

## TO REACH THE NORTH POLE

CAPT. BERNIER POSITIVE HE  
WILL SUCCEEDTwo Projects Based on Scientific  
Theories—Why the Explorer is  
Sure of the Existence of a Deviant  
Polar Current in Smith's Strait—  
Crushed Jeannette Proves It—Cur-  
rent of Twenty Miles a Day.

Correspondence The St. Paul Globe.  
QUERENT, April 15.—Not since man  
laid the first gruesome foundation of  
the pathway of lost human lives that  
leads toward the uncharted North Pole  
has a proposition to overcome the ap-  
parently unsurmountable obstacles  
aroused such widespread interest as  
that of Capt. J. E. Bernier. Capt. Ber-  
nier is a sailor of wide and varied ex-  
perience, and a daring navigator. He  
has been a sailor since he was seven  
years of age, and there is no nook or  
corner of the known world that he  
has not visited. His project for reach-  
ing the North Pole is not a plan that  
he intends another shall carry out.

Learned scientific societies have in-  
dorsed his views as both feasible and  
capable of successful accomplishment.  
Among them stands pre-eminent the  
Quebec Geographical society, which has  
joined in an application to the govern-  
ment of the Dominion of Canada for  
financial aid. Capt. Bernier proposes

absolute proof of an extended current  
—probably Siberia.

"Lastly, in the middle of these de-  
posits, Dr. Cleve discovered curious  
dilatations among the multitudes of chips  
examined by him, which were identi-  
cal with those collected by the Vega  
expedition to Cape Vankarem, near  
Behring Straits.

"All these observations furnish in-  
dubitable proofs of the existence of a  
great current which, starting from the  
key ocean of Siberia, flows from the  
eastern shore of Greenland and passes  
into the polar basin.

"Theory corroborates the existence  
of this current. To the east of South-  
ern Spitzbergen and the extremity of  
Franz-Joseph land, on the glacial  
ocean, is a center of barometric de-  
pression. In virtue of the law of Buys-  
Ballot the winds in the northern  
part of this zone of minimum blow  
from east to west and drive the waters  
in this direction and against the polar  
basin and Greenland.

"We will start with seven men, one of  
which will be an Eskimau, who will  
look after the dogs and reindeer. A  
ship will accompany us upon the coast  
of Siberia in the environs of the current  
formed by the discharge into the sea  
of the river Lena. We will get as far  
north as possible to 75 degrees of north  
latitude and 135 degrees, or 140 degrees  
of west longitude. We will then leave  
the ship, carrying with us a sufficient  
quantity of provisions to support the  
men of the expedition, to keep alive  
the dogs for one year and a half, and  
the reindeer for nearly a year.

"Besides the provisions, the baggage  
of the expedition will be composed of:  
"1. A long boat, constructed in a  
manner suitable for a dwelling and

## A WORD OF WARNING.

Regarding the Water You Use Just  
at This Time of the Year.

In these days there is such a universal  
tendency to drink the water, and any-  
thing bearing upon the subject is eagerly read  
by the public. "It is evident," says a New York  
Medical Journal, "that the necessity of using  
absolutely pure drinking water cannot be  
too strongly impressed upon the public  
mind, but water of the quality of that ob-  
tainable in the city of New York is provided  
by very few communities. Where such water  
cannot be obtained, the ordinary drinking  
water, if the least suspicion attaches to it,  
should be boiled before using. Precautions  
should be taken at all times of the year, but  
there are few ordinary drinking waters  
that do not contain traces of impure matter  
and poisonous germs, invisible to the naked  
eye. If these enter the system at a favorable  
time, disease will ensue. Boiling and freezing,  
if it has been often failed to destroy these  
dangerous foes to health. It is known, how-  
ever, that the addition of a little pure spirit  
to contaminated water will render it perfectly  
harmless. It is recommended that pure whis-  
key be used for this purpose. One ounce of  
pure medicinal whiskey known to be of  
the world is Duffy's Pure Malt. Scientists admit  
this, doctors confirm it, and the public has  
proven it. There is no difficulty in counteract-  
ing the poisons in drinking water if this pure  
whiskey is used. The water is not only pure,  
however, to secure Duffy's, as it is a pure  
medicinal whiskey, and will accomplish what  
you desire.

Nansen left his ship to travel north to  
80 degrees of latitude. He found the hummocks twenty-five  
and thirty feet high, piled on the solid ice.  
It is then reasonable to suppose that at  
80 degrees these hummocks have abated  
a still greater height.

"This appears in the report of the  
discussion of the Royal Geographical  
Society of London March 22, 1897. Sev-  
eral explorers of this region have been  
in this discussion. Mr. Clement Mar-  
ham presided, and the controversy was  
sustained by Dr. Nansen, Prof. Rueck-  
er, Prof. Judd, Dr. Bowdler Sharp, Col.  
Fletcher, Sir J. Edward McClintock and  
Sir George Nares.

"In the summing up it was clearly  
proved that the first itinerary I have  
outlined agrees perfectly with the con-  
clusions arrived at by these savants.  
"Quoting the words of the president  
of the society:

"There is, however, much still to learn.  
An expedition to the Arctic region to  
connect the 400 miles between Prince Pat-  
rick Island and Aldrich's farthest, and to  
examine the ice and the sea between the  
known region. Another expedition should  
complete the examination of the northern  
coast of Greenland from the Arctic circle  
to the equator, and then return, well  
equipped on Nansen's plan and sent to carry  
out Nansen's principle, by commencing the  
drift much further to the eastward, and  
passing over the pole itself.

"Here is what Dr. Nansen himself  
said:

"Another thing with regard to the mode  
of investigation in the Arctic region, our  
expedition learned, was perhaps this—  
that even with small means good results  
can be obtained. The expedition of the  
Eskimo, and pushing forward with  
"kayak" sledges and dogs, one is enabled  
to make the distance of 400 miles, and  
over at a considerable distance from the  
coast. I think this must be one of the ways  
in which it should be attempted. To in-  
vestigate the great unknown region of the  
North American Arctic archipelago, and  
the coast of the Arctic Ocean, many inter-  
esting problems are awaiting the solution.  
A not far distant future see those tracts  
traversed by human feet?

Capt. Bernier's Second Project.

"To accomplish the project of this  
second itinerary, we start upon a  
solidly constructed whaler, progressing  
by steam. We direct our course upon  
Franz-Joseph Land in the eastern part  
of Cape Mary Harnsworth, and, pushing  
north as far as possible, disembark  
with all our provisions, dogs,  
reindeer, long boat, sleds, kayaks, etc.  
We shall reach Cape Fligely on the  
western side and pursue our route to  
the north. We will reach an island 83  
degrees north latitude and 55 or 59 de-  
grees east longitude. The land is  
about 400 miles from the North pole.  
This is the starting point of the most  
of the twenty different expeditions of  
sleds hauled by men and dogs, which  
have started to search for Sir John  
Franklin.

"These figures give an exact idea of  
the extent to which it is possible to  
penetrate into the polar ice, and prove  
that it is possible for men of robust  
constitution, well equipped with food  
and sufficient provisions, to surround  
420-mile barrier which separates Peter-  
man Land from the North pole.

S. L. M. Clinckworth ..... 80 750  
A. R. Bradford ..... 80 750  
Robert A. Clinckworth ..... 80 750  
Capt. Erasmus O'Connor ..... 80 750  
Lieut. M. H. Browne ..... 80 750  
M. M. B. Shellabarger ..... 80 750  
George F. Mechem ..... 80 750  
George W. Hamilton ..... 80 750  
M. R. Pearce ..... 80 750  
M. Reese Hamilton ..... 80 750  
R. C. Allen ..... 80 750  
M. John P. Cheyne ..... 80 750  
M. Fred J. Smith ..... 80 750  
Walter Krabbe ..... 80 750  
R. W. McMay ..... 80 750  
R. C. Allen ..... 80 750

Dr. F. Nansen ..... 28 100 400  
"We will pass the winter at Peter-  
man Land, and at the first favorable  
moment, probably in the middle of  
February, or the beginning of March,  
we will start with enough dogs and  
reindeer to carry our provisions, in-  
cluding not to reach the pole by the  
reindeer have the great advantage of  
being possible of conversion into food  
for men and dogs.

"To follow a itinerary, the expedi-  
tion will be composed of a chief, a ge-  
ological surveyor, a physician, six  
chosen men, and a Lapp to care for  
the dogs. We will follow the coast of  
Franz-Joseph Land, and endeavor to  
follow our route to the pole by  
making our 420 miles in about 100  
days. We would return by a route  
of 420 miles, following the coast of  
Greenland, which is 600 miles to the  
pole. We would then have a favorable  
current of two miles per day, and I  
am of the opinion that this voyage  
could be made in less than 150 days.  
We would reach the Danish island  
from whence Andre started in his  
balloon in the autumn. We would find  
this and the last of the provisions  
which had been carried there. In  
view of our return at this time.  
We should pass the winter here.  
For the excursion boats only call there  
at long intervals and to the water  
season. The advantage which this  
itinerary possesses is that it would per-  
mit us to explore the entire coast of  
Franz-Joseph Land. We would be  
able to explore the entire coast of  
this archipelago.

"The first itinerary I have outlined is  
preferable from the point of view of  
succeeding in the project of which the  
chief object is to reach the North pole.  
"By adopting either of these two  
plans I am absolutely certain of the  
success of my expedition.

"—Capt. J. E. Bernier."

To Portland, Maine.  
Only \$15.00, first-class, via Burlington.  
Ticket office, 400 Robert street (Hotel Ryan).  
Telephone 34.

## OUR WARSHIPS.

Would you like to know all about our  
battleships, cruisers, monitors and tor-  
pedo boats? They are fighting and pre-  
paring to fight, and every American should  
know all about them. Six portfolios  
of the series of ten are now ready.  
Read the paper for full particulars.  
Where in this paper for full particulars.  
The portfolios now ready are:  
No. 1—The American Navy—Part I.  
No. 2—The American Navy—Part II.  
No. 3—The American Navy—Part III.  
No. 4—The Hawaiian Islands—Part I.  
No. 5—The American Navy—Part IV.  
No. 6—The Hawaiian Islands—Part II.

Only \$15.00, first-class, via Burlington.  
Ticket office, 400 Robert street (Hotel Ryan).  
Telephone 34.

## WATCHING WAR SHIPS.

Montauk and Lehigh Will Go Into  
Commission Today.

PHILADELPHIA, Pa., April 17.—  
The old monitors Montauk and Le-  
high, which have been assigned respec-  
tively to Portland, Me., and Boston,  
were today commissioned commodore  
of the fleet, which went into com-  
mission yesterday, will sail for Boston

## APOSTLE TO MON ARMOR

STEAMER ST. PAUL ARRIVES  
AT NEW YORK

Work of Converting the Big Lifer  
Into a Cruiser Will Begin at  
Once and Be Completed Within  
Fifteen Days—Heavy Armam-  
ent of Rapid Fire Guns  
Ready.

By Associated Press.  
PHILADELPHIA, Pa., April 17.—  
The American line steamer St. Paul,  
which sailed from New York today  
for this city, passed in the Delaware  
capes at 5:30 o'clock this evening. She  
will reach Cramps' ship yard tomor-  
row, and on Tuesday morning the  
work of transforming her into an aux-  
iliary cruiser will begin.

It is estimated that this work will  
require about fifteen days, and will  
amount to an almost entire reconstruc-  
tion of her interior. The stateroom  
partitions will be pulled down and will  
either be enlarged to accommodate  
twenty or twenty-five men in each, or  
made into one large apartment simi-  
lar to the berth-deck in a mail-warrior.  
A large portion of her hullwork will  
be removed, as well as the superfluous  
deck structures, in order to place the  
battery.

Her armament will consist of two  
six-inch and ten five-inch rapid-fire  
guns for the main battery, and twelve  
three-pounders for the secondary bat-  
tery. The plan, it is believed, will be  
followed in the alteration of the  
St. Louis, New York and Paris.

## FEW GOOD SHIPS FOR SALE.

Commander Brownson Makes Report  
of His Trip Abroad.

WASHINGTON, April 17.—Assistant  
Secretary of the Navy, Mr. Brownson,  
who has just returned from his trip  
abroad, where he was sent to  
purchase men-of-war and munitions for  
the use of the United States navy. He  
has just returned from his trip abroad,  
and reports to Secretary of the Navy  
his inspection abroad, and will submit  
the final one to the secretary tomor-  
row. He asked to be excused from dis-  
cussing the results of his trip, pending  
his report to the secretary.

Commander Brownson during his  
visit was able to gauge the feeling  
of the European nations toward the  
United States in its issue with Spain.  
Concerning the English he remarked  
that their sympathy is for us, and  
they are with us to a man. A great  
many of the English are of the opinion  
that the United States is right, and  
that the Spanish position is untenable.  
He also remarked that the English  
sympathize with Spain, and that  
many of the commercial classes  
realizing that much of the trade of  
the peninsula is with the United States,  
look upon the situation with favor.

Commander Brownson says that owing  
to the uncertain state of affairs in  
Europe growing out of the Eastern  
question, in most of the great  
nations interest is very few really  
satisfactory warships are to be found  
on the market, while in six months  
from now possibly no one will  
be able to purchase a vessel of any  
value. Unfinished ships and those  
of inferior quality were to be ob-  
tained if desired, but the government  
does not intend to purchase vessels of  
that kind.

The commander will leave the city to-  
morrow for New York, where he is to  
command of the Yankee, to which  
he has been assigned.

## COAL CONTRABAND OF WAR.

A Different Interpretation Put Upon  
England's Declaration.

WASHINGTON, April 17.—The ac-  
tion of Great Britain in declaring coal  
to be a contraband of war, as reported  
in the dispatches, has been given a  
significance different from that attached  
to it in the dispatches.

As explained in a high diplomatic  
quarter, such an order would not pre-  
vent the purchase of coal by Spain or the  
United States from taking it to Spain  
or to any other port in the West  
Indies. Even when this article is con-  
trabanded, it is said to be usual to per-  
mit a vessel of a belligerent power to  
take aboard sufficient coal to carry her  
to the next port. Once out of the port,  
however, the vessel takes her chances  
of the contraband cargo, and it is  
liable to seizure, and the vessel is liable  
to be taken to a port of the belligerent  
power.

Applying this rule to the present  
case, it is said that the Spanish ship  
went to Kingston for coal, and would  
be able to carry a supply sufficient to  
carry her to Porto Rico or Cuba. When  
once away from Kingston, however, the  
vessel and her cargo would be subject  
to seizure by United States ships. The  
same rule, it is said, would apply in  
case of a ship of Great Britain or any  
other belligerent power in carrying  
contraband cargo. The rule would  
not protect the ship as a whole, but  
it would not protect the contraband ar-  
ticle on board, the ship being subject  
to search and to seizure of the contra-  
band articles.

The rule would apply equally, it is  
said, to ships taking coal in Kingston  
for the use of United States naval ves-  
sels. The rule would not apply to ships  
of the United States, as they would be  
applicable mainly to Spain, as the  
United States naval vessels need not  
look to the British West Indies for their  
coal supply, whereas Spanish vessels  
would rely upon them as well as the  
West Indian ports for such supplies.

## SUNDAY ON THE FLEET.

A Quiet Day Given Up to Friendly  
Visiting.

FORT MONROE, Va., April 17.—  
Commodore Schley's ships had a very  
quiet Sunday. There was nothing of  
note on the flagship, the Columbia, or  
the Minneapolis. The Texas and Mas-  
sachusetts finished coaling, and in the  
afternoon the Massachusetts shifted  
her position, because she was a little  
too close to the Minneapolis. Shore  
leave was not allowed the men, but  
this afternoon there were several visiting  
officers among the ships, and some of  
the men went aboard the training  
ship Alliance for a friendly call. The  
Wampatuck, Lieut. Carl Jung, who  
was on the flagship, the Columbia, and  
the Uncas, Lieut. F. R. Brainerd, who  
was detached from the Brooklyn, passed up  
to Norfolk this afternoon, and the tor-  
pedo boat Rodgers went out for a trial.

## WATCHING WAR SHIPS.

Montauk and Lehigh Will Go Into  
Commission Today.

PHILADELPHIA, Pa., April 17.—  
The old monitors Montauk and Le-  
high, which have been assigned respec-  
tively to Portland, Me., and Boston,  
were today commissioned commodore  
of the fleet, which went into com-  
mission yesterday, will sail for Boston

On Tuesday. The full crews for the  
Montauk and Lehigh have not yet  
reached League Island, but skeleton  
crews of naval reserves are aboard  
and very busy all day getting things  
ship-shape. Work was also being  
pushed elsewhere in the yard.

The repairs to the Monitor's  
hoisting apparatus have been com-  
pleted, and she is expected to sail this  
week. The gunboat Vixen, formerly  
of the fleet, will have her bottom  
dry dock today, and will be placed  
under the hands of the yard crew  
attended to. She will be ready to sail  
Friday or Saturday.

## BIG CARGES OF COAL.

River Boats Go South From Pitts-  
burgh Heavily Loaded.

PITTSBURGH, Pa., April 17.—Thirty-  
two boats started down the river to-  
day with 3,577 bushels of coal.  
About one-half the shipments are in-  
tended for Louisville and Cincinnati  
and the balance for New Orleans.

## Shawmut for a Cruiser.

PORTSMOUTH, N. H., April 18.—The  
steamer Shawmut, which has been dis-  
charging coal here, has been ordered to the Boston  
yard to be converted into an auxiliary  
cruiser. The steel tug Plymouth, of the  
Reading line, has been taken by the govern-  
ment.

## SPANIARDS ON THE SEA

EXTENT OF THEIR COMMERCE  
WITH OTHER COUNTRIES

Half of the Carrying Trade Done in  
the Ships of Other Nations—  
Trade With the United States  
Shown to Be Small in Compari-  
son.

By the Associated Press.  
WASHINGTON, April 17.—Secretary  
Wilson, of the agricultural department,  
has authorized the publication of a bul-  
letin on the subject of Spain's foreign  
trade from 1891 to 1895. It was pre-  
pared by Frank H. Hitchcock, the chief  
of the section of foreign markets. The  
facts brought out are of particular in-  
terest at the present time.

Two general matters are treated in  
detail in the publication, viz.: Span-  
ish commerce proper and shipping and  
navigation. It is shown that of the  
total tonnage transported to and from  
Spain during the five years 1891 to  
1895, inclusive, 57.75 per cent was car-  
ried by merchantmen entered and  
cleared in the trade with the United  
Kingdom. France carried 12.97 per cent  
of the total, and the Netherlands, with  
8.82 per cent, stood third. The United  
States, with a record of 3.91 per cent,  
was the fourth country in importance  
in the trade with Spain. Belgium fifth,  
with 2.35 per cent, and Cuba next, with  
2.34 per cent.

Of the merchandise carried by vessels  
entered at Spanish ports during the  
years 1891 to 1895, 100,000,000 of value  
came from the United Kingdom.  
France furnished 9.43 per cent, Russia  
6.80 per cent, and the United States 5.68  
per cent.

Of the goods carried by vessels  
cleared during 1891-1895, the United  
Kingdom was the destination of 68.28  
per cent. France received 14.48 per  
cent, the Netherlands 11.60 per cent,  
the United States 3.15 per cent, and  
Cuba, 2.62 per cent.

Spain's commercial transactions with  
the rest of the world amount annually  
to about \$200,000,000. Of this the  
merchandise imports amounted to  
\$161,229,516, and the exports \$155,355,759.  
The average value for 1891-1895 was  
\$151,077,440, as compared with \$317,956,  
for the United States.

Spain's foreign trade is largely mari-  
time. Of the merchandise imported and  
exported during 1891-1895 only 15.9 per  
cent was transported by land, while 84.1  
per cent was carried in seagoing ves-  
sels.

During the earlier years of the decade,  
1886-1895, more than one-half of  
Spain's maritime commerce was carried  
by foreign vessels, but since 1891 there  
has been a change, and the national  
shipping is now in the ascendancy.

The imports of Spain during 1895  
amounted to \$145,889,205, and those un-  
der the Spanish flag during 1895  
amounted to \$115,476,076. Of the foreign commerce  
of Spain during 1895, 70 per cent was  
transported with four countries,  
viz.: France, 31.1 per cent; the United  
Kingdom, 22.65 per cent; Cuba, 10.20  
per cent; and the Netherlands, 8.32 per  
cent. The total value of the merchan-  
dise annually exchanged between Spain  
and Cuba, Porto Rico, the Philippines,  
the Canaries and her possessions, minor  
possessions, was \$50,000,000. The  
United States ranked third among the  
sources of Spain's import trade during  
1891-1895, furnishing 10.34 per cent  
of the total value of her imports.

Of the merchandise exported from  
Spain during 1895, 33.34 per cent  
went to France, 23.32 per cent to the  
United Kingdom, 16.53 per cent to  
Cuba, and 3.47 per cent to Porto Rico,  
while the United States came eighth in  
the list of countries to which Spanish  
exports were consigned. The average  
yearly value of the goods transported  
by Spain to and from France in Span-  
ish vessels was \$32,655,000, to and  
from Cuba in Spanish ships,  
\$22,069,104, to Porto Rico, \$4,498,149, and  
to the Philippines, \$3,723,000. Of the mer-  
chandise sent from Spain to Spain, 36.77  
per cent went to Cuba, 27.50 per cent  
to France, 7.72 per cent to Porto Rico,  
and 1.00 per cent to the Philippines.

Coal, which constitutes the most im-  
portant non-agricultural imports, is produced chiefly  
from the United Kingdom, the re-  
ceipts from the United States amounting  
to less than 1 per cent of the total.  
During the calendar year 1895 there  
were entered and cleared at Spanish  
ports 138,856 merchant vessels. Of  
these, 138,856 carried the flag of  
Spain, and 17,687 vessels the flags of  
other nations.

The average yearly tonnage for the  
five years, 1891-1895, was 24,744,939,  
while that for the preceding five years  
was only 22,499,580. This increase was  
due to the growth in the tonnage of  
the Spanish merchantmen.

On Dec. 31, 1895, the latest date for  
which there are available statistics,  
the merchant marine of Spain com-  
prised 1,783 vessels, having an aggregate  
tonnage of 719,572 tons. Of these, 1,783  
were Spanish, and 1,783 were Spanish.  
show a slight increase in the size of  
the fleet and a rather marked one in  
its tonnage. The steam vessels in-  
creased from 131 in 1886 to 123 in 1895.  
It is shown that for the five years,  
from 1891 to 1895 inclusive, the Span-  
ish shipping was conducted somewhat  
more extensively from the customs  
districts along the Atlantic than from  
those on the Mediterranean sea. The  
Atlantic amounted annually to 19,704, as  
against 15,738 along the Mediterranean.

## POLITICS MAKES STRANGE BEDFELLOWS.

The Gordon Hat makes strangers friends.

## Promotion on the Denver &amp; Gulf.

DENVER, Col., April 18.—Thomas E. Fish-  
er, chief clerk of the passenger department  
of the Union Pacific, and the custom-  
house promoted by Receiver Trumbull to  
succeed General Passenger Agent E. I. Win-  
chell, of the St. Louis & San Fran-  
cisco line May 1.

## To Buffalo, N. Y.

via the Burlington, first-class only \$14.00.  
Ticket office, 400 Robert street (Hotel Ryan).  
Telephone 34.

## What is

ASTORIA

Castoria is Dr. Samuel Pitcher's prescription for Infants  
and Children. It contains neither Opium, Morphine nor  
other Narcotic substance. It is a harmless substitute  
for Paregoric, Drops, Soothing Syrups and Castor Oil.  
It is Pleasant. Its guarantee is thirty years' use by  
Millions of Mothers. Castoria is the Children's Panacea  
—the Mother's Friend.

## THE FAC-SIMILE SIGNATURE OF

Chas. H. Fletcher.

APPEARS ON EVERY WRAPPER.

THE CENTAUR COMPANY, 27 MURRAY STREET, NEW YORK CITY.

IN A WORLD WHERE "CLEANLINESS IS NEXT  
TO GODLINESS" NO PRAISE IS  
TOO GREAT FOR

SAPOLIO

WAR EXHIBIT AT OMAHA.

Government Display at the Trans-  
Mississippi Fair Will Be of Pe-  
culiar Interest.

OMAHA, Neb., April 17.—The preparations  
for war have not interfered with the work  
of the United States commissioner for the Trans-  
Mississippi exposition.  
Capt. H. C. Ward, U. S. A., the repre-  
sentative of the board of management of the  
exposition, has received notice that a  
portion of the war department exhibit has  
been shipped and will arrive in Omaha within  
a few days. Some of the material included in  
this shipment will be of peculiar interest, be-  
ing trophies of various kinds and ground  
mounds similar to the instrument of destruction  
which caused the wreck of the Maine.

These exhibits are shipped from the army  
warehouse at Fort Leavenworth, Kan., in  
addition to the mines and torpedoes, models  
of engineering works of various kinds, models  
of mortar batteries, a model of Key West har-  
bor, about which considerable interest is now  
centering; a model of a depression gun bat-  
tery, a model of the American lock at Sault  
Ste. Marie, the largest canal lock in the world,  
etc.

The shipment also includes a miscellaneous  
collection of small arms, including specimens  
of antique as well as the most improved mod-  
els of modern warfare.

If you have a friend who is injuring him-  
self by excess use of liquor, advise him to  
go to the KEELEYS, 117 N. 1st St., Corner Park  
Avenue and Tenth street, Minneapolis.

## Gladstone Not So Well.

HAWARDEN, April 17.—Mr. Gladstone  
passed a less comfortable day. His doctors  
say there has been little change in his con-  
dition. He is still unable to get up, and  
stone and the other members of the family  
attended service in the Hawarden church this  
morning. The funeral will be held at 11 o'clock  
on Monday.

As indicating the gravity of Mr. Glad-  
stone's condition, it is noted that the officiat-  
ing clergyman requested that the prayer of the  
congregation that "peace might be main-  
tained between two great Christian countries,  
the United States and Spain.

## Fava Expects No War.

ROME, April 17.—The Pungolo Parla-  
mentary publishes an interview with Baron Fa-  
va, the Italian ambassador in London, who  
will leave for Washington next Thurs-  
day, in the course of which he declares that  
he does not believe that the prayer of the  
congregation that "peace might be main-  
tained between two great Christian countries,  
the United States and Spain.

## To Toronto.

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Ticket office, 400 Robert street (Hotel Ryan).  
Telephone 34.

## ST. PAUL BREVITIES.

—Judge George P. Knowles, of West Su-  
perior, is a guest of the Metropolitan.

—Mary Ellen Lease left St. Paul for San  
Francisco yesterday via the Northern Pa-  
cific.

—Capt. Castle, auditor of the postoffice de-  
partment at Washington, is expected in St.  
Paul today.

—The intermediate grades of the Humboldt  
High school will give an entertainment on  
Friday night.

—Selbert's orchestra gave another of its  
popular concert at the Metropolitan  
opera house yesterday afternoon. A large  
audience enjoyed the concert.

—The pupils of the Henderson school hope  
to make several improvements on their  
grounds on Arbor day. The different rooms  
will have a special programme for the oc-  
casion.

—The Ducas street police yesterday  
on the charge of violating the bicycle or-  
dinance. The accused are alleged to have  
ridden on the street sidewalk. They  
were released on \$2 bail each.

—David Johnson and Andrew Johnson,  
bro