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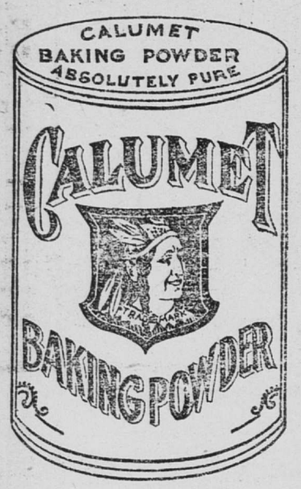

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Not Made by the Trust!

IT IS WITHOUT EQUITY

JUDGE OTIS' ORDER IN CASE OF MOWRY AGAINST M'QUEEN ET AL.

IS BARRED BY LIMITATIONS

Plaintiff's Debtor Died in South Carolina Thirty-One Years Prior to the Commencement of the Action—Court Files a Lengthy Memorandum, in Which the Law Points Are Discussed.

Judge Otis has filed an order in the case of William S. Mowry against Sarah E. McQueen et al., sustaining the demurrers of defendants, other than Jefferson & Kasson, to the complaint. In the memorandum accompanying the order, the court says:

"Plaintiff's alleged cause of action is without equity, and barred by limitations. Plaintiff's debtor, John McQueen, died in South Carolina thirty-one years prior to the commencement of this action, owning Wisconsin lands described in the complaint. By virtue of the laws of Wisconsin his creditors acquired a lien upon these lands prior to the claims of heirs or devisees, but subject to dower of his widow. The theory of the pleader seems to be predicated upon the fraud of the widow and heirs in preventing a sale of the lands by the widow, as administratrix, for the benefit of creditors, and in effecting one by the widow and heirs, in consequence of which plaintiff seeks to recover the proceeds of such sales. Any sale the widow and heirs have or could make was of necessity subject to liens of creditors. Jefferson and those claiming under him took title subject to claims of creditors, for having taken title without administration upon the estate of John McQueen they are not innocent purchasers. It would seem, then, plaintiff had a plain, adequate and complete remedy at law by the enforcement of his lien upon the land, and has no claim against proceeds of a sale which of necessity was made subject to his lien. It may be, as pleader has taken great pains to assert, Jefferson has been grossly deceived and defrauded by the McQueens and Burhans, but this alone does not give plaintiff any standing in court. It may be true that plaintiff has but recently learned of the alleged fraudulent agreement of the administratrix and heirs, but he knew of the land and the rights which the law gave him more than thirty years ago, and never for a moment until barred by lapse of time was he without remedy. Failure to use such remedy within a reasonable time is not, to my mind, excused, and he is not entitled to any relief. In any view of the case there would seem to be no possible cause of action against Burhans or Nichols by succession in interest. The compensation Burhans was to receive for selling the lands for Jefferson and Kasson is a matter that concerns them alone, and is of no interest to creditors. There is no suggestion that they are not perfectly solvent and able to respond to any claim plaintiff may have upon them, and certainly there is no reason in such action as this for their controversy. For similar reasons the same is true of Ingersoll and Briggs."

OLD DAMAGE SUIT.

James Welch's Action Against the Northern Pacific on Trial.

James Welch, the victim of a peculiar injury, occupied the witness stand throughout yesterday in the United States circuit court, giving testimony in a $50,000 personal injury suit brought against the Northern Pacific railroad company. Welch was injured at Mandan, N. D., Oct. 5, 1897. He alleges that he paid a brakeman of the road $1 to be allowed to ride on a freight train. While he was climbing into an open car door he claims another brakeman pulled him to the ground and that the car wheel ran over his arms.

By reason of the accident Welch claims both his arms were rendered useless, although in appearance he is perfect physically. It seems that the bones of the arms were broken entirely apart and the flesh badly mangled. The flesh healed in time, but the bones never knit together, so that the lower part of his arms are attached to his body only by the flesh. He can move his fingers and contract the muscles, but is unable to raise his arms from his sides.

The company sets up that Welch was a trespasser and furthermore that he signed papers of settlement with the company. He was in the Northern Pacific hospital at Brainerd five months. Welch denies having willingly signed the several releases of damages offered by the defendant, claiming that his disabled hands were guided over the paper with pens held by other persons.

WEBB PLEADS NOT GUILTY.

Other Arraignments and a Batch of New Indictments.

The grand jury returned five indictments yesterday afternoon and then retired to consider other business. True bills were found against Annie Gallagher, grand larceny in the second degree, for stealing a dress skirt valued at $28 from Mae Clark; James Murray, grand larceny in second degree, for the taking of a pocketbook with $12 in cash from the residence of William Pattyson; Mary Fuerst, grand arceny in first degree, for stealing from her father $1,150 in cash; Louisa Langton, receiving stolen property by having in her possession a sealskin coat belonging to Mary Dalton; Lizzie Karns, grand larceny in second degree, for the taking of a dress pattern valued at $25 from Schuneman & Evans'. The prisoners will be arraigned this morning.

The jury returned no bill against Cassy Smith, and the prisoner was ordered discharged.

Stuart Webb, indicted for murder in the first degree, was arraigned and through his attorney, J. J. Egan, entered a plea of not guilty. His attorney reserved the right to argue a motion at a future date.

Fred F. Guion, arraigned under indictment for murder in the first degree, was given until tomorrow morning to plead. His attorney, J. H. Ives, had the previous indictment found against Guion set aside.

John Costello and Charles Wilson, indicted for assault in the second degree, pleaded not guilty.

Vernon Bailey, indicted for grand larceny in the second degree, also entered a plea of not guilty.

WOULDN'T INDICT SOLUM.

U. S. Grand Jury Didn't Regard His Offense as Serious.

The United States January grand jury convened at the federal building yesterday and received instructions from Judge Lochren, of the United States circuit court. J. Adam Bede was appointed foreman and Wallace G. Nye, of Minneapolis, clerk. There were but four criminal cases to be presented to the jury, one of which was disposed of by the jury declining to indict Olaf Solum on the charge of using canceled postal stamps.

Solum was arrested for sending three letters stamped with canceled stamps through the local postoffice. His defense was that he found the stamps in his desk and used them, under the impression that the marks across the surface were accidental disfigurements, which he admitted having tried to remove with an erasure.

The grand jury will probably conclude its labors today.

FOR WIDER MARKET

Continued From First Page.

eaters and the other two-thirds live on rice, maize and rye, we must seek a market with people who are not consumers of wheaten flour, who are not buying our products. We must get more people to eat what we produce. It is not an experiment. Where the introduction of wheat flour has been made to any race—with the single exception of the black race—they are ready and eager to eat it. The Indian will go further for flour than for anything else, unless, perhaps, for firewater, and that won't do him any good, and the flour will. The Asiatic

RICE EATERS WANT FLOUR.

if they can get it at a fair price. How can a people who have been living on 10 to 15 cents a day buy flour that must be carried across the Pacific ocean. If, instead of 4½ bushels per capita, we tried to sell them one, we would have to eat corn pone ourselves. Our average surplus of wheat is, perhaps, 150,000,000 bushels. Last year, I think, the figures were about 97,000,000 bushels. If we taught the Orient to make a market for one bushel per capita for our wheat it would send 450,000,000 bushels to China and Japan alone, not to mention the Straits Settlements and other thickly settled portions of Asia.

There is fine farming country in North and West China, but it cannot get its products to market advantageously.

We may fear that Russia, on the completion of the Trans-Siberian railway, may compete for that Oriental market. The question of transportation, however, settles that. The average cost of transporting a ton of freight a mile on the Imperial Russian railroad is 1.8 cents, and assuming that the government would carry grain to this market at its actual cost, the cost of transportation alone from the wheat fields of Russia would be $4.20 per barrel. We can snip flour from our west coast to ports like Yokohama and Nagasaki for 25 cents a hundred weight, 50 cents a barrel and $5 a ton. And it is not likely that the Siberian railroad will haul grain or flour at less than the naked cost to the government. What applies to this wheat of our Northwest applies to the cotton of the South, and to every other product, including iron and steel. If we have outgrown, in our agricultural production, our home market, for which we have nursed our steel industries, let us do something for our other industries, and particularly for our agricultural interests. Take the matter of nails. Last year you got them for $1.25 a keg; this year they are $3.25. Lumber prices have advanced as you know. These are prime necessities on prairie farms. You must have shelter; you must have fuel. Fuel has advanced; everything made of iron has advanced, but your product has not advanced, and until you can get new people to eat your wheat you can go on hoping, but it will be hoping against hope.

RESPONSIVE TO SMALL SHORTAGE.

Now, if the falling off in the world's wheat production from 2,300,000,000 bushels to 2,230,000,000 bushels raises prices from 15 to 20 cents, it seems to me that finding a market for 50,000,000 bushels in the Orient would effect a marked strengthening in wheat prices. In the first place, that grain would naturally go from the Pacific coast states first, and the entire system of handling grain on the Pacific slope is different from that used east of the Rocky mountains. After the grain is cut and threshed, as it has to be shipped twice across the equator before it reaches its market, it has to be put through a sweating process. It has to be shipped in sacks, it not being practicable to dump it in bulk into the hull of a vessel, as we ship it across the Atlantic or on the Great Lakes. This Pacific coast wheat is practically all bought by three concerns, two of them in Liverpool, and closely connected with the White Star line of steamers, by which it is chiefly hauled. On its arrival in Liverpool this wheat is sold—I will not say to the highest bidder, for it is never high in any event. In fact, this coast wheat acts like a wet blanket on the entire wheat market. The last ship is leaving our coast about the time the first is reaching the European market, so you see the California crop is practically all afloat at once. Thus a European miller can go in a minute and find out how much California wheat there is. I think it breaks the market twice as much as that which goes via the Atlantic, for when it reaches European ports it has to be sold. The boats can not be delayed, and, being in sacks, the wheat can not be put in elevators, but must be carried to a warehouse. It has to go at in Europe for what the market there will give for it. And I care not how you figure it, what you sell abroad fixes the price of what you sell at home. You are competing with any man of any people who is raising wheat, I care not whether it be on the steppes of Russia, the ryot fields of India or the wheat growers of the Argentine republic, most of them from Southern Italy. You are competing with them on an even whiffletree. That your own country will consume all it produces, no intelligent man will maintain for half a century at least. The increase of the productive area and better cultivation will in fact increase the yield.

About 110 years ago, soon after the Revolutionary war, the removals of the people from the farms of Great Britain were so numerous that a royal commission was appointed to keep the people on the land. It has become in a measure permanent, for this was the origin of the Royal Agricultural Society of Great Britain, which offers premiums to this day for individual fields of particular crops. And right here, I hope you will excuse me for digressing from the subject of markets, for I want to take a whack at the farmer. He ought to do better himself. I want to see him do it, and if he does not do better it will not be because I held my peace. Every intelligent farmer knows that he is entitled to twenty bushels out of an acre of well cultivated grain land. You say this is special culture. I want to see it general. It costs little more to harvest twenty bushels to the acre than it does half that amount. Then you have the decrease in the acreage and the decrease of the crowding on the farm.

If you will examine the figures you will see that as the cost of transporting your wheat has decreased the price of wheat has decreased with it.

Compare the cost of transporting a ton of wheat from here to Liverpool or Antwerp and you will observe that the price of wheat has fallen every year, the difference in the cost of transportation. The European consumer can take the other wheat if he wants it. What we must do is to find new customers and enlarged commercial relations. We must expand our markets. The country has always expanded and it always will. We must have customers to buy what we have to sell. If we are to go on increasing and expanding we must have people to consume what we produce.

ON THE CHANDLER BILL.

One of the senators from New Hampshire has introduced a bill for the appointment of a commission to consider ways and means for the extension of our Oriental trade. The new senator from North Dakota, too, has a bill aimed at the same purpose; but both of them, it seems to me, wander wide of the mark. The one provides for a commission of two from the Pacific slope, two from the Atlantic states and one from the great Middle West. Now the Pacific coast can market practically 30,000,000 bushels of grain. It is the Middle West which has the widest interest and will derive the greatest benefit. If we were to begin with the Orient a commerce of one copper cent per capita per day on their population, it would amount for China alone to $4,000,000 a day, $1,500,000,000 a year. Why we haven't got it to give them. Think of these opportunities at our doors. European products must find their way by way of Gibraltar and the Mediterranean, around India, practically across two oceans and the Mediterranean. We have but one ocean to cross. Some friends insist that they are going to help us by the Panama canal. That might do some good if we had some ships, but of the Oriental carrying trade for the last year, for which we have any figures, just three-fourths of one per cent was carried under the American flag. Yet we call ourselves a commercial nation, and are ambitious to be a maritime nation.

Now there is a bill in congress to encourage the building of American ships. It gives a bonus on American ships according to their length and size, steam or sail, but it falls short, it seems to me. It does not provide that these ships need carry one ton of American products. Why should we pay a bonus for ships to come from Great Britain with manufactured products, to bring from France French champagne and French kid gloves or other products, while our wheat is not getting any assistance from any quarter. (Applause.)

It may be that our iron and steel industries need nursing, but when a year ago they were able to lay pig iron down in Mobile for $7, it would not look as though they needed much governmental care at the present prices of $18 and $20. But your product is not selling for any higher price because it is not so scarce as it was then, it is more plentiful even, perhaps. If your product becomes scarcer, it will be higher in price.

There is another condition involved in the bill, which we are told is to be railroaded through? For a steamer which will steam 14 knots an hour the bounty will be 1 cent per ton per 100 miles, while for a vessel steaming 21 knots per hour it will be about 2.3 cents per 100 miles. Now fast Atlantic liners like the Lucania or the Campania, equipped with machinery of 30,000 horse power, can make 21 knots, where with 7,500 horse power they could make 14 knots. That is to say, they could make two-thirds the speed with one-fourth of the power. It is the last knot or two that costs the money. Then too, the measured capacity of one of these fast liners, at 40 cubic feet to the ton, might be 15,000 tons, but they could not carry more than 3,500 tons to save their lives, yet under this bill it would earn a bounty on an average of $1,000 a day. If we want to help our export trade, why not pay the bounty

ON OUT GOING COMMODITIES

carried; certified out on customs certificates, and the tonnage being identified by consular agents. We would thus pay for the new market created, but to pass a bill in the interest of the farmer to pay bounties for fast liners making 20 to 21 knots an hour amounts to, when they are asking for bread, giving them a stone. Let them have some real help? If you carry it to Europe for nothing, you merely reduce its price that much. If this bill passes as drawn, and may be made the business of a party to pass it, it will be the worst snare and delusion ever offered to the American farmer, for the bulk of the bounty will be eaten up by from 15 to 20 Atlantic greyhounds, and the next time I come up to tell you to extend your markets, and I hope to keep at you until you do, you will say we've tried that and it didn't work? But you do not seem to me to be helped under the present bill. The bonus is based on the measured capacity of the ship, at 40 cubic feet to the ton, with no guarantee that it will carry one pound of your products. You want your markets. I want as much as you to see our flag flying on every sea, to assist the agricultural interests, but let the bonus provided for under the present bill be put in form so it will not be frittered away. The bill's fate will be determined in the next thirty days. I'm not seeking a bonus. I wish I did not have to build ships. But some one will have to and it will have to be done as a business investment on such a basis as will provide a fair return for the capital invested. We can do a great deal in competition with the rest of the world because of our great facilities for the use of our mechanical intelligence, while others use human energy, directed as it may be, however, indifferently. We held the supremacy of the sea before.

In the old packet days the American clipper was far preferable to the slow-going European vessel. The cheapest steam navigation in the world today is on our great lakes. When we tell the British what our lake freights are they think it can not be done, but it is being done, and it will be done for less.

If we can open a market in the Orient for our grain, we would take this Pacific coast wheat out of the European market, and not only keep it from serving to depress the market, but it might be possible at times, if we could arrange for a return trade, so we would not have to haul our cars back empty, to find a market there for a large amount of our Middle West wheat. Every time you haul a grain car back empty, you double the mileage, and consequently the expense of transportation. But we have no ships to carry this product to the Orient, yet there are few things from which more benefit could be derived by American product than would come from the establishment of such a trade. We have been hauling bales of cotton right through this city to Puget Sound. Every foot of space on our line of boats is engaged to May 1 next, yet in spite of the crowding, the export of grain to the Orient last year was 257,000 tons, or about 12,000,000 bushels. It might just as well have been the entire Pacific coast crop, if we had had the boats to carry it. The farmer will not get any benefit from a bill under which three-fourths of the bounties go to ships of 20 to 21 knots speed. What we want is to take our products to a new market, where the people can not supply themselves as well from any other market as they can from here. You want to take this matter up with your representatives in congress. I have taken it up with the members from this state and the adjoining states, but they want to hear from you. Tell your representatives what you want them to do.

Mr. Hill then finished, as quoted at the head of this article.

Following the reference of Mr. Rahilly's motion to the committee on resolutions, the society listened to an address by Dr. J. C. Curryer, on the breeding of horses, in which he urged that the farmers should stick to one breed. Out breeding was of no merit. To decide what kind of a horse was wanted in a particular locality, and then breed from the stock which possessed the qualities required was the secret of success. The thoroughbred's virtues he praised enthusiastically.

O. M. Lord, of Minnesota City, read a paper on the "Plums of Minnesota."

The annual session of the agriculturists opened in the morning with an address by Mayor Kiefer, in the absence of Gov. Lind, who was called to Faribault by official business. He said the farmers had given the state a reputation as a producer of agricultural products, breadstuffs, meats and butter. In the city of Mainz, where he was born, the highest price was paid for Minnesota butter.

An invitation to the delegates from the Commercial club was read by Secretary E. W. Randall.

Prof. Willet M. Hays, of the state agricultural school, gave a talk on plant breeding.

P. H. Rahilly declared that he had improved his own wheat marvelously by rotation of crops, using clover as a fertilizer. By sowing wheat on clover sod, he had raised thirty bushels to the acre the first year and twenty-five the second. He also declared that he had bought seed wheat in Hennepin county that had produced twice as well as some he had got from the agricultural school.

Prof. Hays replied that Mr. Rahilly should not conclude that his rotation of crops was alone the cause of his bountiful wheat yield.

The committee on resolutions consists of J. J. Furlong, A. H. Bullis, Charles Kenning, T. H. Hillary, Col. John H Stevens, N. P. Clarke and T. C. Hodgson.

The committeee on credentials consists of J. J. Mills, T. L. Phillippy, W. F. Cross, A. G. Wilcox, Wyman Elliott, W. G. Sawyer and E. D. Childs.

STOCK BREEDERS' PAPERS.

Evening Session Was Devoted to Discussion of the Quadruqeds.

The evening session was under the auspices of the Minnesota Stock Breeders' association.

C. D. Gilfillan, of Redwood Falls, discussed the "Selection of Feeding Steers." It was well known, he said, that the capacity of land to produce spring wheat was very largely limited after several decades, in fact, after fifty years, it was an unprofitable crop to raise Illinois and Iowa were at one time just as good wheat-raising communities as Minnesota. But with stock-raising the result was entirely different. Instead of taking from the land, the cattle enriched it. He believed that wheat raising made tramps of farmers, and affected their morals too. He took the view that it was almost impossible to raise the single purpose animal, the beef "critter," with as much profit as by mixing dairying and breeding for beef.

In closing he believed that hog cholera was a necessity. It was the farmer's contribution every year and without it pork would not be worth half its present market price, owing to the volume of the supply.

"Have you ever heard of a cure for hog cholera?" asked S. P. Child, of Blue Earth.

"Yes, I have heard of lots of cures."

"Did you ever know of a cure?"

Mr. Gilfillan replied that he had not. The disease was like Providence, it had many mysterious ways.

C. N. Cosgrove spoke on fattening steers for the market. He gave some practical suggestions, as well as presenting a statement of progress made by eight steers and of their gain made during the various stages of the feeding progress. He believed that ten months full feeding was necessary for the Chicago market, and for those who marketed in St. Paul, which was the most practical point, a shorter time would do very nearly as well. To the farmer who fed in a happy-go-lucky way, there was nothing in store, but to him who was careful in the selection of his stock and feed systematically, the best results were assured.

"Marketing Fat Cattle" was the subject of an address by L. D. Baird, of Austin, Minn. He opened his remarks by stating that he was proud of Minnesota because it had one of the best state fairs in the United States. He told of his experience with a consignment of thirty-two head of cattle which he shipped to Chicago. As a preliminary caution he advised all shipping to send their cattle to a reliable commission house. When he reached Chicago he lost sight of the stock and had nothing whatever to do with them. They were sorted out and sold, so that each animal would bring the best possible price. Twenty of the thirty went to London, and the others were bought for the Chicago market. "I believe that Minnesota is the best state in the forty-five," said Mr. Baird, "and it will be a leader in cattle raising when every farmer markets five fat steers to every forty acres.

"It costs about 50 cents a hundred to market cattle in Chicago, including freight commission charges and shrinkage. Of course fat finished cattle will lose more than lean cattle. The consignment I spoke of lost thirty-nine pounds each in transit. There is nothing that delights the heart of the stock-raiser more than to bring the top of the market with his cattle. Hanging is the only just punishment for crossing a Jersey with anything else. He regarded the man who kept a Jersey as too poor to keep a cow and too proud to keep a goat. To this remark the Jersey folks present took exception, and the speaker suplemented it with a qualifying statement. In closing the speaker stated that he had a herd that he expected to receive 6½ cents for.

A. G. Wilcox stated that Mr. Baird's stock raising was the result of a paper read by Mr Gilfillan a number of years ago at an association meeting.

Miss Madeline Liggett gave diversity to the programme with a reading of a chapter from David Harum, which pleased the horsemen in the audience immensely, and was an interesting departure from the fixed programme.

M. F. Greeley, of South Dakota, started the ball rolling upon the subject of sheep. He did not like to talk sheep to men who had started cattle raising, nor did he speak with a view to having them change, but many young men had hardly made up their minds what kind of stock to raise, and many had already started to raise sheep in Minnesota. A farmer was, he said, unlike his brothers in the professions. Every time a first-class lawyer settled in a town, if he was a very brilliant man, he crowded some one else out. With farming it was different. The great red barn and the majestic windmill that could be seen for miles as an evidence of prosperity and the thrift and success of one farmer invariably benefited all his neighbors. He visited places in Minnesota where the farms were half mortgaged, and in other sections where in a single town the farmers had on deposit a half million dollars. It was always the case that the latter places were the ones where diversified farming was popular. Sheep, the speaker asserted, were less trouble to care for, brought the best returns and were of the greatest benefit to the soil as a fertilizer and weed destroyer. Minnesota, of all the states, was, he thought, best adapted to sheep raising. Its pure air and sunshine were the greatest value to the sheep men. He stated that many Western farms were overrun with weeds, and he could only prescribe sheep as a remedy. Western lambs placed on farms grown up with weeds increased the crops and confiscated the nuisance.

"Feeding Sheep on Rape" was the subject of a short talk by E. W. Hale. It cost the least labor to cultivate rape of any of the popular feeds and no trouble to harvest, as the sheep should be turned right into the field. Many farmers had found it especially profitable as sowed with corn and other crops.

Charles Kenning, of Osceola, spoke on "Hog Cholera." Last fall he lost about 100 head, and after an experiment under the direction of the state board of health concluded that the starvation process was the best. He believed that the disease could be regulated to a degree by feeding, but to start witht, when its appearance is first noted, all young pigs and weak sows should be immediately killed. Mr. Kenning's paper was heard with great interest as bearing on a subject of such vital importance to farmers.

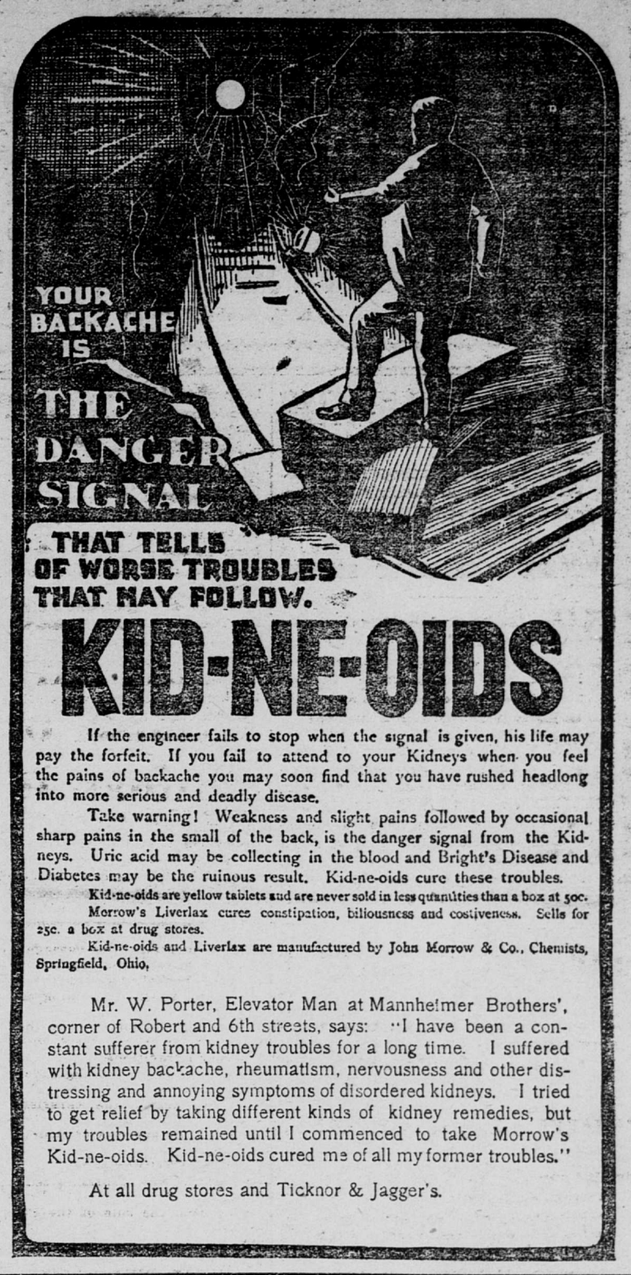
A committee on resolutions was appointed, Messrs. Mills, Robbins and Baird.

Pollution of Navigable Streams.

WASHINGTON, Jan. 9.—A spirited discussion occurred in the house committee on commerce today concerning the proposition to investigate the cause of the pollution of navigable streams.

Mr. Barthold, of Missouri, had completed an argument favorable to the inquiry, when Mr. Mann of Illinois, said the purpose of the measure was to strike a blow at the Chicago drainage canal.

Mr. Joy, of Missouri, denied this statement, and when Mr Mann reiterated it, Chairman Hepburn intervened and brought the discussion to a close. The measure was about to be acted upon, but it finally went over until the 19th inst.



THAT TELLS OF WORSE TROUBLES THAT MAY FOLLOW.

KID-NE-OIDS

If the engineer fails to stop when the signal is given, his life may pay the forfeit. If you fail to attend to your Kidneys when you feel the pains of backache you may soon find that you have rushed headlong into more serious and deadly disease.

Take warning! Weakness and slight pains followed by occasional sharp pains in the small of the back, is the danger signal from the Kidneys. Uric acid may be collecting in the blood and Bright's Disease and Diabetes may be the ruinous result. Kid-ne-oids cure these troubles.

Kid-ne-oids are yellow tablets and are never sold in less quantities than a box at 50c.

Morrow's Liverlax cures constipation, biliousness and costiveness. Sells for 25c. a box at drug stores.

Kid-ne-oids and Liverlax are manufactured by John Morrow & Co., Chemists, Springfield, Ohio.

Mr. W. Porter, Elevator Man at Mannheimer Brothers', corner of Robert and 6th streets, says: "I have been a constant sufferer from kidney troubles for a long time. I suffered with kidney backache, rheumatism, nervousness and other distressing and annoying symptoms of disordered kidneys. I tried to get relief by taking different kinds of kidney remedies, but my troubles remained until I commenced to take Morrow's Kid-ne-oids. Kid-ne-oids cured me of all my former troubles."

At all drug stores and Ticknor & Jagger's.

RELIEF SOCIETY WORK

REVIEWED BY THE OFFICERS AT THE ANNUAL MEETING OF THE ORGANIZATION

THE OFFICERS ARE RE-ELECTED

A Number of Changes Are Made in the Board of Managers—Thanks Recorded for the Superintendent of the Industrial School and Her Corps of Assistants—Condition of the Finances.

The twenty-fourth annual meeting of the St. Paul Society for the Relief of the Poor was held yesterday afternoon at Relief hall. The president, Hon. Alexander Ramsey, presided. The other officers of the past year were all re-elected. They are:

President—Alexander Ramsey.
Vice President—Wilford L. Wilson.
Second Vice President—William D. Kirk.
Third Vice President—Rev. Richard Hall.
Treasurer—Daniel R. Noyes.
Secretary—Morgan L. Hutchins.

There were some changes in the board of managers. Mrs. Caroline Gotzian succeeds Mrs. Francis B. Clarke; D. C. Shepard succeeds William P. Clough; Ralph Brownson, Miss Julia Knauft; F. H. Rice, Mrs. Annie M. Rice, and Thomas Wilson, Channing Seabury. The following comprise the remainder of the board:

Mrs. T. E. W. V. Appleby, Mrs. Hannah Austrian, Mrs. T. L. Blood, Hon. Greenleaf Clark, Arthur B. Driscoll, Charles W. Hackett, Rev. A. J. D. Haupt, Christopher W. Horr, Thomas Irvine, Wesley J. Jameson, Mrs. Thaddeus C. Jones, James Kasson, Henry A. Merrill, Mrs. Mary A. Murphy, Emerson W. Peet, Rev. Samuel G. Smith, Fred H. Stoltze, Mrs. Ambrose Tighe, Mrs. H. P. Upham, Dr. Edward H. Whitcomb.

Executive Committee—Christopher W. Horr, Wesley J. Jameson, James Kasson, H. A. Merrill, Ralph Brownson, D. R. Noyes, Fred H. Stoltze, Wilford L. Wilson.

Mrs. T. L. Blood was re-elected superintendent of the industrial school. Secretary Hutchins was also re-elected. The report of the latter showed not only that the past prosperous year had lessened the number of applications, but that the increase in

GENEROUS CONTRIBUTIONS

had enabled the society to broaden its scope. Mr. Hutchins gave some interesting statistics. The number of applications in the past year were 2,360, as compared with the 3,283 applications of 1898. During the past year 750 calls were made. The Associated Charities had been used in investigating ninety-eight cases. The latter's records have also been consulted daily, and those of the board of control. Aid has been rendered during 1899 to the amount of $2,817.47, a decrease of over $500 as compared with 1898. Speaking of the aid furnished by the railways Mr. Hutchins said:

"Our railway managers have, as in previous years, very generously granted us (especially for the sick and crippled) any favors we have solicited, which is shown by the fact that during the year $1,277.26 have been saved by securing half-rates and passes to care for stranded people long enough to ascertain that their case is worthy before presenting it to the railway companies for transportation."

The amount earned by the free employment bureau for 1899 was $2,072.78, an increase of $416.17 over that of 1898. Mr. Hutchins' report gave the list of those giving special donations.

The treasurer's report was read by D. R. Noyes. It showed the total receipts for the year to be $3,647.72, and the expenditures, $3,092.17.

INDUSTRIAL SCHOOL.

In the absence of Mrs. T. L. Blood, superintendent, Mr. Hutchins read the report of the industrial school. The school for the year 1898-1899 closed the last Saturday in March. The number of garments completed and paid for was 268, which amounted to $15.40. The school for this year commenced the first Saturday in October, with an attendance of 136 pupils and five teachers. The number has increased to 250, with an efficient corps of teachers.

After the reading of the report the following resolutions were passed:

In view of the long-continued and efficient service rendered this society by Mrs. T. L. Blood, superintendent of our industrial school, be it

Resolved, That this board do hereby tender Mrs. Blood and her noble corps of teachers their sincere thanks for maintaining the school in its high standard of efficiency, and that a copy of this resolution be forwarded to Mrs. Blood.

The following resolution was passed in regard to the Associated Charities:

Resolved, That this society appropriate $100 to the Associated Charities of St. Paul for the year ending Jan. 15, 1901, and that a copy of this resolution be sent to the treasurer, Mr. E. W. Peet.

SEEKING FACTS.

Senator Hoar Asks for Information as to Philippines.

WASHINGTON, Jan. 9.—Senator Hoar, of Massachusetts, today introduced the folowing resolution:

"Resolved, That the president be requested, if in his judgment it is not incompatible with the public interest, to communicate to the senate all communications which have been received by him, or by any department, or officer, civil or military, from Aguinaldo or any other person undertaking to represent the people in arms against the United States in the Philippine islands, or any alleged government or public authority of said people; and all replies to such communications. Also the proclamations, by him to be issued to the people of the Philippine islands, as actually directed by him to be issued, and the same as actually proclaimed by Gen. Otis if in any respect it was altered or any part of it was omitted.

"Also to inform the senate whether any approval or disapproval was expressed by his authority, or that of the war department, of such change, if any.

"Also all constitutions, forms of government, proclamations issued by Aguinaldo or any congress or legislative assembly or body, claiming to be such, or any part thereof, or claiming to represent that or any part thereof, of which information may have come to him, or to any department of the government.

"And the president be further requested to communicate without further delay, so much of said information as is now in his possession, or in that of any department at Washington, without waiting to obtain so much of said information as may require considerable delay or communication with the Philippine islands; and to communicate the remainder as soon thereafter as it can be obtained."

Mr Hoar endeavored to secure immediate consideration for his resolution, but, on objection, it went over until tomorrow.

Senator Rawlins, of Utah, introduced a resolution today, which was referred to the Philippine committee, directing the committee to inquire into and report:

1. What sort of government, insurgent, revolutionary or dictatorship, other than that of the kingdom of Spain, existed in the Philippine islands prior to Dec. 10, 1898, and to what extent Spain had actual control of the islands.

2. Can sovereign power be, justly and in accordance with international law, claimed in the absence of power to control.

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