

Annual Meeting Held.
REDWOOD FALLS, Minn., Feb. 9.—At the annual meeting of the stockholders of the Redwood County Agricultural Society, the directors were elected: W. E. Baker, Joseph Tyson, G. E. McKay, O. L. Dornberg, D. J. Lait, W. W. Anderson, and J. D. Stewart. Later the directors elected Joseph Tyson, president; W. E. Baker, vice president; O. L. Dornberg, secretary; and L. McKay, treasurer.

Baptists Will Meet.
GARDEN CITY, Minn., Feb. 9.—The annual meeting of the First Baptist Church of Garden City will be held tomorrow and Sunday at the residence of Mrs. J. D. Stewart, Revs. Works, of Mankato; Summers, of St. Cloud; Pfeiffer, of Center; Erickson, of Lake Crystal; and Redwood, of Garden City.

Will Aid Company B.
FARGO, N. D., Feb. 9.—The members of the Red Cross Society of Fargo have organized an auxiliary among themselves for the benefit of the members of Company B. The officers are: President, Mrs. George I. Foster; Mrs. Capt. E. C. Geary, treasurer. The treasurer, Mrs. C. W. Geary, now in Manila, as a company fund, to be of aid to the boys when needed.

That is the Opinion of Ald. Powers, of the Eighth Ward, and at His Instance All Bids Submitted for the Year Are Rejected—The News of the Flour City in Brief.

GLOBE'S MINNEAPOLIS OFFICE, 20 WASHINGTON AV. SOUTH.

MINNEAPOLIS, Feb. 9.—Over 100 young men from all parts of the state met in the lecture room of the Y. M. C. A. building this afternoon at the opening of the twenty-fifth annual convention of the state association. After a short service of prayer led by Charles N. Hunt, of St. Paul, the convention was called to order. C. W. Lewis, St. Paul, was elected temporary chairman, L. P. Savage, Minneapolis, temporary secretary. A nominating committee was appointed and retired to prepare a list of permanent officers to submit to the convention.

Prof. A. E. Haynes, chairman of the state central committee, read the report of the committee for 1898. When shown that the past year had been one of great prosperity in association work a new association has been formed in St. Paul, under the leadership of Edwin Grace, who has accomplished a great work in the organization. New associations have also been formed in Willmar, Montevideo, Crookston and Moorhead, and work will soon be begun toward organizing an association in Stillwater.

The army work has been a new feature in the west and has been maintained with great earnestness, ardor and success. The Minnesota association has been very active in this work, and have association in all the Minnesota regiments.

The committee recommended to the convention that the student vacation work be continued during the next summer, that a general state secretary, financial secretary, assistant secretary and office secretary be engaged for the coming year; that army work be continued; that a memorial be prepared and presented to William Francis in honor of the remarkable work which he has done in the past year. He has been ten years, and that the convention pass a resolution requesting the president of the United States to abolish the army cadets.

The following permanent officers were elected, by adopting the report of the nominating committee: President, L. C. Seelye, Minneapolis; first vice president, G. M. Palmer, Mankato; second vice president, G. W. Lyman, St. Paul; third vice president, L. E. Ashball; secretary, A. E. Peterson; assistant secretary, T. A. Olson; press secretary, L. T. Savage.

An interesting fact in connection with the election of L. C. Seelye as president of the convention was that he was also president of the first state convention ever held in Minnesota, which met in St. Paul just twenty-five years ago.

The anniversary exercises of the convention were held in the Y. M. C. A. auditorium in evening. The program was very interesting and the association were made by Mayor Gray and Hector Baxter. Short reminiscences were given by Mayor Gray, and by Blake D. C. Hill and William Petram. President L. C. Seelye read an interesting paper, "The work of the association since its inception in London 55 years ago."

MINNEAPOLIS GAS BILL.
Ald. Powers of the Eighth Ward It Cut Down This Year.

MINNEAPOLIS, Feb. 9.—The council committee on gas met this afternoon to consider bids for lighting Minneapolis during the present year, but Ald. Powers brought the meeting to a sudden adjournment by moving that the committee recommend to the council that all bids be rejected and that bids with new specifications be advertised for. The adjournment was not until after the city has been paying too much for its lighting, and he proposes to reduce the expense. The work was adjourned until the next evening when the committee will meet to consider bids for the South or the Milwaukee road. The bid was returned to the city at the West hotel until May 1, after which they will be at home at 194 Park avenue.

Lessons Still Allowed.
MINNEAPOLIS, Feb. 9.—Judge Brooks has denied the second application of John Drexel et al., owners of the Westchester flats, for the temporary removal of the children of W. H. Wright from giving music lessons in her apartments in the above flats. This is the second time the court has refused to grant an injunction against the application having been made on the basis of an amendment to the original complaint, which the court has refused to grant.

Quietly Wedded.
MINNEAPOLIS, Feb. 9.—Alonso Phillips, of this city, and Mrs. Mary A. Howe, of Shakopee, were quietly married at 5:30 o'clock, P. M. at the residence of Mrs. H. P. Nichols, Mr. and Mrs. Phillips left for Chicago for the South or the Milwaukee road. The bride returned to her home at the West hotel until May 1, after which they will be at home at 194 Park avenue.

Stillwater.
Extremely Cold Weather—O'Connell's Remains—Elks' Dance.

STILLWATER, Minn., Feb. 9.—(Special.)—This was one of the coldest days in the memory of even the oldest resident of the city, the thermometers registering 45 degrees below zero at 6 a. m. The intense cold continued throughout the day, and at noon thermometers registered 42 degrees below zero. The remains of Dennis O'Connell arrived last evening and the funeral will be held tomorrow morning from the home of his relatives, a few miles east of Stillwater.

Stillwater lodge of Elks gave an enjoyable entertainment party last evening. The attendance being limited to members, their order and their families. It was the last evening of series given during the winter months.

Business Men Banquet.
PIERRE, S. D., Feb. 9.—A banquet was given to members of the State Business Men's association at the Locke, at which R. M. Stewart was the guest of honor. The banquet was presided over by President Diamond of the association. Gov. Lee, P. Wickham, H. H. Keith, R. E. Beebe, B. H. Lieb, J. A. Packer, John Martin and D. E. Abel. If the office of immigration commission is established, John Watson, of Watertown, will be named by the association for the position of commissioner.

Car Heater Exploded.
BRAINERD, Minn., Feb. 9.—(Special.)—The heater in the smoking car on train No. 11 from Duluth, which exploded at 6 p. m. today, exploded and badly demolished the front end of the car. The windows in that end of the car were blown out and a portion of the roof was shattered. The explosion occurred near Kimberly, but the car was brought to a stop and sidetracked. No one happened to be at

NO CHANCE FOR RATES FROM SOUTHERN MINNESOTA TO BE LOWERED.

YESTERDAY'S CONFERENCE.

Representatives of a Number of the Lines Tell the Railroad Commissioners and a Number of Senators Why It is Impossible to Lower Rates from the Territory Asked—Cost of Carrying Freight.

It is quite safe to say that the grain rates from points in Southwestern Minnesota and Iowa to Minneapolis and Duluth will not be reduced. They will remain as at present, or if any change is made in them it will be an increase. This was the practical declaration of the railroad managers who met Senators Miller and Hill yesterday before the railway commissioners yesterday to confer with them regarding the rates which the senators' constituents claim are too high.

President Hill, of the Great Northern, spoke for his own road, with special reference to the rates on wheat and other grain. He said that the rates on the Red river valley, and declared that his road would be perfectly justified in raising the rates and that the road could successfully defend such action in the courts. He told the senators very plainly that if the legislature went too far in trying to increase railroad taxation the legislature would discover they had made a mistake, and would find themselves against being too radical in their reforms. So convincing were the arguments of the railroad men in sustaining present rates, that the senators were unable to answer them, and pleaded that they knew nothing about railroad business and only voiced the opinion of the people they represent in the legislature.

The railroad men present were President James J. Hill, General Traffic Manager F. M. Grover, of the Great Northern; A. J. Earling, vice president, and A. C. Bird, general traffic manager of the Chicago, Milwaukee & St. Paul; James T. Clarke, general manager, agent, and Judge Thomas Wilson, general attorney of the Omaha; W. M. Hopkins, general freight agent of the Minneapolis & Duluth; J. M. McCullough, vice president, and L. W. Bowers, general solicitor of the Chicago & Northwestern.

Chairman Hill announced that the conference was called by Senator Miller, of Luverne, who had complained that the southwestern grain rates were higher than rates from other territory, and that it was necessary to confer with the railroad men on the subject.

Senator Miller said that the people in his section felt that they were victims of injustice, and it was hoped that an amicable adjustment of the rates would be more satisfactory than forcible proceedings. He said that the rates from the south were much higher than rates on grain for shorter distances from the south and northwest.

Senator Miller said that the rates on wheat at Granite Falls, where the line crosses roads, and the rate from Granite Falls to Minneapolis was 13 cents, while rates from neighboring points where the line crosses roads were higher. Rates from other territory were not consistently made. He could not see why the rate on wheat should be higher than the rate on wheat, though the difference was four cents. The discrimination in favor of elevator companies was also a matter that should be considered, and he thought there was much complaint that the roads favored the large elevator owners against the smaller ones. There was no objection to the rate on wheat from the Northwestern section being higher than from other sections, especially as the southern part of the state was better settled than the north.

Senator Hill said the people of Worthington wanted to know why rates were higher from that region.

MILWAUKEE REPRESENTATIVE.
 Mr. Bird, of the Milwaukee, said that it was the object of the railroads to make all tariff matters uniform, and that there should be a just relation between every article carried. The people of Northwestern Minnesota, he said, are not paying as much as those in Northwestern Minnesota. They are not taxed as highly, nor are they paying as much for their wheat, with the exception of wheat the tariffs on grain in Southwestern Minnesota are not as high as in Northern Minnesota. Rates on merchandise are 45 per cent here, than on Northern roads. Nobody can tell what is a fair tariff. It ought to be arranged so as to bear as light as possible on the people.

"If rates on wheat are low, rates on merchandise must be high," said Mr. Bird, "to maintain a paying average. The service performed by the railroads in Southern Minnesota is performed for less money than by the other roads."

Vice President Earling, of the Milwaukee, said that freight rates on that line are broken up into small trains and sent on the various divisions to Chicago, Milwaukee and Minneapolis. The rates on wheat are higher than a full train went through to any terminal point. It costs as much, he said, to run a train of ten cars as he said, to run a train of ten cars as he said, to run a train of ten cars as he said.

Another matter for consideration, he said, was the grades. The northern lines have low grades, while the southern lines have steeper grades, making train operation more difficult.

"There is no combination between the Milwaukee and grain elevator companies," said Mr. Bird, "and it encourages the building of elevators at all who have money to erect them and grain to fill them."

ON WILLMAR LINE.
 Mr. E. Jones, general assistant manager of the Great Northern, was next called upon and said that rates on the Willmar line were better than the rates on the Northern to Duluth. It should be borne in mind, he said, that the new line reduces the distance to Duluth by 100 miles over the road to Minneapolis. In the Stearnson case an order was made that our grain rates were too high. We prevailed in our contention that the territory under the supreme court sent it back for a rehearing, and when the Fosston line was completed and the company thought they could not change local rates without changing the interstate rates, the reason reductions were made was to escape the force of litigation. The rate to Minneapolis was reduced to the same as to Duluth, in order not to deprive Minneapolis of the benefit of the rate.

The rates on the Northern lines is too low and the order reducing them should never have been made. Railroads are built through the southwest crossing at many points. There is a relation between roads of right and justice. The system of rate making made by the Northern Pacific and the Great Northern is regulated by different conditions than those of the southwestern roads leading to Chicago. Each road has a right to a fair return on the money invested in it. The fact that a country is built up and the people are prosperous is the best evidence that the rates are right.

Trains between Willmar and Yankton run light. You have your expenses every hour of the day. A railroad company is a manufacturer of transportation. It has nothing to sell but the power of its locomotives running on rails. The Fergus Falls division which extends to the Red river valley moved 35,408,904 tons one mile. We

carried 638,451 tons on that division for every mile of road. On the Breckenridge division there were 75,000,000 tons moved in 1898. Can a company haul freight on one line as the on the other. Can't do it. During the busy months hundreds of cars are run back empty and it costs as much to run an empty train as a full one.

NORTHWESTERN'S EXPERIENCE.
 Mr. Bowers said all roads were alike in principal prices. The Northwestern's road, he said, had a long route to Minneapolis yet its rates from competitive points to Minneapolis are as low as other roads. The Northwestern was obliged to raise its rates to Duluth as low as to Minneapolis by the Great Northern whose rates to Minneapolis are as low as to Duluth. Touch the rates of one road and the rates of all roads will be affected.

NOT A COMPULSORY MOVE.
 President James J. Hill took exception to the remarks of Mr. Bowers to the effect that the reduction of rates on the Great Northern was involuntary. "We were not compelled to reduce the rates," said Mr. Hill. "We could raise the rates and justify and depend on in-come."

"The bulk of the traffic establishes the cost of traffic. With three times the bulk of traffic it is reasonable to assume that the cost of traffic should be reduced one-third. Coming this way the principal freight is grain, wheat; coarse grain goes to Chicago; yet the local miller will get the most of the grain in the southwest. It is the important influence in controlling the business. The interstate business is furnishing the state of Minnesota its rates and its income."

Judge Wilson, of the Omaha, said there was no doubt that the people in the southwest were entitled to just and reasonable rates. The only contention was the southwestern territory was higher than the rates on northern lines. The Great Northern and Northern Pacific had a long line of wheat from its initial point and carry it broken to the terminal point, while the southern roads are obliged to carry the trains as they can get them. The conditions of the two territories are entirely different, said Judge Wilson, and arguments that seem conclusive are no arguments at all.

SENATOR MILLER'S FIX.
 Senator Miller said it appeared to him that the people in his locality were far enough from the line for high rates on products and far enough north to come in for the high rates on merchandise and he thought they had cause for complaint. He thought there should be some way to compromise the rates on both sides of the Dakotas, and General Traffic Manager J. T. Clarke, of the Omaha, said the tariff on flax varied greatly which was due to local conditions. The tariff on flax in the southwest was due partly to the fact that the flax shipments are much less than wheat, but that no one could tell exactly what the rate varied at neighboring points.

"It may be that in the southwest rates need revising," said Mr. Hill, "but whatever is done in Minnesota must apply to the whole territory, what is a small concession at a small town would be a large and material one when applied to all points. This should be the basis of the bill. The business, which originates and terminates in this state, while the other states pay the bills."

Senator Miller suggested that the conference be continued at a later day, when all the representatives of the roads could bring their tariff sheets and be prepared to go over the whole situation.

Senator Miller said there was no question that the people in the southwest were entitled to much for freight and that the tariff on wheat should be adjusted matters, if they felt so disposed. He did not think it worth while to hold another meeting.

Senator Miller said that the rate reduction in rates is wanted," said Mr. Hill, "it might be reached by a comparison of tariffs. Railroad wages in this state have increased 25 per cent, while in other sections for raising rates. The state wants more taxes, and if the matter is carried beyond a reasonable point it will be carried beyond a reasonable point in the milk case, and it is successfully carried on, free government will be at an end. Conditions may arise where the rate is not justly treated, and it has a reasonable cause for complaint, but if an attempt is made to reach a general reduction of rates it will fall. The people have not been ready to look for a general reduction of rates as they would on an investment of their own. In Duluth the Great Northern gives a low rate because the people are not willing to pay anything but wheat. You are not in a position to get a general reduction, and what you are getting is paid for by the people. The rate on wheat is not a tariff for Nebraska you would not ship a trainload of grain a day."

It was agreed to adjourn the conference Feb. 23, when all rates will be compared.

EARNINGS OF ROADS.
Reports Received by the Commissioners From Additional Lines.

The following railway companies yesterday reported to the railway commissioners their gross earnings for the year 1898 and the commissioners promptly fixed their taxes for the year:

North Pacific Railway company—Gross earnings, 1898, \$5,945,576.69; 1897, \$5,317,240.64; increase, \$628,336.05. Taxes 1898, \$178,400.79; 1897, \$163,250.79; increase, \$15,149.99.

Chicago, Milwaukee & St. Paul—Gross earnings, 1898, \$7,023,419.29; 1897, \$6,143,195.58; increase, \$880,223.71. Taxes 1898, \$197,183.25; 1897, \$187,250.79; increase, \$9,932.46.

Winona & Western—Gross earnings 1898, \$2,818,919.00; 1897, \$2,588,775.00; increase, \$230,144.00. Taxes 1898, \$23,996.00; 1897, \$23,996.00; increase, \$551.02.

M. K. & T. Case Settled.
NEW YORK, Feb. 9.—Private advices by telegraph received in this city today state that the suit brought by the state of Texas for the Missouri & Texas railroad of Texas has been settled out of court. Henry W. Poor, a director of the Missouri & Texas railroad, said that the case had been settled to the entire satisfaction of all parties.

Larry Malloy's Appointment.
CHEYENNE, Wyo., Feb. 9.—"Larry" Malloy, for many years superintendent of the Great Northern, was appointed to the position of general superintendent of the Oregon Short Line, with headquarters at Pocatello, Idaho.

Big Railway Mortgage.
DENVER, Col., Feb. 9.—A mortgage for \$20,000,000 given to the Central Trust company, New York city, by the Colorado & Southern railway, was filed in this city today. The revenue stamps used aggregated \$25,550.

Children deprived of fats and mineral foods have weak bones, flabby flesh and thin watery blood.
The milk of nursing mothers, enfeebled by chronic diseases, or long continued nursing, produces the same results.
Scott's Emulsion is cod-liver oil partially digested and with the hypophosphites, forms a fat food which acts on the infant through the mother's milk, giving rich blood, strong nerves and stout flesh and bones to both.

HELP WANTED
Anybody Out of Work
In St. Paul or Minneapolis
May Insert an Advertisement in THE GLOBE

HELP WANTED
MALE OR FEMALE
St. Paul Ads—
Out-of-Town Ads—

Board Wanted—20 words or less 10c
Board Offered—20 words or less 10c
For Rent, Rooms—20 words or less 10c
Wanted, Rooms—20 words or less 10c
Agents and Agencies—20 words or less 20c
Auction Sales—20 words or less 20c
Business Changes—20 words or less 20c
Business Personal—20 words or less 20c
Chiropractors—20 words or less 20c
Doctors—20 words or less 20c
Dyeing and Cleaning—20 words or less 20c
Farm Lands—20 words or less 20c
Financial—20 words or less 20c
For Rent, Houses—20 words or less 20c
For Rent, Stores—20 words or less 20c
For Sale, Miscellaneous—20 words or less 20c
Horses and Carriages—20 words or less 20c
Hotels—20 words or less 20c
Lost and Found—20 words or less 20c
Massage—20 words or less 20c
Medicine—20 words or less 20c
Miscellaneous—20 words or less 20c
Notices—20 words or less 20c
Professional—20 words or less 20c
Storage—20 words or less 20c
Transportation—20 words or less 20c
Wanted to Exchange—20 words or less 20c

Situations Wanted—Females
Anybody out of work in St. Paul or Minneapolis may insert an advertisement under this heading free of charge.

AN HONEST young lady, of good position of some kind; can furnish good references; has worked in railroad offices for the past year; address East Sixth st.

ADVERTISING MANAGER wants position with manufacturer, retailer or publisher; expert writer and original. L. G. Globe.

A YOUNG MAN would like work of some kind; can furnish good references; address East Sixth st.

A YOUNG MAN in 18 desires a position of some kind; can furnish first-class recommendations; address E. W. H., 274 Duke st.

A YOUNG MAN wants work around some store or around some private family; very useful and handy around a place; well acquainted with the city; address East Sixth st.

A YOUNG MAN would like work of some kind; strong and active. Address R. I., Globe.

BOY 17 years of age would like to learn plumbing trade; can furnish references. Address H. S., 720 Kent st.

COOK—Good meat and pastry cook wants position in hotel or restaurant, in or out of city; 10 years' experience. Address J. 72, Globe.

BOOKKEEPER—Wanted, by young man, position as bookkeeper, any kind of office work. Address J. A. R., Globe.

BOOKKEEPER—Wanted, position as assistant bookkeeper; write a good hand. Address T. G., Globe.

BRIGHT boy wants position of any kind; will leave city. Address G. W., 339 Fort st., St. Paul.

COACHMAN—An English coachman wants a place to care for horses, carriages and harnesses. Address J. J. Robbins, 11 West Fourth st.

COOK—First-class cook and baker wants situation, in city or country. Address T. 74, Globe.

COOKS—Situation wanted by a man and wife; best of references. J. S. Globe.

OFFICE WORK—Situation wanted in office, wholesale house or store by a young man; will start at Hoffmann's Buffet, Germania Bank Building.

WANTED—By boy 19, with references, situation in office, store or wholesale house; will start at Hoffmann's Buffet, Germania Bank Building.

WATCHMAN—Honest, trustworthy young man would like position as watchman, janitor, or porter; best of references. T., 639 East Third st.

YOUNG MAN wants position of some kind; can make himself useful; is honest and willing to work. Please call or address 663 Arkwright st., St. Paul.

HELP WANTED—Males
St. Paul and Minneapolis Ads, 20 Words or Less, 10c.
Out-of-Town Ads, 20 Words or Less, 20c.

A MAN to do light work for board; one that can make himself useful; references required. 136 West Fourth st.

PORTER—Wanted, for porter work in saloon, young, active man. Call between 3 and 4 o'clock at Hoffmann's Buffet, Germania Bank Building.

FARM WORK—Married couple wanted; farm work; no young children. Ned King, Heron Jackson, Minn.

SHOECUTTER—Wanted, a shoemaker; men's and women's work. Address Box 398, Winona, Minn.

WELDER—Men in your vicinity to come and learn barber trade; we furnish positions when competent; \$15.00 weekly or location in city; references; no money advanced; two months complete; write today. Barber School, 223 Washington av. south, Minneapolis.

Miscellaneous
20 Words or Less, 20c.
Case Paid For on old jewelry and trunks. Cleaning watches. The Jeweler, 21. All work warranted. F. H. Harm, 111 East Seventh st.

Agents and Agencies.
20 Words or Less, 20c.
AGENTS WANTED for New's "Greater America," 100-page illustrated panorama of the United States, 100 pages, 100 cents, easily made; complete outfit, including color bound copy, postage for 30 cents, call on J. T. Johnson, 100 N. W. 1st, publisher, 114 Fifth Av., New York.

WANTED—Ladies or gentlemen agents to handle new article just out, easy selling, profitable. Address: E. P. Hoopwood & Co., 889 Walden av., Buffalo, N. Y.

LOANS on household furniture, pianos, etc., without removal from residence. Moderate rates; call and get rates; confidential; private offices. Minnesota Mortgage Loan Co., 27 Pioneer Press Building, Minneapolis.

MONEY LOANED salaried people holding permanent positions with reliable concerns. Change of address, 100 per day; call and get our terms and plan of lending before closing loans elsewhere; easy payments. Adams & Adams, 215 Grand Ave.

MONEY loaned on life policies; or bought. L. P. Van Norman, Guar. Bldg., Minneapolis.

LAND AND PER CENT MONEY to loan on improved property in St. Paul and Minneapolis. V. S. Gilman, New York Life Bldg.

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HELP WANTED—Females
St. Paul and Minneapolis Ads, 20 Words or Less, 10c.
Out-of-Town Ads, 20 Words or Less, 20c.

DEMONSTRATOR—Wanted, female demonstrator for next week's food show. Call at 404 Grand St., No. 11, East Third st.

HOUSEWORK—Wanted, good girl for general household work. 459 Grand av.

HOUSEWORK—Wanted, a good girl for general household work; family of three. Apply at 404 Grand St., No. 11, East Third st.

KITCHEN WORK—Wanted, girl for kitchen work; small family; good wages; Scandinavian preferred. 678 Dayton.

KITCHEN WORK—Wanted, a good girl for general household work; family of three. Apply at 404 Grand St., No. 11, East Third st.

WANTED—Two young ladies of good address, business ability, to accompany a party to Eastern and Southern cities on business trip. This result of the settlement of references required. Address A. M. R., Globe.

RELIEF SOCIETY
EMPLOYMENT REGISTER.
Office, 14 East Ninth st. Telephone, 183.
Males. Can furnish good references; ready man for wholesale house or any other such work.

BOY for bright willing boy for office or errand boy; needs work badly.

SEWING. We have several good women who wish to get plain sewing done; also a woman who can do all kinds of crocheting.

NURSES—We can furnish efficient women to care for the sick.

WANTED—Good washing, ironing and cleaning can be had from this office; also man to do odd jobs, wood sawing, etc.

Business Chances.
20 Words or Less, 20c.
ADVERTISOR situated in the city, for sale of stock of the Northwest Engineering Company will be offered at public sale in Duluth, Minn., on Tuesday, February 14, 1899, at 10 o'clock A. M. This stock consists of engines and motors, electric light supplies, electric and gas fixtures and fittings, telephones and telegraph apparatus, general electric goods, shop machinery, store and office fixtures, and good will. Stock and inventory may be inspected at above address.

Terms of sale, ten per cent cash on day of sale, the balance on continuation of sale by the Probate Court. Bids will be submitted for approval to the Probate Court of Hennepin County at the Court House in the City of St. Paul, on Tuesday, February 14, 1899, at 2 o'clock P. M. John E. Johnson, Administrator, in and for the estate of the estate of John J. Schoenleber, deceased.

UNUSUAL OPPORTUNITY to invest \$200 or more, securing large permanent income; capital safe, profits sure. H. Griffin, 1139 Broadway, New York.

Medical.
20 Words or Less, 30c.
ANNOUNCEMENT from Chicago; steam, tub, medicated baths; electric light, professional operators; open day and night; 136 East Seventh st.

DR. ESTELIA FREMONT, select massage, and electric treatment, 135 East Seventh st., cor. Jackson, room 4.

MRS. DR. DE LAITRE—Scientific massage, medicated vapor baths, magnetic treatment, 9 to 5 daily. 135 East Seventh st.

MRS. LEONIE, from Paris, Scientific massage, alcohol baths, electric treatment, Room 9, 165 East Seventh st.

ELECTRICITY FROM OCEAN.
Old Idea to Utilize Wave Power in a New Guise.
NEW YORK, Feb. 9.—A new corporation has appeared which promises not only to furnish electricity to all parts of the present coast, but the head of the new concern propose to utilize the power of the waves by means of compressed air.

It is an old idea, they admit, but for the first time, they say, the plan has been reduced to a practicable working basis. The works where the experiment has been going on are near Galilee, N. J. The company has secured an option for a large tract of land on Oceanway beach, where a plant is to be erected.

The corporation which is doing all this is called the Ocean Power company, incorporated under the laws of New York, with a capitalization of \$5,000,000. Herbert E. Rider, of 10 Wall street, the inventor of the process, says:

"To prevent the cost of electric power is \$20 to \$75 per year per horse power in each engine. Each incandescent light of sixteen candle power now in use costs the buyer one cent per hour. Our process will reduce this cost 80 per cent. A man's bill, which now amounts to \$100 per year, will be reduced to \$10."

The modus operandi of Mr. Rider's invention is simple. Movable buoys anchored at sea and operated by the power of the waves will be used to compress the air which is to be conveyed to power-houses on the shore. The compressed air will operate dynamos and engines which will generate the electricity to be distributed over

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