Correspondence The St. Paul Globe.
QUEBEC, April 15.—Not since man laid the first gruesome foundation of the pathway of lost human lives that leads towar's the unreached North Polphas a proposition to overcome the apparently unsurmountable obstacles aroused such widespread interest as that of Capt. J. E. Bernier. Capt. Bernier is a sailor of wide and varied experience, and a daring navigator. He has been a sailor since he was seventeen years of age, and there is no nook or corner of the known world that he had not visited. His project for reaching the North Pole is not a plan that he intends another shall carry out.

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

TO REACH THE NORTH POLE

TO REACH THE NORTH POLE

WILL SUCCEED

WILL SUCCEED

Two Projects Based on Scientific
Theories—Why the Explorer Is
Sure of the Existence of a Devious
Polar Current in Smith's Strait—
Crushed Jennette Proves It—Current of Twenty Miles a Day.

Correspondence The St. Paul Globe.
QUEBEC, April 15.—Not since man laid the first gruesome foundation of from east to west and drive the waters and are the reached country—per of gan extended country—probably Siberia.

"Lastly, in the middle of these deposits, Dr. Cleve discovered curious diatoms among the multitudes of chips examined by him, which were identical with those colletced by the Vega expedition to Cape Vankarema, near Behring Straits.

"All these observations furnish indubitable proofs of the existence of a great current which, starting from the icy ocean of Siberia, follows the eastern shore of Greenland and passes into the polar basin.

"Theory corroborates the existence of this current. To the east of Southern Spitzbergen and the extremity of Frang-Joseph land, on the glacial ocean, is a center of barometric depression. 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



CAPT. J. E. BERNIER.

to head the expedition that will at- capable fort serving as an equipage tempt to reach the pole in the way he | boat, to be of aluminum and wood.

Cant Bernier discusses his project as follows:
"In 1881 the Jeanette was crushed in

In 1881 the Jeanette was crushed in the north of the archipelago of New Siberia, after a delay of two years in crossing the icy ocean of Siberia. Four years later the crushed boat was discovered beneath the ice near Juliennehaal in the neighborhood of the southwestern extremity of Greenland. nenaal in the heighborhood of the southwestern extremity of Greenland. It is certain that the floating mass could not have arrived in this locality by traversing the polar basin. But by what route then? Evidently it must have descended Smith's straits. In this narrow entrance the polar current runs close to the shores of Baffin and Labrador, carrying everything afloat to the American and not to the Greenland side. The ice-mass could not have reached Juliennehaal unless it was carried by the great polar current which flows to the south the length of the eastern side of Greenland, and it must, the state of the carried by the great polar current which gives the south the length of the eastern side of Greenland, and it must, the state of the carrier by the state of the carrier by the state of the carrier by the state of the state entrance the polar current runs after doubling Cape Farewell, have turned northward again by Davis straits. This cannot be doubted. "Pausing now to understand the

route the floating mass took, we see it must have come by New Siberia to Eastern Greenland. It seems reason-able to suppose that the flotsam, having been driven against the northwest, could only traverse the icy ocean of Siberia by the current which flows in this direction, and which, after having passed to the north of Franz-Joseph land and Spitzbergen, probably in the neighborhood of the pole, came thus to the waters of Eastern Greenland, and was carried to the south by the

and was carried to the south by the polar current of this region.

"In the actual state of our hydrographic knowledge this is without doubt the only plausible itinerary. From the isles of New Siberia to Juliana in the polaries of the pola nnehaal the distance by the route indicated is not greater than 2,000 nau-tical miles (the nautical mile contains 6,080 feet.) This passage of fotsam having been effected in 1,000 days it having been effected in 1,000 days it must have progressed about twenty-one miles in 24 hours. Other cases of floating masses, less broken than that of the debris of the Jeanette, confirms the theory of the efflux of the Siberian waters against the eastern shore of Greenland. One, for example, picked up on this shore a wooden whale lance like those made by the Eskimos of Behring strait. Most of the floating wood picked up on the Greenland coast comes from the northern part of the continent of Asia. Among twenty-five chips collected by the German arctic expedition of Koldewey, seveneen were known to have come from

Siberia.

"This is not all. The examination of the mud collected in 1888 on the shores of Greenland revealed the most significant facts. This mud contained specimens of not less than twenty min-erals. This varied composition Dr. Tornelohm, of Stockhoin, regards as

Beware of Imitations

Worcestershire

"2. Six skeletons of kayaks, each of which can carry one or two men with provisions enough for six months, with

three wrappings of linen and skins. Twenty-five sleds of different form and construction, appropriate for different circumstances, and of which the plans and designs are drawn by

me.
"We shall travel constantly "We shall travel constantly north-ward, following the current, which will carry us to the north of 36 degrees west. It is the route extolled by Dr. Nansen, and which I have described as that followed by the Jeannette and by the Flotsam.

"Supposing that we accomplish an average of four miles per day, we would reach the pole in 180 days' travel. would reach the pole in 180 days travel.

We would continue then in the direction of Spitzbergen to the Damoh island, where the explorer Andree started with his balloon. We can reach Europe by the regular tourist excursion boats.

This itingary enables us to profit by by the regular tourist excursion boats.

This itinerary enables us to profit by the great polar current flowing toward

A WORD OF WARNING. Regarding the Water You Use Jus at This Time of the Year.

In these days there is such a universal interest in the water we drink that anything 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 become too strongly impressed on the public mind, but water in that condition is provided by very few communities. Where such water cannot be obtained, the ordinary drinking water, if the least suspicion attaches to it, water, if the least suspicion attaches to it, should be boiled before using. Precautions should be taken at all times of the year.

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. it has been shown, often fail to destroy these and the speed snown, often tail to destroy these dangerous foes to health. It is known, however, that the addition of a little pure spirit to contaminated water will render it perfectly harmless. It is recommended that pure whiskey be used for this purpose. The one absolutely pure medicinal whiskey known to 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. Care should be observed, 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 86 degrees 13 minutes 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 90 degrees these hummocks have abtained a still greater height.

tained a still greater height.

"This appears in the report of the discussion of the Royal Geographical Society of London March 22, 1897. Several explorers of this region took part in this discussion. Mr. Clement Markham presided, and the controversy was sustained by Dr. Nansen, Prof. Ruccker, Prof. Judd, Dr. Bowdler Sharp, Col. Fielden, Sir Leopold McClintock and Sir George Nares.
"In the summing up it was clearly

or George Nares.

"In the summing up it was clearly proved that the first itinerary I have outlined agrees perfectly with the conclusions arrived at by these savants.

"Quoting the words of the president of the society:

of the society:

"There is, however, much still to learn. An expedition should be sent up Jones' sound to connect the 400 miles between Prince Patrick Island and Aldrich's farthest, and to examine the line of ancient ice in that unknown region. Another expedition should complete the examination of the northern side of Greenland. A third should be 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

"Here is what Dr. Nansen himself said:

"'Another thing with regard to the mode of investigation of the arctic regions which our expedition learned, was perhaps thisthat even with small means good results can be obtained. By acting on the hints given by the Eskimo, and pushing forward with 'kayack' sledges and dogs, one is enabled to penetrate into and cover considerable distances in regions which have hitherto been considered very difficult of access. In this was the drift ice itself can be traveled over at a considerable distance from land and I think this must be one of the ways in which it should be endeavored to investigate the great unknown region between the North American arctic archipelago and the pole. There is no doubt many interesting problems are awaiting their solution. May a not far distant future see those tracts traversed by human feet?"

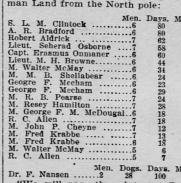
Capt. Bernier's Second Project.

Capt. Bernier's Second Project.

"To accomplish the project of this second itinerary, we start upon a selidly constructed whaler, progressing by steam. We direct our course upon Franz-Joseph Land in the eastern part of Cape Mary Harmsworth, and, pushing north as far as possible, disembark with all our provisions, dogs, reindeer, long boat, sleds, kayacks, etc. reindeer, long boat, sleds, kayacks, etc. We shall reach Cape Fligely on the western side and pursue our route to Peterman Land, which is an island 83 degrees north latitude and 58 or 59 degrees east longitude. The land is about 420 miles from the North pole. Here is the starting point of the most of the twenty difference. of the twenty different expeditions of sleds hauled by men and dogs, which have started to search for Sir John

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 constitutions, with energetic wills and sufficient provisions, to surmount the 420-mile barrier which separates Peterman Land from the North pole:



with his balloon. We can reach Europe by the regular tourist excursion boats. This itinerary enables us to profit by the great polar current flowing toward with growing the course of the Fram during two years and nine months, we find the vessel traveled 400 miles a year. It will be our fault if we cannot with provisions for seventy days only and had a counter current of two miles a day. Notwithstanding tiese disable with provisions for seventy days only and had a counter current of two miles a day. Notwithstanding tiese disable that Perry's expedition of the former of the pole of the former hand for the pole of the former hand for the former hand for the pole of the former hand for the form the first link into their of this famous polar current flow), that is to say, by the augmentation of waters on the polar basin produced by the discharge of the rivers of Shows at the polar basin produced by the discharge of the rivers of Shows at the polar current of the court and the polar current flow), that is to say, by the augmentation of waters on the polar basin produced by the discharge of the rivers of Shows at the polar current of the court and the polar current of the court and the polar circle on the west, for the reasons I have pointed out.

The water and ice take the direction of the north and of the west, for the resums I have pointed out.

The water and ice take the direction of the court and the polar circle on the seed of the most frequent winds are those of the court of the court of the court of the court of the polar circle on the Shortan should have reached the shores of Spitzbergen three years later. Principles in the polar circle on the polar current of two miles are the west and northwest, which push the fee against the east and the polar circle on the polar current of the contrary, is formed of the most frequent winds are the west and northwest, which push the fee against the east and the polar circle on the short of Gree

Fifteen Days -- Heavy Armament 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 tomorrow, and on Tuesday morning the work of transforming her into an auxiliary cruiser will begin.

It is estimated that this work will require about fifteen days, and will amount to an almost entire reconstruc-

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 be made into one large apartment similar to the berth deck in a man-of-war.
A large portion of her bulwarks will be removed, as well as the superfluous deck structures, in order to place the

batteries.

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 battery. From present indications there will be no more armor placed on the vessel, as she now has plates as heavy as the small cruisers in the navy. The same general plans, 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 Roosevelt was at the navy department for some time during the morning transacting matters requiring his attention. He had a visit from Commander Willard H. Brownson, who has just returned to the United States from his visit abroad, where he was sent to purchase men-of-war and munitions for the use of the United States navy. He made a number of recommendations and reports to Secretary Long during his inspection abroad, and will submit the final one to the secretary tomorrow. He asked to be excused from discussing the results of his trip, pending his report to the secretary. WASHINGTON, April 17.-Assistant

row. He asked to be excused from discussing the results of his trip, pending his report to the secretary.

Commander Brownson during his visit was able to gauge the feeling which the European nations have for this country in its issue with Spain. Concerning the Englishmen he remarked that their sympathy is for us, and they are with us to a man. A great many Frenchmen sided with Spain, although the commander said his observations regarding them were based on reports only. Italy being one of the Latin countries, there is an element which sympathizes with Spain, although that much of the trade of the peninsula is with the United States, look upon our contention with favor.

Commander Brownson says that owing to the uncertain state of affairs in Europe growing out of the Eastern question, in which most of the great nations are interested, very few really satisfactory warships are to be found on the market, while in six months from now when possibly no one will want to purchase any, no doubt some will be available. Unfinished ships and those of inferior quality were to be obtained if desired, but the government preferred not to purchase vessels of that kind.

The commander will leave the city to-morrow for New York, where he is to

The commander will leave the city to-morrow for New York, where he is to assume 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

WASHINGTON, April 11.—Ine action of Great Britain in declaring coal to be a contraband of war, as reported from Jamaica, is said to have a significance different from that attached

United States from taking coal at Kingston or any other port in the West Indies. Even when this article is contraband, it is said to be usual to per-

band articles.

The rule would apply equally, it is said, to ships taking coal in Kingston for the use of United States naval vessels. In effect, however, the rule 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 other West Indian ports for such sunplies 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 doing on the flagship, the Columbia or the Minneapolis. The Texas and Massachusetts finished coaling, and in the afternoon the Massachusetts shifted her anchorage because she was a little too close to the Minneapolis. Shore leave was not allowed the men, but this afternoon there were several visiting parties among the ships, and some of the men went aboard the training ship Alliance for a friendly call. The Wampatuck, Lieut, Carl Jungen, who was on the Maine, in command, and the Uncas, Lieut, F. R. Brainard, just detached from the Brooklyn, passed up to Norfolk this afternoon, and the torpedo boat Rodgers went out for a trial. WATCHING! WAR SHIPS.

American Consuls Abroad Hay Their Instructions.

LONDON, April 17.—Cable dispatches were received today directing all American diplomatic and consular officers to watch for movements of Spanish war craft in British waters and to report any such movements to Washington immediately. any such me immediately.

OLD MONITORS READY.

Montank and Lehigh Will Go Int Commission Today.

PHILIADELPHIA, Pa., April 17.—
The old monitors Montauk and Lehigh, which have been assigned respectively to Portland, Me., and Boston, will go into commission tomorrow.
The Catskill, which went into commission yesterday, will sail for Boston

APOSTLE TO DON ARMOR

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

The repairs to the Miantonomah's holsting apparatus have been completed, and she is expected to sail this week. The gunboat Vixen, formerly the yacht Josephine, will be placed in dry dock today to have her bottom attended to. She will be ready to sail Friday or Saturday.

NEW YORK, April 17.—The Monitor Nahant arrived early this morning from Philadelphia and anchored off Tompkinsville, S. I. The Nahant left League island on the 15th and was towed to this port by a tug. She is manned mostly by the naval reserve.

BIG CARGOES OF COAL.

River Boats Go South From Pittsburg Heavily Loaded.

PITTSBURG, Pa., April 17.—Thirty-two boats started down the river to-day with 3,557,000 bushels of coal. About one-half the shipment is intended 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 discharging coal here, has been ordered to the Boston navy yard to be converted into an auxiliary cruiser. The steel tug Plymouth, of the Reading line, has been taken by the government.

SPANIARDS ON THE SEA

EXTENT OF THEIR COMMERCE WITH OTHER COUNTRIES

Half of the Carrying Trade Done in the Ships of Other Nations-England Far in the Lead-Trade With the United States Shown to Be Small in Compari-

By the Associated Press.

WASHINGTON, April 17.—Secretary Wilson, of the agricultural department, has authorized the publication of a bulhas authorized the publication of a bulletin on the subject of Spain's foreign trade from 1891 to 1895, inclusive, prepared by Frank H. Hitchcock, the chief of the section of foreign markets. The facts brought out are of particular interest at the present time.

Two general matters are treated in detail in the publication, viz.: Spanish commerce proper and shipping and navigation. It is shown that of the total tonnage transported to and from Spanish ports during the years 1891 to

Spanish ports during the years 1891 to Spanish ports during the years 1891 to 1895, inclusive, 57.75 per cent was carried by merchantmen entered and cleared in the trade with the United Kingdom. France ranked second, with 12.97 per cent of the total, and the Netherlands, with 8.52 per cent, stood third. The United States, with a record of 3.91 per cent, was the fourth country in importance. Belgium fifth, with 2.35 per cent, and Cuba next, with 2.34 per cent.

entered at Spanish ports during the years 1891 to 1895, inclusive, 56.54 per cent 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 58.28 per cent. France received 14.48 per cent; the Netherlands, 11.33 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 more than \$300,000,000. In 1895 the merchandise imports amounted to \$161,829,516, and the exports \$155,355,759. The average value for 1891-1895 was \$315,077,440, as compared with \$317,956,-123 for the preceding five years.

\$310,077,440, as compared with \$317,956,-123 for the preceding five years. 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-sets.

During the earlier years of the decade, 1886-1895, more than one-half of to it in the dispatches.

As explained in a high diplomatic quarter, such an order would not pre-

shipping is now in the ascendancy.

The imports and exports made under the Spanish flag during 1895 amounted to \$146,869,806, and those under flags of other nations to only \$115,-145,676. Of the foreign commerce of Spain during 1891-1895 about 70 per cent was transacted with four countries Indies. Even when this article is contraband, it is said to be usual to permit 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 with her contraband cargo, and it is ilable to seizure as a contraband of war while en route to a port of the belligerent power.

Applying this rule to the present case, it is said that if a Spanish ship went to Kingston for coal she 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 a ship of Great Britain or any other country were engaged in carrying such a contraband article. The flag would protect the ship as a whole, but it would not protect the contraband article on board. The ship being subject to search and to seizure of the contraband article on board. The ship being subject to search and to seizure of the contraband articles. The rule would apply equally, it is said, to ships taking coal in Kingston for the use of United States naval ves.

exports were consigned. The average yearly value of the goods transported by Spain to and from France in Spanish vessels was \$32,655,478, to and from Cuba in Spanish ships, \$32,064,636, the United Kingdom, \$27,069,104, Porto Rico \$9,499,149, and the United States \$3,302,723. Of the merchandise from Spain in Spanish vessels, 36.77 per cent went to Cuba, 27.50 per cerit to France, 7.72 per cent to Porto Rico. Coal, which constitutes the most important item among nonagricultural imports, is produced chiefly from the United Kingdom, the receipts from the United Kingdom, the receipts 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 126,856 merchant vessels. Of these vessels 19,169 carried the flag of

buring the catendar year 1895 there were entered and cleared at Spanis's ports 126,856 merchant vessels. Of these vessels 19,169 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 24,374,939, while that for the preceding five years was only 22,499,590. 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 statistic; the merchant marine of Spain comprised 1,783 vessels, having an aggregate tonnage of 719,572. Compared with the statistics for 1886 the figures for 1895 show a slight increase in the size of the fleet and a rather marked one in its tonnage. The steam vessels increased from 481 in 1886 to 528 in 1895. It is shown that for the five years, creased from 431 in 1886 to 528 in 1895. It is shown that for the five years, from 1891 to 1895 inclusive, the Spanish shipping was conducted somewhat more extensively from the customs districts along the Atlantic than from those on the Mediterranean sea. The ships entered and cleared on the Atlantic amounted annually to 19,704, as against 15,738 along the Mediterranean.

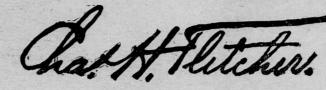
DENVER. Col., April 18.—Thomas E. Fisher, chief clerk of the passenger department of the Union Pacific, Denver & Gulf railroad, has been promoted by Receiver Trumbull to succeed General Passenger Agent B. I. Winchell, who goes to the St. Louis & San Francisco line May 1.

To Buffalo, N. Y., Via the Burlington, first-class, only \$14.00. Ticket office, 400 Robert street (Hotel Ryan), Telephone 38. What is

CASTORIA

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.

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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-

cultar 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 representative of the board of management of the government exhibit, 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, being torpedoes of various kinds and ground mines similar to the instrument of destruction which caused the wreck of the Maine.

These exhibits are shipped from the army war college at Willets' Point, and include in addition to the mines and torpedoes models of engineering works of various kinds, models of mortar batteries, a model of Key West harbor, about which considerable interest is now centering; a model of a depression gun battery, a model of the American lock at Sault St. Marle, the largest canal lock in the world, etc.

The shipment also includes a miscellaneous

etc.

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

If you have a friend who is injuring himself by excessive use of liquor, advise him to go to the KEELEY INSTITUTE, 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 condition during the past week. Mrs. Gladstone and the other members of the family attended service in the Hawarden church this morning, Rev. Stephen Gladstone officiating. As indicating the gravity of Mr. Gladstone's condition, it is noted that the officiating clergyman requested the prayer of his congregation that "peace might be maintained between two great Christian countries, the United States and Spain.

Fava Expects No War.

ROME, April 17.—The Pungolo Parlamentare publishes an interview with Baron Fava, the Italian ambassador to the United States, who will leave for Washington next. Thurswho will leave for Washington next Thursday, in the course of which he declares that he does not believe there will be war, and that he considers the possibility of action by the powers to stay the decision of congress as not excluded.

To Toronto. Via the Burlington, first-class, only \$14.00. Ticket office. 400 Robert street (Hotel Ryan). Telephone 36.

ST. PAUL BREVITIES.

-Judge George P. Knowles, of West Su-perior, is a guest of the Metropolitan. -Mary Ellen Lease left St. Paul for Francisco yesterday via the Northern

cific.

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

—The intermediate grades of the Humboldt High school will give an entertainment on Arbor day, April 29.

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

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

casion.

arrested by the Ducas street police yesterday on the charge of violating the bicycle ordinance. The accused are alleged to have ridden on the State street sidewalk. They were released on \$\frac{1}{2}\$ bail each.

—David Johnson and Andrew Johnson, brothers, respectively ten and eleven years old, spent yesterday in the Margaret street police station on the charge of disorderly conduct. The boys are accused of throwing stones at passing trains from the Sixth street bridge.

—At the annual election of \$t_lohn's

stones at passing trains from the Sixth street bridge.

—At the annual election of St. John's Church in the Wilderness, White Bear, William Clark was elected senior warden; T. C. Fulton, junior warden; L. L. Rene, secretary; vestrymen, J. C. Fulton, W. H. Whitaker, W. H. Fellows, George H. Lemon, L. L. Rene; treasurer, T. C. Fulton.

—Frank and Jennie Osborne and Mike McDonough were arrested shortly after midnight, this morning, at Seventh and Pine, on the charge of disorderly conduct. One of the men undertook to tear the star from the coat of Officer Peterson and trouble began at once, resulting in the three arrests.

—Wyoming Lodge No. 149, I. O. O. F., of White Bear, will celebrate the seventy-ninth anniversary of the founding of Odd Fellowship in the United States, at its hall in Getty block, on Tuesday evening, April 28. Anniversary exercises appropriate to the occasion will be held, followed by refreshments and a hop.

—Lieut. W. E. P. French, of the Third infantry, U. S. A., who has more than local fame as a poet, is the author of the Hawaiian love song, "Aloha," which has made a hit since it was first sung a week or 80 ago by Tagilapletra in Carnegle Music hall. The music is by Miss Margaret Townsend, sister of Mrs. Lieut. Fremont, of Fort Snelling.

—"His Personal Experience in Alpine

sister of Mrs. Lieut. Fremont, of Fort Snelling.

-"His Personal Experience in Alpine Mountain Climbing" will be given by Rev. Dr. Nichols, the talented rector of St. Mark's church, Minneapolis, at the residence of Mrs. T. Bowman, 2018 Carroll street, for the benefit of the Ladies' Guild of St. Mary's Episcopal church, on Wednesday evening, at 8 o'clock. Dr. Nichols has climbed the Alps and the Rockies, is a member of an Alpine club, and tells many trilling adventures through which he has passed in pursuing this dangerous diversion.

AT THE THEATERS.

Next week at the Grand Marie Wainwright, the accomplished emotional actress, will hold the boards in a presentation of the latest London and New York success, "Shall We Forgive Her." The plece was given its American production at the Fourteenth Street theater, New York, and was pronounced an emphatic success. The company is a strong one, and the scenery is all new and picturesque.

—There is much in the play of "Riche-

though its lines are grandiloquent at times, and especially ill-accorded with the simpler rhetoric of these times, there is in the play an imposing dignity, a verbal beauty, an exalted philosophy and theatrical effectiveness that will for years to come appeal to the theater-goer. "Richelieu" is announced as the bill in which Mr. Keene will appear at the Metropolitan tonight. At the conclusion Mr. Keene will, by request, recite "The Star Spangled Banner." Temorrow will be souvenir night, when Mr. Keene will appear in his great impersonation of Richard III.

—"The Devil's Auction," revised, rewritten and strictly up to date in every feature, will be seen at the Metropolitan opera house for one performance only, next Sunday evening, April 24.

AT THE HOTELS.

ASTORIA—Oscar Hanson, Whitewater, Wis.; C. Fisk, Duluth; F. J. Brown, Chicago; John Anderson, Zumbrota; A. J. Ward, Rosemount; Carl Helmcke, W. N. Kilroy, E. J. Manche, Chicago; A. C. Hayden and wife, Mason City, Io.; Charles E. Fink, Chicago; C. H. Haven, city; Howard Eaton, Medora, N. D.; W. A. Schuiter, Red Lake Falls; W. A. Wattel, New York; John R. Waller, Mason City, Io.; George L. Spangler, Duluth; J. M. McGie, Great Falls.

CLARENDON—George Rivers, Mankato; Andrew Wilcox, Blue Earth City; F. Cham-berlain, Chicago; James Donnelly, Duluth; Mrs. E. Johnson, St. Cloud; A. R. Parker, James Wiggans, Minneapolis; James Anec-hood, Candon, N. D.; L. Landry and daugh-ter, Duluth; A. M. Weland, Superior.

METROPOLITAN—Mr. and Mrs. E. L. Whittier, Chicago; George F. Longsdorf, Omaha; Mrs. W. Harris, Duluth, Minn.; G. P. Knowles, West Superior, Wis.; George A. Nichols, P. Henry Crosby, New York; Mr. and Mrs. James Patterson, Duluth, Minn.; Mr. and Mrs. D. Holland, Eau Claire, Wis.; J. T. Fisher, B. F. Morrison, St. James, Minn.; Mrs. Alfce Dreher, Chicago; Miss Melville, New York; Mr. and Mrs. J. J. Harris, Minneapolis; Carl Ahrendt, Baltimore, Md.

MERCHANTS'-J. Gill, West Superior; G. H. Carter, Indianapolis; H. M. Birdsall, Sloux City; H. Chittlek, Freemont, Neb.; J. P. Black, St. Peter; G. W. McIntyre, St. Peter; J. R. Howard, St. Cloud; G. W. Allenberg, Chicago; S. E. Wood, Chicago; C. Hass, Chicago; R. Sketlon, Chicago; J. H. Wood, Chicago; J. L. Harris, Chicago; C. W. Peber (2008). cago; R. Sketlon, Chicago; J. H. Wood, Chicago; J. L. Harris, Chicago; C. W. Baker, Chicago; J. P. Brush, Fargo; W. R. Renkin, La Crosse; J. N. Gray and wife, Chicago; M. S. Alexander, Owatonna; J. J. Hirsch, Minneapolis; E. Lowenthal, Chicago; F. C. Gruber, Milwaukee; William Thomas, Winona; C. B. Little, Bismarck; E. D. Groat, Escanaba, Mich.; J. Roach, Northfield; W. C. Lecrone, Faribault; J. Migins, Duluth; W. C. Lecrone, Faribault; J. D. J. Steberts, Minot, N. D.; S. Henriff, Clincinnati; H. F. Carter, Society; J. Platt, Sissenton, S. D.; M. J. O'Connor, Grand Forks; D. D. Daly, Minneapolis.

nor, Grand Forks; D. D. Daly, Minneapolis.

RYAN-H. M. Brown, W. H. Hains, La Crosse; William Billistein, Superlor; George P. Knowles, West Superlor; E. B. Jack, New York; A. H. Michelbacker, New York; Daniel Rivers, New York; C. H. Matthews, Detroit; W. W. Baker, Kansas City; J. Breslauer, Milwaukee; W. H. Trego, Chicago; C. C. Haupt, Fergus Falls; W. E. Suttin, New York; Henry L. Simons, Glencoe, Minn.; R. A. Griffing, Hartford, Conn.; James E. Eaton, Chicago; Mr. and Mrs. T. W. Keene, Mrs. Baker, Keene company; H. B. -Stevens and wife, Worcester, Mass.; B. M. Deutsch, New York; J. Schmidt, New York; V. O. Hickman, wife and child, Pittsburg; T. D. Crandall, Chicago; M. Lowenthall, Rochester, N. Y.; Will Behr and sister, St. Paul; George Thielman, Chicago; H. A. Lez, Sidney, O.; A. C. Atherton, Illinois.

SHERMAN—H. Agor, St. Paul. Neb.; T. H. Flatt, Ansonia, Conn.; R. Judson, Chicago; Daniel Daly, Chicago; J. Enright, Toronto, Can.; Elmer E. Davis, Glenwood; George Wishman, Portland, Or.; D. J. Hull, Chicago; Mrs. Dr. Foreman and son, Warrington, Mo.; A. Drung, Denver; C. J. Sparks, Inver Grove; Mrs. A. Meyers, Seattle; Mrs. W. Larson, Scattle; Mrs. M. J. Kirby, Chicago; W. H. Wilson and wife, Chicago; J. G. Eganhouse, Bellvue, Io.; Mr. and Mrs. H. Meyers, Fargo.

WINDSOR-H. W. Hart, Rush City; P. R. Vail, Ely, Minn.; H. E. Thiele, Chicago; H. E. Boen, Fergus Falls; C. B. Birong, Chicago; L. A. Simpson and wife, Dickinson, N. D.; L. Samuel, Louisville, Ky.; E. E. Carlite, Fergus Falls; H. E. Tickner, Superior; B. C. Morse, Chicago; Miss Lanbone, St. James; Miss Voss, St. James.

LAMB—At the residence of Patrick and Mar-garet Lamb, 462 East Fifth street, April 17, Edward Lamb. Funeral notice later.

AMUSEMENTS.

METROPOLITAN. L. N. MOOTT. TONIGHT, RICHELIEU THOMAS W.

KEENE npanied by CHAS. B. HANFORD. Accompanied by CHAS, B. HANFORD.

TOMOBROW NIGHT and Saturday.

Richard III.; Wednesday Matinee. Othetlo;

Wednesday Evening. Louis XI.; Thursday.

Julius Caesar; Friday, Hamlet; Saturday Matinee. The Merchant of Venice.

Sale of Seats now open. Prices, \$1, 750, 500,

25c. Wednesday Matinee, 50c. 25c.

Next week—Holand Reed.

EVER BEFORE.