce commission, which has come to St. Paul with a view to inquiring into the matter of rebates on flour from Minneapolis to points in the East and ports on the seaboard, began its work in the federal court room yesterday.

The commissioners could not complain of the lack of a cordial reception on the part of the office in the city. The witnesses and witnesses they turned out very strongly.

A dozen of the highest among them voluntarily took seats in the front row of the room, and they would have avoided at the cost of a heavy fine if they had been summoned to fill these places by the command of the United States marshal.

Conspicuous among those present were General Counsel Thomas Wilson, of the Omaha road, and M. D. Grover, of Great Northern; Vice President W. H. Newman, of the latter road; J. M. Hannaford, general traffic manager of the Northern Pacific; James T. Clark, holding the same office in the Omaha; W. H. Robinson, comptroller; J. M. Hastings, general superintendent; C. B. & N. J. Judge Chandler, of the Milwaukee; M. H. Koon, of Minneapolis; and M. D. Munn, of St. Paul, representing the "So" line; Hadley & Armstrong, counsel for the St. Paul & Duluth; T. H. Gill, for the Wisconsin Central; and W. H. Dunwoody, of Minneapolis.

The list of witnesses included J. S. Bell, president; I. L. Course, E. M. Fairchild, general manager; C. E. Lovins, George E. Ewing, Eugene Sheehan, W. L. Martin, A. V. Martin, R. M. Broughton, general freight agent of the St. Paul & Duluth; E. J. Parker, assistant general agent of the "So"; S. O. Brooks, assistant general freight agent of the Chicago Great Western; General Manager S. C. Stickey, of same line, with the Wisconsin Central; general freight agent, Hon. W. D. Washburn, B. C. Church and G. H. Christiansen, president of the Consolidated Milling company.

The first witness of the session was I. L. Course, of the Washburn-Crosby company, who has had considerable to do with the shipments made by the concern, and whose relations are generally very close with the traffic officials of the railroads.

Mr. Course said that the existing rate on flour to New York is 20 cents per hundred, whereas at times prior to March 20 it was as low as 21 cents. He referred in his reminiscences to the 25-cent rate in effect at the beginning of the new year, but declared that according to the records of his memory the 21-cent rate was the lowest.

Some of the business of the Washburn-Crosby company was introduced by the statement that during 1897 the shipments aggregated upwards of 20,000 cars. Mr. Course testified to the progress of his testimony that to his knowledge no special inducements for traffic had been held out by any one of the lines against another. He had, however, observed traffic among the different lines in order to maintain friendly relations all around. In the matter of rebates, he said, they were constantly being received, sometimes on account of overcharges, but often on account of the exchange of cars and delays. He could not recall that there had been any rebates on flour from Minneapolis to concessions would be allowed if shipments were made over their lines. He admitted that there were instances of changes in tariff now and then, notification of which was hastily received. He was not familiar with the details of the records bearing on the general subject.

rates, and recognized that of 21 cents per hundred as the lowest. He knew of no claim for rebate having been paid. The rates he quoted, he said, were the regular published rates.

It is expected that Mr. Bell will take the stand this morning, and the efforts of the members of the commission will be directed toward the location of responsibility for the alleged cutting of rates and favoritism as between the different lines which cannot be accomplished through the examination of subordinates.

TROUT IN THE RIVERS. Willow Brook Fish Hatchery in Readiness for the Annual Distribution in State Waters.

Everything is now in readiness at the Willow Brook fish hatchery for the annual distribution of trout fry in the lakes and rivers of the state.

The state game and fish commission will put out 2,000,000 trout fry, which will be the largest number ever put out in a single season in this state, and possibly in the Northwest.

Sunday's snow storm will delay the work of the commission for about a week. It was the intention to commence the distribution this week, but on account of the freshets caused by the heavy fall of snow the work will be necessarily postponed some days.

Supt. W. H. Morgan, of the fish hatchery, has just completed the work of fitting up the new battery and hatching apparatus, a recent acquisition to the plant. The work was completed Saturday night when the last jar was put in place, and he is now only waiting for the pike to commence to run in the Mississippi and Pike rivers, where the game commission secure its spawn every spring.

Some idea of the magnitude of the work of the fish commission may be gathered from the fact that 100,000,000 pike spawn will be shipped to the Willow Brook hatchery within the next month, where it will be hatched by the new 1,000-gallon battery, and immediately placed in the rivers and lakes of the state.

In hatching trout spawn it is necessary to keep the fry several weeks and to keep them in clean water in foreign waters. With the pike spawn it is different. The second day after they are hatched they commence to eat, and if not fed they will eat one another.

The hatching of this immense number of pike spawn is possible by the new hatching battery, which is the finest in this part of the country. It is a peculiar fact that when fish spawn is hatched in the natural way, the fry are not so numerous as when hatched artificially, but when hatched artificially 95 per cent of the spawn lives. This has been proved conclusively by the experiments made by the United States fish commission.

INVITED TO A CONFERENCE CENTRAL POPULIST CLUB WILL TRY TO ARRANGE ONE

Each Organization Asked to Send Twenty Men to a Meeting to Talk Over the Situation—Ed Schurmeier Issues a Statement, Saying He is Not a Candidate for Mayor—Willis Gets an Indorsement.

There is a possibility that the reform forces, including the Democrat-Citizen, Progress, Reform, and Citizens parties, will yet unite in one ticket at the coming city election.

The reform forces can be united on one ticket then the victory is practically assured.

The committee of twenty appointed from the Central Populist club by R. A. Walsh for the purpose of arranging for a conference of the reform forces, met last evening and after selecting M. J. Costello as chairman, and E. P. Carlson as secretary, proceeded to business.

The committee decided after deliberating that there should be a conference at the rooms of the Bimetallic union tomorrow evening at 8:30 o'clock. For this purpose the chairman was directed to notify T. R. Kane, of the Central Democratic Association; R. W. Bell, of the "Democrat" city committee; John E. Wood, chairman of the Citizens party, and J. M. Hastings, of the silver Republicans, that the Populists' committee of twenty would meet with a like committee from each of the named organizations.

The leaders of the organizations mentioned will be duly notified today of the proposed conference, and each will be earnestly requested to send representatives to the meeting. The members of the gentlemen, who, for two weeks have been advancing the proposition for uniting all the reform forces, felt very confident that their efforts in this direction would meet with success.

"It is utterly impossible," said one of the Populist leaders last evening, "to win this spring election on all unite on one ticket. Louis Nash and W. W. Erwin insist that they will run on the Democrat-Citizen's ticket, and the other reform forces will undoubtedly another candidate placed in the field. Now, the idea is to have a conference and see if the forces cannot unite. If this is done it will be for the best interests of the city, and for the citizens, and although as a Populist party man I am opposed to fusion on general principles, I realize that it is the only thing to do at this election."

Edward J. Schurmeier, who has been mentioned as a candidate for mayor, has declined to allow his name to be brought before the convention. Mr. Schurmeier has a number of friends who will take a lively interest in the campaign, but he is not a candidate for mayor. His letter of declination reads as follows:

Since the time my name has been more or less mentioned in connection with the reform forces, I have received unsolicited assurance of all the various friends of reform, and the official endorsement of the Third ward, and the promise of the solid support of the delegation of the city. Therefore, in justice to my friends and to the delegates to the Populist convention, to be held next Thursday, I have decided not to jeopardize the possible chance of success of the reform forces by my name. I am not more than fair in my opinion, and I should at this time define my position as follows:

cord streets. Over 100 names have already been placed on the membership roll.

The Sixth Ward Democratic club will hold its regular weekly meeting in the Martin block, Tuesday evening, at 8 o'clock. The committee will make their reports, and other important business will be transacted. Mr. L. McElroy will deliver an address, and other speakers are also expected to be present. All Democrats of the ward are cordially invited.

There will be a non-partisan meeting under the auspices of the Citizens' committee for the purpose of discussing the nomination of Sherman Hall, Sixth and Washburn streets, tonight, Mr. Nash will be present and address the meeting.

Col. Kiefer will address a mass meeting of Republicans to be held this evening at 8 o'clock in the Fifth ward, speaking at C. S. P. S. hall.

The People's party of the People's party will meet this evening at Assembly hall. Final arrangements for the holding of the primary election will be discussed, and the convention next Monday will be made.

Spoke to the Ministers. Prof. Herron, of Grinnell, Ia., Talks of Municipal Ownership in Cities of America.

A union meeting of ministers was held in the Central Presbyterian church, yesterday morning. The subject was "Municipal Ownership in Cities of America."

Prof. Herron's address was an address in which he pointed out the advantages of municipal ownership of the city's utilities.

Field Secretary C. S. Ward, of the Interstate Commerce commission, was also present, and occupied a few minutes with an outline of the reorganization plans of the Interstate Commerce commission.

Rev. W. W. Everts asked the speaker if there had ever been a nation in the world that had no private property.

MASSHAWKE, N. Y. INTERSTATE COMMERCE COMMISSION'S EYE OPENED

The Species of Robbery Committed at That Point at the Expense of the Agricultural Interests of the Northwest Is Likely to Come in for Investigation in the Near Future.

The interstate commerce commission will probably hold a session at Buffalo, N. Y., some time in the future to investigate the handling of the grain products of the Northwest on their passage over the Erie canal to the sea.

An editorial, published in last Sunday's Globe, called attention to the fact that the agricultural interests of the states of the Northwest have been levied upon by certain Buffalo and New York elevators.

This species of highway robbery has for years been reported by the agricultural interests of the states of the Northwest. Look at the figures: Two hundred million bushels of grain passed last year through Buffalo from the Northwest. The cost of transportation per bushel, an average reduction of one-half a cent a bushel would mean a saving of \$100,000,000.

At New York the arbitrary terminal charges on grain amount to one and eight-eighths cents per bushel, a reduction in this rate of one-half a cent per bushel—another sound commercial proposition—and a saving of \$100,000,000.

There is a situation demanding governmental attention. The states of the Northwest, through their railroad commission, have been secured last year on the amount of grain passing through Buffalo, assuming that the Erie canal, its natural channel.

In other words, these reductions would have represented a saving of \$100,000,000 to the Northwestern states on grain alone—a sum equivalent to an interest on the capital of \$100,000,000.

There are any influences which would tend to prove so popular in this part of the country as the Interstate Commerce commission. The Interstate Commerce commission is a body which has the authority to punish wrong-doers, saying that should an investigation be held at Buffalo nothing could be done except by the Interstate Commerce commission.

A reporter for The Globe chatted with the two commissioners, Judge J. C. Clements, of Georgia; Yeomans of Iowa; Calhoun, of Illinois; Prouty, of Vermont; and Chairman Knapp, of New York, this morning in the central portion of the city.

Field, Schlick & Co. A little snow storm or a blizzard counts for nothing now. Easter is only two weeks away and NOW is the time to get your Dress Goods, Silks, Suits and Jackets.

In this connection we wish to state that our sales of Tailor-made Suits and Jackets have been phenomenal. Our work-rooms are overcrowded. Come as early as possible in order to be sure of that new Suit or Jacket for Easter.

Elegant Dress Goods. Nearly all the dressmakers have reopened their establishments for the spring season, and it's high time to think of Easter gowns. The world's finest and richest textiles are here for your choosing.

Good Dress Goods Cheaper than any other store in town. Here's the proof: EXTRA—35 pieces of Strictly All-Wool Mixed Suitings—purest wool in every fiber; newest spring mixtures in light and dark colorings, full 40 inches wide, worth from 40c to 45c at wholesale and 60c at retail, for 29c 29c 20c

a yard today. These goods have the style of dollar goods, and they'll wear as well as goods that cost four times as much. You ought to see them, even if you have no thought of buying.

SECOND ASSISTANT IRVINE CHIEF COOK MAKES HIS FIRST APPOINTMENT

William H. Irvine, for nine years captain of Hook and Ladder Truck No. 1, William H. Irvine, Selected for the Office of Second Assistant Chief—Trouble in the Fire Department Still Exists—Chief Jackson Loses His Horse.

William H. Irvine, for nine years captain of Hook and Ladder Truck No. 1, was yesterday appointed second assistant chief of the department by Chief Cook.

Assistant Chief Irvine reported at central headquarters immediately upon notification of his appointment, and at once assumed the duties of the position rendered vacant by the election of Chief Cook to the head of the department.

Chief Cook's horse, which was a valuable animal, was killed by a runaway team of horses on the street.

FORT MEADE MUST STAY. St. Paul Chamber of Commerce So Decides in a Resolution Adopted by That Body.

The St. Paul chamber of commerce yesterday passed a resolution opposing the proposition recently made by the government to abolish Fort Meade as a military post, and a committee was appointed to investigate the matter.

The resolution was adopted by a vote of 100 to 10. The committee will report to the chamber at its next meeting.

The resolution was introduced by Mr. J. S. Bell, president of the chamber, and was supported by a number of prominent members.

The resolution states that the chamber is opposed to the abolition of Fort Meade, and that it will support any effort to maintain the post.

The resolution was passed after a lengthy discussion, during which the importance of the post to the city and the state was emphasized.

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RECOVERED THE BUGGY. Property of Liveryman Phillips, of Minneapolis, Found in This City.

A buggy belonging to Liveryman Phillips, of Minneapolis, which was stolen in the Mill city yesterday by Detective Wells and Morris.

The buggy was found in the possession of a West Seventh street furniture dealer, who had purchased it from a man corresponding to the description of the man to whom the horse and buggy were returned.

The horse and buggy were returned to their owner, and the man who had stolen them was arrested.

The man who had stolen the horse and buggy was charged with larceny, and will appear in court tomorrow.

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MINTYRE WASN'T READY. The Horse Which Mort McIntyre Is Accused of Stealing Is Said to Be a Mule.

The hybrid belonged to William Kostock, whose stable at 253 Charles street, the animal was taken after night a week ago.

The mule was recovered in another part of the city yesterday, when the authorities claim to have secured evidence implicating young McIntyre in the alleged theft.

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TAILORS ON A STRIKE. Employees of Wilson Brothers Walk Out—Union Wage Scale the Cause of the Trouble.

Eight employees of Wilson Brothers, tailors, of Seventh street, have quit because their wages are not in accordance with the union wage scale.

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WHO WAS WILLIAM SMALEY? The Question the Police Department of La Crosse, Wis., Ask of Chief Goss.

The police department yesterday received a letter from Chief of Police Byrne, of La Crosse, Wis., requesting information concerning a young man named William Smalley, who died at La Crosse seven years ago.

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SEVENTH AND CEDAR STS. 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 16