DESTROYED HER OWN WILL

DECISION HANDED DOWN IN THE ALLEN CASE

Judge Willrich Holds That Mrs. Allen Died Intestate, and Orders That Letters of Administration Be Issued to Mrs. Edith A. Sanborn, the Niece—The Court Believes Deceased Destroyed Will.

Judge Willrich has handed down a decision in the Allen will case, in which he holds that Mrs. Allen died intestate, and orders that letters of administration be issued to Mrs. Edith A. Sanborn upon her filing a bond in the sum of $8,000.

The estate left by Mrs. Allen amounts to about $40,000. In the memorandum accompanying the decision and order, Judge Willrich says:

The deceased, Julia M. Allen, on the 23d day of June, 1897, or just about one month prior to her death, made and executed her will. June 30 she made the codicil. The will and codicil were left in the custody of an eminent attorney of this city (Mr. Seymour), who was the legal adviser of the deceased. The niece, who lived with the deceased, was made the executrix under the will, with full powers of sale and without obligation to furnish bonds.

Both will and codicil were placed in envelopes, sealed up and left with the attorney for safe-keeping. The attorney and the deceased had several conversations with respect to changing the will and codicil, but nothing was done, and the will and codicil remained as before.

Upon his return from a vacation, the attorney had an engagement with the deceased to draw a new will, but it never was done. It appears that the will and codicil were delivered to the niece July 22, three days prior to Mrs. Allen's death.

It appears that the deceased had some conversation prior to July 22 with the husband of her niece, Mrs. Sanborn, about the probable sacrifice of the real estate, to pay all the legacies, which conversation apparently created an impression on her mind that her real estate might be sacrificed, and left a conclusion in her mind to dispose of her property by deed, to avoid such probable sacrifice.

The deceased, between July 22 and July 26, 1897, the day of her death, according to the testimony in the case, was not apprehensive of impending death. She was physically and mentally about the same as she had been during the previous weeks of her life, which condition was proved by her arrangements, made with various mechanics about repairs and work of all kinds on the homestead, which were to be done under her immediate supervision.

She was able to walk about the house on the same day she died.

Now, considering the evident dissatisfaction of the deceased with her will, as executed, and her expressed desire to alter and change the same, as evidenced in her letter of July 22, together with the evident expectation of a longer life, it is not at all unreasonable to suppose that she destroyed her will between July 22 and July 25, with the evident intention of making another in the near future.

This court had ample means to observe these persons, under the most searching cross-examination, their demeanor on the witness stand, the manner in which their testimony was given, the directness, clearness and apparent truthfulness of their testimony, which were all matters for the judgment of the court, and the conclusion seems to be entirely justified that the deceased herself destroyed the will, and was overtaken by death before she had the opportunity to carry out her altered intentions, and make a new one, which would embody all her wishes and clearly express her intention.

DULUTH HARBOR IMPROVEMENTS.

Judgment Entered in Condemnation Proceedings in the U. S. Court.

Judgment was entered in the United States district court yesterday in certain condemnation proceedings brought by the war department against owners of property in Duluth required in order to improve the canal leading from the lake to the Duluth harbor.

As has already been mentioned in The Globe, for some time past the Duluth canal has been much too narrow to care for all the traffic at the head of the lakes. By the action of the war department as much land as was possible was obtained through direct purchase, for the purpose of widening the canal to about twice its present width, deepening it and extending the piers out into the lake, so as to enable steamers to enter in any kind of weather.

A part of the property required could not be secured by purchase and the war department instituted condemnation proceedings.

Commissioners were appointed and filed their appraisals and yesterday the matter came up in the district court on a motion to confirm the award of the commissioners as to certain owners only, the time not having yet expired in which others might take appeal.

As to five lots the commissioners' report was confirmed and judgment entered vesting title in the United States, and awarding $19,000 to the two claimants. The government was by the same judgment ordered to pay into court the $19,000.

There have been but two appeals taken during the entire proceedings, one in behalf of Frederick C. Squires, of Minneapolis, and the other in behalf of the estate of Wilhelm Boeing. These appeals will be heard during the next session of the United States district court, convening at Duluth, May 10 next.

The work of the Duluth harbor improvement will be prosecuted just as soon as title to the United States of the property in question is confirmed. It is the intention of the war department to rush the work as quickly as portions of the land are acquired.

ARGUED FOR DISMISSAL.

State Rests in the Keefe Case and Defense Begins Today.

The state rested in the Keefe case yesterday afternoon at 4 o'clock, and Pierce Butler, for the defense, argued a motion to dismiss on the ground that the evidence did not warrant the case being sent to the jury.

Mr. Butler argued that without the testimony of Robert Bell, who had pleaded guilty to perjury, and had been brought from the reformatory to give evidence, the state had made no case.

Judge Brill denied the motion, stating that there was some corroborative testimony in addition to Bell's evidence, which should be allowed to be considered by the jury.

Carrie Bell, wife of Robert Bell, testified for the state that Keefe had offered her money to secure affidavits that her husband was in Minneapolis on the day which he testified to in the civil action.

Donald E. McKinnon, a police official from Winnipeg, identified a letter written by Keefe, which had been sent to Burns while he was in jail at Winnipeg.

Robert Kirkland testified that Burns and Bell boarded at his hotel in St. Paul, and that J. L. Strauch paid the board.

Three witnesses, who witnessed the accident which resulted in the death of R. Kranc, testified that they saw neither Burns nor Bell at the scene of the accident, as they had sworn to in the civil action.

The defense will commence this morning the introduction of testimony.

MISCELLANEOUS—There are moments when something suggests a small want. Put it in The Globe want columns, where it will be seen by thousands.

Held to the Grand Jury.

George T. Harris, arrested on the charge of passing a forged check for $20 upon Yerxa Bros. two months ago, was held to the grand jury yesterday in $300 bail.

Harris left the city after the alleged fraudulent transaction, but was located in Wisconsin and brought back to this city, where he has been confined in the county jail.

SEEN AT ST. PAUL HOTELS

VISITORS FROM MINNESOTA TOWNS TALK TO THE GLOBE

D. F. McGrath, of St. Charles, Once Member of the Legislature, Says the Farmers in His District Are Prosperous—Prospects of Dollar Wheat Offer Much Encouragement—Range Cattle Scarce.

D. F. McGrath, of St. Charles, a prominent Democrat and once member of the legislature, was registered at the Merchants' hotel yesterday.

In speaking of the progress made by the farmers in his district with their spring seeding, he said:

"Nearly half the seeding down our way has been completed. Some of the farmers have some little work to do in the field yet, but the end of this week will see all the crop in.

"The wheat acreage in the vicinity of St. Charles will fully double that of a year ago. The satisfactory returns obtained from wheat raising of late years and the high price this spring and the prospects of dollar wheat next fall, have all encouraged our farmers in growing the golden product.

"There is also this year an exceptionally large acreage of flax, not only in our vicinity but all over Southern Minnesota. Farmers are putting great faith in flax this year.

"Up to some years ago it was thought by our farmers that wheat could not be successfully and profitably raised in our section, but the highly satisfactory results of five years past has fully established the practicability of wheat raising in our section of the state."

J. P. Phalen, of Fargo, N. D., was at the Merchants'.

"There will be a great scarcity of range cattle this coming season," said Mr. Phalen, "so much so that many of the big cattle men in North Dakota are now selling out with a view to going out of business for the present at least.

"I think the scarcity will be felt to a greater extent in Montana than it will be in the Dakotas, as Montana depends more on the cattle industry than we do.

"The vast inroads made upon the range herds last fall by the unusually heavy shipments to St. Paul and Chicago have scarcely left any stock on the ranges.

"I think unless feeders can be secured from the South, it will be a severe blow to North Dakota. The cattle men are, however, in hopes of securing outside cattle for feeding purposes this spring."

Lieut. Gov. J. L. Gibbs, of Geneva, was in the city yesterday.

"There has been great activity among our farmers during the last fortnight," said the governor. "Flax, wheat and oats, are the favorite crops this year. Not as much wheat is being put in this year as heretofore. There seems to be a leaning on the part of our farmers to a diversity of cereals, rather than an exclusive wheat crop. Corn planting will commence in earnest about May 10.

"Comparatively few farm mortgages are outstanding in Freeborn county at present. The few held against farm property have been mostly given by young men who have bought farms on time.

"The prospects for an abundant harvest never seemed brighter to our farmers."

Nels McInnis, of Virginia, was in the city yesterday. He reports that there has been quite an awakening of the mining business along the Vermillion and Messaba ranges. Several mines which have been closed for over a year are expected to open shortly.

Col. F. H. Irons, of Fargo, was seen at the Merchants'. Col. Irons is largely interested in mines down in Arkansas.

"To begin with," said the colonel, speaking of his ventures, "this is no stock floating scheme. We have no stock for sale. Several North Dakota men and myself bought over 1,200 acres in mining claims on the border of the Ozark mountains in Howard county, extending over an erea of thirty miles. That nugget," said he, holding up a small lump of the yellow stuff, "is worth $4 and came from four pounds of ore. We are going to name our mines after Northwestern places and people, and give those six-foot Arkansas miners a lesson in Northern enterprise."

GLOBE WANT COLUMNS are increasing weekly. Every one who has patronized them find they never fail to bring good results.

GETS A TWO WEEKS' HOIST.

American Telegraph and Telephone Company Ordinance Laid Over for a Time.

The ordinance granting a franchise to the American Telegraph and Telephone company for a long distance telephone was laid over two weeks by the aldermanic committee on streets yesterday afternoon.

The final order for the boulevarding and improvement of Grand avenue, between Grotto and Floral streets, was recommended to pass. There was some objection on the part of property owners, but the point was made that all the owners of improved property favored the improvement and the objections came from those who owned unimproved property.

The resolution from the park board requiring the placing of eleven gasoline lamps in Terrace park in the midway district was placed on file. Several of the members of the committee were of the opinion that the plan was proposed by Ald. Shepard in order to get additional lamps for his ward.

New York, $13.00. Chicago Great Western Railway. Fifth and Robert.

BUILDS ON THE OLD SITE.

William Theobald's New Residence at Goodhue and Douseman Streets Under Process of Construction.

William Theobald's new residence is already under process of construction. The house is being built on the site of Mr. Theobald's former home, at Goodhue and Douseman streets, where he has lived for the last twenty-six years.

The new house will be two and a half stories, frame construction, 42x60 feet lot measurement, and provided with all modern improvements, which go toward the equipment of a comfortable dwelling.

The plans were drawn under Mr. Theobald's supervision by Contractor Wilung, who is also superintending the building work. The dwelling will cost $3,000. The house, which formerly occupied the site has been sold and will be moved to another lot, when the new residence is ready for occupancy.

You cannot afford to neglect your hat. It is the most important part of your apparel if it's a Gordon.

Women Should Remember

that Lydia E. Pinkham's Liver Pills should be taken with Lydia E. Pinkham's Vegetable Compound.

They are specially prepared to act in harmony with the Vegetable Compound, and cure constipation and sick headache resulting from causes peculiar to women.

DECIDE UPON A BOND ISSUE

ST. PAUL AND DULUTH ROAD WILL RAISE $5,000,000

First Mortgage Consolidated Bonds to That Amount Will Be Issued—Will Be Used to Pay Up Old Obligations and Make Improvements—Action Taken at a Meeting of the Stockholders Yesterday.

The stockholders of the St. Paul & Duluth Railroad company held a special meeting in the office of Vice President and General Manager A. B. Plough yesterday morning and decided upon the issuance of $5,000,000 first mortgage consolidated bonds to take up old obligations and make improvements.

Rate of interest on the bonds is not to exceed 5 per cent per annum and will cover all the property of the company, with the exception of the lands, the land and stumpage contracts and proceeds thereof, to be disposed of as follows:

Three million dollars to be reserved for retiring at maturity:

First mortgage 5 per cent bonds.....$1,000,000
Second mortgage 5 per cent bonds.. 2,000,000

Two million dollars, to the extent required, to be used for the retirement of:

The Stillwater & St. Paul Railroad company's first mortgage 7 per cent bonds.

The Taylor's Falls & Lake Superior Railroad company's first mortgage 6 per cent bonds.

The Duluth Short Line Railway company's first mortgage 5 per cent bonds.

The balance to be applied to the following purposes:

The restoration to the land and stumpage trust fund of the balance due.

The equipment of freight cars, in accordance with United States law, with automatic couplers and air brakes.

The completion of the reduction of grades on main line.

The purchase of new equipment and betterment of railroad property.

It is expected to issue these first mortgage consolidated bonds bearing 4 per cent interest.

The Stillwater & St. Paul Railroad company's first mortgage 7 per cent bonds mature on Dec. 1, 1900. There are outstanding $209,500, against which $16,198.71 in cash is held by the trustees in the sinking fund.

There are outstanding $210,000 of the Taylor's Falls & Lake Superior Railroad company's first mortgage 6 per cent bonds, maturing Jan. 1, 1914, to meet the payment of which the trustees have in the sinking fund 1,360 shares of St. Paul & Duluth Railroad company preferred stock, which is annually increased by the dividends declared on these shares.

There are also outstanding $500,000 of the Duluth Short Line Railway company's first mortgage 5 per cent bonds, maturing Sept. 1, 1916.

The St. Paul & Duluth company owns more than 96 per cent of the stock of the branch lines above mentioned.

In the annual report of the company for the year ending Dec. 31, 1888, attention was called to an expenditure for construction, betterment and equipment from the land and stumpage trust fund, under resolution of the stockholders of June 20, 1887, which authorized the temporary use of the trust fund for such purpose.

Subsequently, at the stockholders' meeting of June 17, 1889, the directors were instructed to take the necessary means to restore this amount to the trust fund.

On Dec. 31, 1888, the amount of the land and stumpage trust fund which had been so used was $788,566.40. During the year ending June 30, 1892, $97,790 was returned thereto from the earnings of the company. The balance now due said trust fund is $690,776.40.

In accordance with the laws of the United States, the freight equipment is being provided with automatic coupler and air brakes. The cost has heretofore been charged to operating expense, as there is no source other than income from which such expenditures can be made. It is estimated that it will cost $175,000 to finish this work, and the law requires that it be completed within two years.

Reference has been made in the annual reports, of recent years, to the work which has been done in the reduction of grades, the cost of which has also been a charge upon income. To complete this work, so that the full benefit of that which has already been accomplished may be received, a further estimated expenditure of about $100,000 will be necessary.

The addition of freight cars of the present standard weight, to the equipment, would greatly improve the earning capacity of the company and its economy of operation.

The dividends upon the preferred stock are limited to 7 per cent. During the last thirteen years they have averaged more than 6 per cent, and in no year has less than 5 per cent been paid. If the balance of the money taken from the land and stumpage trust fund above referred to had been returned and a corresponding amount of preferred stock retired there would have been an average saving of $41,446 each year in the amount required for the payment of the dividend on outstanding preferred stock. This saving should be contrasted with the addition to fixed charges of $27,735. The balance due to the land and stumpage trust fund when restored will be used in accordance with the plan of "purchase, sale and reorganization."

The increased number of tons which can be hauled in trains by completing the grade reductions, it is estimated, will reduce the operating expenses much more than the interest upon the cost of such work.

The annual interest on $2,000,000 first mortgage bonds at 4 per cent.....	$80,000
Deduct annual interest on bonds retired:	
Taylor's Falls & Lake Superior Railroad 6 per cent $12,600	
Stillwater & St. Paul railroad 7 per cent 14,665	
Duluth Short Line railway 5 per cent 25,000	
	52,265
Additional fixed charges	$27,735
Annual saving in dividends on preferred stock	41,446

The stockholders further decided that all the branch line companies be absorbed by the parent corporation.

Those present at the meeting were Capt. R. Somers Hayes, president, New York; R. B. Dodson, director, New York; A. B. Plough, vice president and general manager, St. Paul; W. R. Merriam, St. Paul.

All of the above are stockholders.

Mertin Joyce, secretary to President Hayes, is here. The president and his secretary will leave for New York tonight via the Burlington route.

MAY CALL THE COMMISSION.

Transcontinental Roads Cannot Seem to Settle Their Differences.

CHICAGO, April 14.—The interstate commerce commission is likely to be called upon to arbitrate the matters in dispute between the Canadian Pacific and the American transcontinental roads concerning the right of the Canadian road to differentials. Issue is taken by the Canadian road on the construction to be placed on the commission's decision suspending the long and short haul clause.

The American roads held that the decision finds the Canadian road has no right to differentials. To concede differentials would be to place themselves in contempt. The Canadian Pacific maintains that the decision does not in any way touch upon its rights in the premises.

Chicago-St. Paul roads have reached an agreement on the measures necessary to be adopted to prevent the manipulation of cut rate tickets to North Pacific coast points. They have decided to ask their Eastern connections to adopt the rebate plan in the sale of tickets from points in the East to St. Paul and points beyond other than coast points.

The amount of rebate they suggest is $7.50 first-class, and $5 second-class. East-bound they propose to make all tickets good for continuous passage only and to use signature forms of tickets. It is not at all certain that the Eastern connections will accept.

If there is a history of weak lungs in your family, take Scott's Emulsion.

It nourishes and invigorates.

It enables you to resist the disease. Even if your lungs are already affected, and if besides the cough you have fever and emaciation, there is still a strong probability of a cure.

The oil in the Emulsion feeds; the hypophosphites give power to the nerves; and the glycerine soothes and heals.

50c. and $1.00, all druggists.
SCOTT & BOWNE, Chemists, New York.

Where Coal Costs Money.

The Consolidation Coal company, whose mines are on the Baltimore & Ohio railroad near Cumberland, Md., ship considerable coal to San Francisco for smithing purposes, and the cost of the coal at the mines and the price at which it is sold to consumers in certain parts of California has developed an interesting situation with reference to transportation charges.

The company gets 85 cents a ton for the coal at the mines and then it is sent over the B. & O. to Locust Point, where it is loaded on vessels and goes around the Horn to San Francisco. From there it is shipped by rail to the interior points and then placed in sacks and carried on mules to the small mining settlements scattered through the mountains. This coal is retailed in these settlements, some being hundreds of miles from the railroad, at $100 a ton, or 5 cents a pound.

Chicago-St. Paul Lines.

CHICAGO, April 14.—Western Passenger association roads had a meeting here today to devise means of doing away with extensive demoralization occasioned largely by the payment of excessive commissions.

An agreement was reached to cease all excessive payments at once.

Reduced rates were arranged for a large number of meetings, conventions, etc., to be held during the coming summer.

All cut rates other than those to North Pacific coast points are to be discontinued immediately.

Cross Ties.

CHICAGO, April 14.—It is semi-officially announced today that there will be no increase in Chicago & Northwestern dividends during the present year.

Chicago, April 14.—A call was issued today for a meeting of rate clerks of the Central Passenger roads to be held in St. Louis April 19.

Chicago, April 14.—Reports are current that grain rates east-bound from Chicago are becoming worse demoralized.

Names Reduced Fares.

The Western Passenger association has made a rate of a fare and one-third from all points in Minnesota for the round-trip to the following meetings:

Mankato, Minn., April 14-16, annual convention of the Mankato district Christian Endeavor union.

Chaska, Minn., April 14-16, annual meeting of the Minnesota State Firemens' association.

Three Weeks Early.

"The local traffic condition in general is about the same as usual at this time of year," said a prominent freight official yesterday.

"The opening of lake navigation diverted traffic to the lake lines about three weeks earlier than usual."

A Century an Hour.

The Pennsylvania Railroad company is now finishing up at the Altoona shop one of the most perfect express engines ever constructed.

It will be of improved type, and it is prophesied that it will represent the coming standard passenger engine of the system. Every part that would offer the least resistance to speed will be covered and made as trim as possible.

After it has been loosened up a little on slower trains it will be attached to the Chicago and New York limited. Engineers who are competent judges of the engine say that with a four-car train on a favorable track it can make a record of 100 miles an hour.

RAILROAD NOTES.

Traveling Agent Townsend, of the Missouri Pacific railroad, at Chicago, is in the city.

Charles M. Keight, assistant general passenger agent of the Georgia & Alabama line, with headquarters at Savannah, called at the different general offices yesterday.

Capt. Wheeler, commercial agent for the Omaha road at Helena, Mont., is here.

The following local freight officials are in Chicago: General Traffic Manager Clark, Omaha road; General Freight Agent Somers, Great Northern; Assistant General Freight Agent Ober, Omaha.

Negotiations have been practically closed by the Santa Fe for the purchase of a big elevator in Chicago owned by a private corporation. The building has a capacity of 1,000,000 bushels.

Earnings of Michigan railroads for the month of January aggregated $2,214,791, as against $1,926,393 for the corresponding month last year. This is an increase of $288,398.

The new steamship Arizona, of the Northern Pacific Steamship line, which recently sailed from Glasgow for Hong Kong direct, is expected to sail from Hong Kong for Tacoma May 17 next. The ship is in charge of Capt. Panton, the senior captain of the line, and is one of the eldest and most capable officials in the trans-Pacific service.

THREATEN THE FORESTS

AMENDMENT TO SUNDRY CIVIL APPROPRIATION BILL

Gen. Andrews Calls Attention to a Matter Which He Thinks the Friends of the Forests Should Protest Against—Says Under the Amendment the Wilderness Would Be Open to Plunder.

"There is pending in congress an amendment to the sundry civil appropriation bill to absolutely suspend the president's orders establishing national forest reserves in the Western states and territories; the pretext being that the reserves are prejudicial to mining," said Gen. C. C. Andrews yesterday.

"This pretext, however, will be found utterly groundless, if one will examine the provisions of law for regulating the reserves," continued the general, "in the sundry civil appropriation act of June 4, 1897. Those provisions, by the way, are the most important ever enacted by congress for the care of the national forests, and will be found on pages 34 to 36, United States Statutes, First session Fifty-fifth congress. The following passages show that congress, in creating these forest reservations, has studiously protected the mining interests:

It is not the purpose or intent of these provisions, or of the act providing for such reservations, to authorize the inclusion therein of lands more valuable for the mineral therein, or for agricultural purposes, than for forest purposes.

The secretary of the interior may permit, under regulations to be prescribed by him, the use of timber and stone found upon such reservations, free of charge, by bona fide settlers, miners, residents and prospectors for minerals, for fire wood, fencing, building, mining, prospecting and other domestic purposes as may be needed by such persons for such purposes. * * *

All waters on such reservations may be used for domestic, mining, milling or irrigation purposes, etc. * * *

Any public lands embraced within the limits of any forest reservation, which after due examination by personal inspection of a competent person appointed for that purpose by the secretary of the interior, shall be found better adapted for mining or for agricultural purposes than for forest use, may be restored to the public domain. And any mineral lands in any forest reservation which have been or which may be shown to be such, and subject to entry under the existing mining laws of the United States and the rules and regulations applying thereto, shall continue to be subject to such location and entry, notwithstanding any provisions herein contained. * * *

"It is not to be supposed that this act donates timber to mining corporations; but there are detailed and ample provisions for the sale in a perfectly fair way of 'dead, matured or large growth trees,' to any persons who wish to buy. If mining companies want to purchase trees of smaller size, it will be easy to obtain permission to do so. All privileges seem to be carefully guarded except the privilege of stealing. Apparently the position of those who are fighting the reservations is that the government should keep its hands off of its own property, and that the forests should be left open to continued plunder.

"All who favor a national forest policy should uphold the reservations and make their views known to their senators and representatives in congress."

The perfection of hat making—The Gordon.

ABOUT THE GREAT NORTHERN

VICE PRESIDENT CLOUGH GIVES INTERESTING TESTIMONY

Occupied the Witness Stand in the Hearing in the North Dakota Rate Case Yesterday—Tells of the Manner in Which the Great Northern Is Operated—Total Amount of Bonds Outstanding.

The hearing in the North Dakota rate case before Master in Chancery Lovelle, was resumed yesterday in the office of Vice President Lamont, in the Northern Pacific building.

Col. William P. Clough, vice president of the Great Northern railway, was on the witness stand, and in answer to questions, asked by M. D. Grover, chief counsel of the system, made a historical and statistical statement of the Great Northern system. Vice President Clough said:

The Great Northern Railway company does not own any railroad; it leases and operates the system of railroads owned by the St. Paul, Minneapolis & Manitoba Railway company, in the states of Minnesota, North Dakota, South Dakota, Montana, Idaho and Washington. These leased railways have a total mileage of 3,830.72 miles of main track and 503.56 miles of sidetrack, making 4,334.28 miles of track all together. The lease under which this mileage is operated by the Great Northern Railway company was executed Feb. 1, 1890, and perfected on that day, and its term is 999 years.

The Great Northern owns all the capital stock of the Eastern Railway company, of Minnesota, the Montana Central Railway company, the Willmar & Sioux Falls Railway company, the Duluth, Watertown & Pacific Railway company, the Minneapolis Union Railway company, the Minneapolis Western Railway company, and the Northern Steamship company.

There is another list of short roads lying partly in Washington and partly in British Columbia, belonging to the local companies, over which the Great Northern company has running rights, and which are operated in close alliance with the Great Northern system.

The total mileage of the various lines other than those owned by the St. Paul, Minneapolis & Manitoba Railway company, which are commonly recognized as part of the Great Northern system of railway, amounts to 769.42 miles of main track and 153.83 miles of side track.

The total miles of track operated in this so-called system is 5,267.58 miles.

Every part of this system affords facilities for the handling of traffic originating on or destined for every other part of it, as completely and conveniently as if all the tracks were owned and operated by the Great Northern Railway company.

The Northern Steamship company owns a fleet of steam vessels running on the Great Lakes, and containing six vessels, running exclusively for freight traffic, and two running exclusively for passenger traffic.

The amount of bonds issued by the companies owning the various properties composing the Great Northern transportation system, now outstanding, with the amounts of the annual interest charges upon the same, are as follows:

	Principal	Annual Interest.
Outstanding June 30, 1897.	of Bonds.	
St. P., M. & M. R'y Co.	$70,795,854	$3,483,408
Great Northern	15,000,000	600,000
Eastern of Minnesota..	4,700,000	235,000
Montana Central	8,700,000	495,000
Willmar & Sioux Falls.	3,646,000	182,000
D., W. & P	1,375,000	82,500
Minneapolis Union	2,800,000	161,500
Minneapolis Western ..	500,000	25,000
Making a total of...	$107,516,854	$5,264,708

Q. Has the Great Northern made reports to state and official boards, showing among other things its gross earnings, operating expenses, net earnings, equipment and its apportionment?

A. Commencing with 1890, the Great Northern has made such reports to various official boards and commissions; among others to the interstate commerce commission, to the Minnesota and North Dakota railway commissions, etc.

Q. Is not the road operated as a unit; is there any basis upon which it can divide earnings by geographical lines?

A. Like every other railroad system, the Great Northern is necessarily operated as a unit. State lines cannot be noticed, and are not noticed for any purpose whatever in carrying on the operations of the road.

No equipment is permanently kept within any particular state. It would be absolutely impossible to successfully carry on the operation of the road if any attention was paid to state lines.

Q. What would be the effect upon the system should the existing distance tariff rates in North Dakota be reduced to conform to the order of the commission; could existing distance tariffs be maintained in Minnesota or elsewhere upon the system?

A. The necessary effect of any reductions of distance tariff rates in North Dakota would be to extend the same reduction into Minnesota. This would be true both on legal and on business grounds. On legal grounds because conditions in Minnesota are such as to entitle the patrons of the roads living in that state to at least as low rates as those living in North Dakota. On business grounds because the commercial business of Minnesota and North Dakota is practically a unit, and the business could not be done on two separate sets of rates.

Q. Have you a table showing gross freight earnings on traffic beginning and ending in the state of North Dakota for the years ending June 30, 1894, '95, '96 and '97?

A. I have. It is as follows:

1894.	1895.	1896.	1897.
$111,550.76	$113,545.69	$139,858.65	$135,581.58

Q. Have you tables showing the gross earnings, operating expenses and net earnings of the lines leased and operated by the Great Northern for the last four years, ending June 30, 1897?

A. I have. It is as follows:

Year.	Gross Earnings.	Operating Expenses and Taxes.	Net Earnings
1894	$11,345,356.90	$6,900,722.04	$4,444,634.86
1895	13,109,939.82	7,605,677.69	5,504,262.13
1896	15,297,453.05	8,427,033.92	6,870,419.13
1897	14,994,541.41	8,676,096.09	6,318,445.32

ST. PAUL BREVITIES.

—Diphtheria was reported at the health office yesterday as existing at 260 Burgess street.

—Gospel meetings and Bible readings will be resumed at Market hall tonight by Evangelist Scollen.

—The city treasurer will today disburse $76,545.34 to the city officials and employes on account of March salaries.

—The jury in the case of the Hemmenway Fruit company against H. L. Rodenburg returned a verdict for plaintiff for $113.20.

—Certificates of nomination of J. J. McCardy as candidate for comptroller, and Ald. Sanborn, as alderman from the Seventh ward, were filed with the city clerk yesterday.

—The Union Ex-Prisoners of War association, of Minnesota, met in this city Wednesday evening and passed resolutions of condolence on the death of Jesse G. Jones, who was a member of the association.

—Battery A will give an exhibition gun drill this evening in addition to their regular drill. The exhibition drill of a battery is very interesting, and now that rumors of war are heard it is particularly so.

—The next meeting of the State Historical society will be held in the society's rooms April 25. Hon. Charles E. Flandrau will deliver an address on "Reminiscences of Minnesota During the Territorial Period."

—W. A. Armstrong took out a building permit yesterday for the erection of a two-story frame dwelling on Dayton avenue, near Fisk street, to cost $4,000. Edward Ayd also secured a permit for a one-story store building on West Seventh street, near Bay, to cost $1,800.

—Mickey Hines and Pat Hussey, whose faces are almost as familiar in the police court as those of the judges and bailiffs, were yesterday unable to disprove the charge of drunkenness upon which they were arrested Wednesday night, and both were sentenced to the workhouse for thirty days.

—The Minnesota Omaha exposition commission is doing good work in getting the different counties of the state into line. L. C. Pryor has collected the Waseca share of the guaranty fund and J. Newton Nind is now in Winona, where, with A. T. Stebbins, of Rochester, he will work up exposition interests. There may be a meeting of the commission next week.

—Capitol Lodge No. 51, K. of P., will have work in the second and third ranks next Wednesday evening, at their Castle hall, Sixth and Robert streets. Visiting members will be especially welcomed. This lodge is arranging for a dance in the near future. Lodge will meet on Wednesday at 7:30, and the stereopticon will be used in exemplifying the work.

—A complaint has been issued in the municipal court, at the instance of Jennie Howard, who claims that Charles Howard, living at the corner of Chestnut and West Seventh street, assaulted and cruelly treated his wife, Fern Howard, on April 9. The parties live on Chestnut and West Seventh. It is understood an action for divorce is pending between husband and wife.

—The jury found a verdict for the plaintiff in the sum of $113.20 in the case of the Hemenway Fruit & Produce company, against H. L. Rodenberg, action to recover on a breach of warranty in the sale of 160 barrels of apples.

—Cass Gilbert has prepared plans for the immediate erection of a modern dwelling, on Summit avenue, for Charles H. F. Smith. The location is between Farrington and Virginia avenues, east of the Barnum property. The cost of the improvement will be from $12,000 to $15,000, and the work will begin at once.

—Judge Willis had before him yesterday the divorce case of Della Leavitt Irving against Andrew J. Irving. The plaintiff is 23 years old and the defendant is 55, and the marriage occurred in December, 1895. The plaintiff alleges cruelty and neglect. The case was partially heard and continued.

—The board of public works went out to Newport yesterday for an inspection of the Newport road, which is said to be in a bad condition. Several complaints regarding this river thoroughfare have been received of late. The board will direct that the road be placed in good condition.

AT THE THEATERS.

—"The Prodigal Father," which comes to the Grand next week, is not prodigal alone in father, or the ways of one father; it is prodigal in songs, dances and the endless quirks that amuse and entertain an audience.

—Only three more performances of Hopkins' Trans-Oceanic Star Specialty company will be given at the Grand, as the engagement will conclude with the performances tomorrow afternoon and evening.

AT THE HOTELS.

ASTORIA—C. A. Pace, Watertown, S. D.; E. A. Conner, La Crosse, Wis.; I. W. Beige, New York; Daniel L. Hyland, Rat Portage, Ont.; H. L. Smith and wife, Barnesville; J. Stewart, Duluth; C. C. Swahur, Chicago; F. S. Pollard, Redwood Falls; E. N. Welsh, Boston; A. D. Ladi, Mantorville; R. W. Wilkinson, Mapleton; O. H. Stuck, Eau Claire; E. C. Warner, La Crosse; E. L. Chalmer, San Francisco; John R. Waller, Mason City, Io.; M. H. Reynolds, New York; George E. Bierbach, Milwaukee.

CLARENDON—L. N. Wisley, Sheldon, Io.; J. B. Patterson, Philadelphia; T. B. Brookings, Milwaukee; F. L. McDonald, Mandan, N. D.; C. F. Bone, Rice Lake, Wis.; A. D. Galusha, Decorah, Io.; W. Gardey, West Superior; A. Mackenrotte, Minot, N. D.; E. Burton, San Francisco.

METROPOLITAN—John Castle, Sioux City, Io.; G. W. Zimmer, Fremont, O.; W. H. Perkins and wife, Chicago; M. W. MacLaren, Milwaukee; Albert Stine, London, Eng.; John T. Ritchie, St. Johnsbury, Vt.; Miss Pardee, Miss Lury, River Falls, Wis.; J. A. Smith, Hillsboro, N. D.; John Murphy, Winona; C. T. Kline, Percy, Ont.; T. W. Norris, Zumbrota, Minn.; C. E. Overton, Morris; H. C. Thompson, Hinckley; Chas. Hoffman, Elkhorn, Wis.; C. A. Cook, Buffalo, N. Y.; M. C. O'Connell, Thompson, N. D.; T. C. Clarke, Helena.

MERCHANTS'—J. Finn, West Superior; J. N. Wolfstein, Chicago; E. H. Johnson, Miles City; H. C. Cleveland, Rock Island; J. Leyser, New York; W. B. McNulty, New York; G. W. Stewart, St. Cloud; E. E. Jenne, New York; G. M. Forster, Spokane; T. T. Comstock, Marshfield; J. W. Pie, Iowa; W. B. Towbsend, Chicago; S. Seelig, Milwaukee; C. R. Ainsworth, Moline, Ill.; M. Brooks, D. J. Doyle, Ashland; J. P. Miere, Moline, Ill.; S. Meisel and wife, Osakis; L. B. Sperry, Oberlin, O.; J. Donoghue, Seattle; C. P. Tucker, New York; J. C. Sanford, Sioux City; G. Vincent, Faribault; F. B. Lindsay, La Crosse; W. S. Parkins, Fort Yates; C. T. Brink, Winona; D. Higbie, Owatonna; P. H. Roe, Hudson; A. M. McClelan, Philadelphia; D. M. Collins, Sioux City; O. C. Sarles, Hillsboro, N. D.; A. G. Hooley, Grand Forks; Mrs. Altenberg, La Crosse; F. Crainer, Indianapolis; J. Dougherty, Indianapolis; W. Smith and wife, Groton, S. D.; J. Pauline, Indiana; J. L. Gibbs, Geneva; E. A. Cochran, Mrs. Cochran, Reedsburg, Wis.; E. A. Kimmel, Chicago; G. C. Howe, Duluth; T. W. Morrell, Chicago; F. A. Brady, St. Peter; J. Plutt, Sisseton, S. D.

RYAN—George H. Bowman, Cleveland; L. P. Rittenhouse, Philadelphia; J. W. Mason, Fergus Falls; E. C. Travis, Chicago; Walter Ayers, Duluth; John W. Von Winden, Fargo; Will I. Sherwood, New York; H. Burt and wife, Spokane; R. R. Laird, New York; W. B. Roe, New York; J. C. Tennis, New York; L. F. Rockwell, New York; W. W. Butler, Chicago; M. Hector and wife, Fargo; Fred C. Meva, New York; M. C. Fish, New York; F. G. Rollard, Chicago; C. T. A. McCormick, Chicago; W. H. Picutt, Indianapolis; A. E. Newhall, Lynn; R. B. Dodson, New York; F. M. Sangree, New York; F. R. Jones, Philadelphia; Mr. and Mrs. G. M. Parshall; Seattle; H. S. Ames, St. Louis; Edgar Ames, St. Louis; J. A. Kelsey, Chicago; Frank H. Sellers, Chicago; D. Herdelberger, New York; E. W. Bolenius, New York; John H. Lyons, Richmond, Va.; J. S. Noyes Jr., Butte; Miss R. Noyes, Butte; G. F. Lathrop, Chicago; E. Lippschitz, New York; H. Billitz, New York; George W. Peck, Milwaukee; S. T. Mifflin, Lancaster, Pa.; S. F. McGarry, Boston; Charles Degen, Milwaukee; J. H. Novak, Chicago; J. T. Truner, Chicago; M. Henschal, New York; J. J. McCarthy, Chestnut, Mont.; H. L. Ruhaak, Pekin, Ill.; A. P. Leonard and wife, South Bend; B. Dinkelspell, New York; M. G. Caldwell, Chicago; E. W. Williams, Winona; M. Wolfe, New York; A. E. Corn, Chicago; George H. Bush, New York; Roscoe Crary, Chicago; James A. Charter, Chicago; Charles Williams and wife, Winnipeg; Samuel Levy, Chicago; W. M. Wolcott, St. Louis; D. H. Raymond, Cincinnati; N. E. Squibb, Laurensburg, Ind.; H. P. Alsted, Milwaukee; F. A. Norsden, Philadelphia; F. W. Barnes, Rochester, N. Y