BEGINS HIS WORK TODAY

JIM JEFFRIES GOES INTO TRAINING AT ASBURY PARK, NEW JERSEY

THINKS HE WILL WHIP RUHLIN

The Big Fellow Is Very Confident and Says That He Feels in Fine Condition.

NEW YORK, Jan. 6.—James J. Jeffries left for Asbury Park, N. J., tonight, and tomorrow will take his first exercise for his championship battle with Gus Ruhlin, which takes place at Cincinnati Feb. 15.

The champion arrived from Philadelphia early today, where he closed his theatrical season Saturday night. He met his old manager and trainer, Billy Delaney, and both proceeded to Asbury Park.

Jeffries was looking in the best of shape and said he was in fine condition. He said:

"I will go into training tomorrow to do my first work for the big fight. I feel fine now, and barring accidents I expect to be in fine shape when I meet Ruhlin. As regards the result of this battle, there is no doubt in my mind but that I will claim the championship after Feb. 15.

CROSBY HEADS THE LIST.

Record at the Traps for the Last Calendar Year.

NEW YORK, Jan. 6.—Carefully compiled accounts of the work of trap-shooters for 1900 show W. W. Crosby, of Fallon, Ill., to be the most consistent winner at inanimate target, with a general average of 235 points. J. R. Fanning, the California crack shooter, has the largest number of one-day average wins, yet he is in second position for the year by figuring second, third and fourth average wins in the point ratio.

Those who established high averages following Crosby and Fanning in order are Rolla Heikes, of Dayton, O.; Fred Gilbert, Spirit Lake, Ia.; Luther Squier, Cincinnati; F. Parmalee, Omaha, and C. W. Budd, Des Moines, Ia.

Fanning made a new world's record on targets, breaking 231 without missing in open contest for prizes. It was done in two days but was continuous. Fred Gilbert and J. A. R. Elliott, of Kansas City, were the principal winners of 100 live bird matches.

During the year Gilbert and Elliott shot six matches at 100 birds, each man winning three. Long runs at live birds were few during 1900. Gilbert made a run of 126 and Elliott, the next best, of 115. George Roll holding the next best record for one day, 114.

Famous English Jockey Here.

NEW YORK, Jan. 6.—Samuel Loates, the famous English jockey, arrived on the Kaiserin Maria Theresa today from England. He visited here some years ago, and said about the present trip: "I have come here to spend six weeks, but as to my plans I can not speak at present. I am here merely on pleasure bent." Asked as to whether he would ride while here, he said that he could not say.

Jockey Loates was second in the list of winning jockeys in England the past year, having 114 victories and 519 losses. The first jockey was the American, Lester Reiff.

YANKEE YACHT BUILDERS

AN ENGLISH DESCRIPTION OF THE CELEBRATED FIRM OF HERRESHOFFS

THERE ARE SEVEN BROTHERS

Three of Them Blind—No British Vessel Could Defeat Their Masterpieces, Vigilant, Defender and Columbia.

When Mr. Watson, the famous Scotch yacht designer, was asked the other day if he could turn out a Shamrock II. that would beat the next Yankee defender of the American cup, he replied that Herreshoff, his American rival, was the hardest man in the world to beat, writes L. H. Moore in the London Express.

Although Mr. Watson has designed many successful boats, including the Britannia, owned by the Prince of Wales, perhaps the best all-round boat in British waters, yet no one of the three cup challengers designed by him or Fife, and built by the Hendersons at Partick—Valkyrie II., Valkyrie III., and Shamrock I., ever succeeded in beating Herreshoff's three masterpieces, Vigilant, Defender, and Columbia.

Capt. Nat Herreshoff is a Watson and Henderson in one. He is his own designer and builder. It is perhaps this latter fact that gives him some advantage over his Scotch rivals.

THE HERRESHOFF FIRM.

The fame of the Herreshoffs as boat I., is an institution in the United States, and of late years no yacht is considered a crack boat unless turned out of its yard. Much has been said and written of the Herreshoff works and of the seven brothers—three of whom are blind—but only these who have been brought into direct association with them know how interesting the daily life of each is, especially of the four brothers who live in Bristol.

The face of the Herreshoffs as boat builders has extended to all parts of the world, notwithstanding that no large ocean steamship has ever been turned out from their works. Probably the largest vessel ever built by this firm is the torpedo-boat Cushing of the United States navy. Her remarkable performances on the Hudson river, when she passed the fast passenger steamer Mary Powell and left her far behind, attracted the attention of the government, and she was purchased for the navy. She afterwards distinguished herself in the Spanish-American war by a running fight in a Cuban harbor with three gunboats and the land fort.

HEAD OF THE FIRM BLIND.

There are three brothers forming the firm. The eldest, John, who is blind, the president of the company, is about sixty years old. He is very active, and despite his affliction, takes a leading part in the business of the firm.

Of course, his letters must be read to him, and after dictating replies, he spends many hours each day going through the shops, guided by the arm of an attendant.

But he seems to know just where the work is that he wants to inquire about, and just what sort of work it is. Running his hand over a model or the side of a boat in process of building, he says quickly: "This must be altered here," or "That bend is not sharp enough; you are not following your copy."

The blind man was always a lover of boats. When he was old enough to manage a jack-knife he began whittling out boats, and in his fifteenth year he built a good-sized yacht for his own pleasure. He became totally blind by slow degrees, but he went on building boats, carrying in his mind the models he had known by sight. Forced by his blindness to greater mental activity, his practical mind grew to one of great concentration and acuteness, and what is remarkable is that he has been able to keep up with the times—to grasp the technicalities of the latest machinery and to keep abreast of the newest notions of the day.

THE LITERARY HERRESHOFF.

The second brother, Lewis, who also is blind, is the literary counselor of his brothers, and is perfectly familiar with every detail of yachts and yachting. I have read many descriptions of yacht races from his pen that make it difficult to believe that he has not the use of his eyes.

Others tell him just what movements the rival yachts are making, and the blind writer knows precisely how the scene looks, and as a sailor what the boats are likely to do next. His race stories are among the best turned out, and his pen is eagerly sought by newspaper editors.

He is an accomplished musician, and can use the type writer as rapidly as an expert.

When Mr. Watson spoke of "Herreshoff," however, he had special reference to Nathaniel Herreshoff, popularly known as "Capt. Nat."

"CAPTAIN NAT."

He is the actual designer of the firm, and is the mechanical genius of the family. His successes in the way of yachts, from five-raters up to the big single-stickers that keep the cup in America, are numberless. They are distributed all along the American coast, and are known at every regatta. Several have been sent to this country.

"Capt. Nat" is about fifty, and, unlike his brothers, is in full posession of his sight. He lays down the designs for yachts, works out the models, makes all the calculations of measurements for hulls, spars and sails, and it is to his genius that the effectiveness and beauty of the Herreshoff models are due. He is an expert sailer of yachts as well, and it is always "Capt. Nat" who handles the tiller of his latest creation in her trials before turning her over to her owner.

He is a large, muscular man, slightly round-shouldered, and is the most active worker at his yard. He is quiet, his demeanor suggesting that his head is full of plans, and he need depend on no one but himself for entertainment. From his custom of inclining his head to one side there is a local saying that he acquired the habit from watching his rivals at races, craning his head to look at them under the boom.

"CAPTAIN NAT'S" FAMOUS BOATS.

The famous yacht designer has had the best preparations possible for his work. After graduating at the institute of technology at Boston, where he took numerous prizes, he worked for seven years in the great Corliss engine works of Providence. Then he joined his brothers at Bristol and gave himself up wholly to marine engineering.

One of his earliest productions was the famous catamaran, Tarantella, which developed a speed of twenty-one miles. This was in 1878, and since then his yachts have been noted.

Capt. Herreshoff in now engaged on the designs of the new yacht which is to defend the "mug" for the eleventh time from British attempts to recapture it. The plans, which, laid down in a room in his own house, are kept under lock and key, are guarded most jealously. The vessel will be built in a shiphouse not only seurely locked, but protected by watchmen constantly. The spars and sails and all the details of the forthcoming yacht will be made by the Herreshoffs under impenetrable secrecy, in workshops to which only those possessing keys are admitted.

When the boat is built she will be openly exhibited at trials. With the energy and genius at work on both sides of the water, two of the finest racing machines we have yet seen are sure to be turned out.

If the Watson boat succeeds, Sir Thomas Lipton will become the proud possessor of the blue ribbon of the yachting world.

"May the best boat win!" is the toast of yacht clubs in Britain and America.

EIGHT MET DEATH IN HARVARD FIRE

Continued From First Page.

Minn., has been communicated with, and his desires as to the disposal of the remains requested.

J. S. Bentley had for several years been engaged as subscription solicitor on various papers, and at the time of his death was connected with the St. Paul office of Hearst's Chicago American. A year ago he was night clerk at the Harvard hotel.

B. Scofield came to the hotel last Tuesday evening from Sibley county, where he had been engaged as a farm laborer during the summer and fall. Although he frequently stopped at the hotel, very little is known of him.

George Rudey was engaged as barber in the Temple Court barber shop, and had many friends in this city. A brother, J. M. Rudey, telegraph operator at Eagle Grove, Io., was yesterday apprised of the death of his brother, by Coroner Nelson. He instructed that the remains be sent to Eagle Grove, and that will be done this afternoon.

Michael Monahan was well known to North side residents, where he had lived nearly thirty years. He was at one time engaged in the grocery business on Sixth avenue north and lived at the hotel a long time.

J. N. Erickson, whose body was the first to be taken from the building, had his home at Alexandria, Minn. Miss Tillie Erickson, of 471 Laurel avenue, St. Paul, identified him as her brother, and she will assume charge of the remains. He was one of the last men to register at the hotel Saturday night, and had never stopped there before.

Jacobsen, the man who died at the city hospital yesterday, was practically unknown to the management and lodgers of the hotel. He registered at the hotel only a few days ago, and told nothing about himself.

ONLY ONE HOLOCAUST WORSE.

The death list makes the fire next to the worst in the history of Minneapolis. In the mill fire in 1878 eighteen lives were lost, and up to yesterday the Tribune fire of eleven years ago held the second mortuary record. In that fire seven lives were lost, which is exceeded by one, in the Harvard hotel fire.

Hundreds of people called yesterday at the county morgue to view the remains. Nearly all were impelled by curiosity, and none of those who called were able to furnish any information additional to that already in the possession of Coroner Nelson.

Hundreds of people also visited the scene of the fire, but the broken windows were the only outward evidence that there had been a fire in the building.

The total property loss will not exceed $3,000, of which $1,000 is to the building, $1,200 to stock, and about $400 to the hotel property.

SUGGESTION TO LEGISLATORS.

Coroner Nelson stated last evening that no inquest would be held, as after a thorough investigation of the fire, he could not see how it would be possible to locate the blame for the loss of life. Nelson, is, however, of the opinion that it is a matter that might be profitably taken up by the state legislature, and that some provision should be passed regulating lodging houses. As a rule these places are nothing more or less than fire traps, as was so startingly manifested in the Harvard hotel fire.

FOREIGN NEWS NOTES.

London—Henry Wyndham, Baron Leconfield, formerly captain of the First Life Guards and member of parliament for West Sussex in the Conservative interest from 1864 to 1869, is dead.

Chronic Nasal Catarrh poison every breath that is drawn into the lungs. There is procurable from any druggist the remedy for its cure. A small quantity of Ely's Cream Balm placed into the nostrils spreads over an inflamed and angry surface, relieves immediately the painful inflammation, cleanses, heals and cures. Drying inhalants, fumes, smokes and snuffs simply develop dry catarrh; they dry up the secretions which adhere to the membrane and decompose, causing a far more serious trouble than the ordinary form of catarrh. Avoid all drying inhalants, use Ely's Cream Balm. It is reliable and will cure catarrh, cold in the head and hay fever easily and pleasantly. All druggists sell it at 50 cents, or it will be mailed by Ely Brothers, 56 Warren St., N. Y.

BIXBY IS THE PROBLEM

ARRIVAL OF THE RED WING MAN TODAY AWAITED BY SENATORIAL CANDIDATES

QUIET AT THE HEADQUARTERS

There Was Little Going on Yesterday—Plans for the Inaugural of the Legislature Tomorrow.

The corridors of the hotels where politicians usually congregate were quiet yesterday and almost entirely forsaken. At the headquarters of Clapp and Evans visitors came and went intermittently all day, but nothing of a formal character was done. Speculation as to the developments of the coming week formed the basis of the discussions and both factions seemed as confident as usual. It was expected that Tams Bixby would drift in from Red Wing and liven up things generally, but the Third district man decided to rest until today. He will probably come in bright and early this morning, and some definite information as to his intentions should be forthcoming today.

* * *

The Ninth Ward Rough Riders' club held a meeting in the Endicott building yesterday afternoon and decided to escort Gov.-elect Van Sant from the Windsor hotel to the capitol building Tuesday forenoon when his inauguration will take place.

There were only twenty-five members of the organization present, but out of these twenty-three promised to meet at the capitol building at 9:30 a. m., from whence they will proceed to the hotel. Those members who were in attendance yesterday have been instructed to notify all other members if the club, and it is expected that over fifty men will be in the escort. The club has about 100 members.

After considerable discussion it was decided to appoint a committe to see about getting a band for the occasion. The committee will get either the Ninth Ward band or the State band.

Other Republican organizations may also decide to be a part of the escort.

* * *

Tomorrow at noon precisely the thirty-second legislative session will commence, and it scarcely is likely that any of the members will be absent, most of them being in the city already. The house will be called to order by Secretary of State-elect Hanson and the ceremony of swearing in the members will proceed without any delay, after which the house will be ready for the inauguration ceremonies.

In the senate Chief Justice Start will administer the oath of office to Lieut. Gov. Smith, then the body will go to the house chamber. No other organization proceedings will be necessary, as all the senators qualified for office two years ago.

As soon as both bodies are seated the retiring and the incoming governor will enter the chamber abreast, followed by a number of former governors, among whom will be Lucius F. Hubbard, A. R. McGill, John S. Pillsbury and Alexander Ramsey.

Gov. Lind will then deliver his farewell address, reviewing his administration and outlining recommendations for the consideration of the new governor. The chief justice will then administer the oath of office to Capt. Van Sant, who will immediately read his inaugural message to the legislators assembled. It will contain a summary of his views on the best method of governing the state.

* * *

There will be no change in the office of the attorney general. Mr. Douglas will file an oath of office, and the personnel of his staff will be the same as during the past two years. The railroad and warehouse commissioners leave their offices today and the newly elected board will be in full possession tomorrow.

* * *

Peter E. Hanson, secretary of state-elect, has already filed his oath of office and assumes the duties of his position today. The incoming state treasurer is at the capitol with his force of clerks, but will not formally assume control until tomorrow.

POPULATION OF ENGLAND.

Changes in Proportion of Town and Rural Population.

London Telegraph.

T. A. Weldon, F. C. A., read a paper at a meeting of the Royal Statistical society recently bearing on the distribution of population in England and Wales in 1891, as compared with 1801.

At the outset Mr. Weldon said that the condition of things in 1801 was that, with the exception of London, there was no town with 100,000 inhabitants. The metropolis had a population of 922,000 and Manchester the next largest town, about 91,432. There were 112 towns outside of London with populations descending from that figure to 4,000 and amounting in all to 1,400,762, but the bulk of the country was thoroughly rural, say, over 31,000,000 acres, inhabitated by 4,721,252 persons, out of the total population, 8,892,536. How striking the change since then was shown in the fact that the ordinary density of population in rural districts was, in 1801, about 100 persons to the square mile; in 1891 it averaged 130 persons, and the rural population was only 5,534,000 persons, out of a total population of 29,002,525. Therefore, instead of being paramount, rural interests were, in 1891, those of less than one-fifth of the whole people.

As the proportion of town population was now more than 64 per cent, against 35 per cent in 1801, the rural population had fallen from 53 down to 19 per cent. In 1801 the lowest proportion of rural population in any division was 30 per cent, but in 1891 the minimum was 6 per cent, and five divisions showed ratios not higher than 12 per cent. If, however, the metropolis itself (with its belt of environs) could be separated from the rest of the division, the surrounding area would not differ widely in the constitution of its population from the adjacent divisions; 82 per cent of its area and 39 per cent of its population would be rural. Still, statistics illustrated in an impressive manner the transfer of political and industrial power which had been gradually accomplished in less than a century, and should convince us that the England of today was in many respects unlike the England of earlier times, though active progress of population had been restricted to little more than four millions of acres out of thirty-seven millions, and therefore in a measure the face of the country was little changed. The old outcry as to London devouring the country, though it had more justification now than it had in the time of Smollett, was seen to have been based on exaggeration.

As regarded the more progressive places, there appeared to have been latterly a slackening in the rates of increase of the older centers, such as towns which in 1801 had not less than 2,000 inhabitants, but a fully sustained increase in the populations of those rising places which had not attained importance in 1801. In the latest decennium, 1890-1, the check to growing populations was, however, general. Dealing with rural districts, it was shown how generally the phenomena have resembled each other in all parts of the country, both as respects early increase and later decrease in the numbers of the people. An interesting feature of the paper was a number of carefully compiled tables showing the relative increase of typical English towns during the century. Of these towns the most marked progress was displayed by Cardiff, which has sprung from 2,364 in 1801, to 141,339 at the last census; Brighton from 7,662 to 142,129; Crewe, from 121 to 28,761; Middlesbrough, from 581 to 76,135, and Barrow, from 954 to 51,712.

BOSS TWEED'S DIAMONDS.

Bishop Potter's Story of a Diamond Suspender Button.

New York Sun.

Bishop Potter said recently that a friend of his picked up a diamond as big as his thumb in the office of Boss Tweed one day and then it turned out to be one of the boss's suspender buttons.

"Now, with all due respect to the bishop's friend, I do not believe that diamond story," said a man who saw much of Tweed in his days of power. "Had the old man ever worn a diamond suspender button I certainly would have known it. The fact is, the only big diamond the boss ever displayed was a large solitaire that he never failed to have in his expansive shirt front. Tweed was a jolly old dog, and often in his stuttering way used to get off some queer remarks just for effect or as a guy on his hearers.

"It would have been just like him to say when his diamond soltaire was picked up by the bishop's friend: 'Oh, that's only a suspender button of mine; I didn't miss it.'

"This suspender button story puts me in mind of a genuine diamond tale about the boss. Tweed's spokesman on the floor of the assembly was Thomas C. Fields, of this city. He, like the boss, wore a large diamond in his shirt front. But it had a little chain and pin attached to it that the boss's diamond had not. One evening Field had dined, not wisely, but too well, and during the sitting of he assembly fell into a heavy slumber with his head on his desk. Alec Frear was also a member from this city. He saw that certain bills could not be handled properly unless Fields had a clear head, so he got the speaker, Billy Hitchman, to secure the passage of a motion to adjourn. John J. Blair and Billy Cook, members from this city, quietly got possession of Fields' diamond pin. Then the lights of the assembly chamber were turned low and Fields was left sleeping there.

"It was dawn the next day when Fields woke up. Fields rubbed his eyes, stretched himself, yawned, and then looked around. He said nothing, but quietly walked out and down State street to the Delevan. When he turned up at breakfast Boss Tweed and Alec Frear were already at the table and so was Hitchman. Fields was wild. He had missed his diamond when he got to his room. He had already gone to police headquarters and told how he had been robbed. He said that while not feeling well he had gone into the assembly chamber, and imagining that there was to have been a night session, he had taken a ten minutes' nap, and that during that time some one who must have followed him had taken his diamond. Fields told his story at the table and raged like a madman about the loss of his pin.

"'Well, Fields,' said Tweed, 'what made you think there was to be a night session and go to the assembly chamber at all?'

"'Hanged if I know,' said Fields, 'but—' Tweed pulled at his napkin which he had the habit of tucking under his big double chin. There on the boss's big white shirt front glistened Fields' diamond, made unmistakable by its little gold chain and pin.

"There was a general laugh all round the table. No; Fields did not laugh. Half raising himself up from his seat with his fat face flushing as red as a beet, he exclaimed in a voice that could be heard all over the dining room:

"'Tweed, I always knew you were the damnedest thief on record, but before this session is over I'll make you pay me in cash ten times the price of that pin.' Of course Fields got his pin.

"At the close of the session one night he was with Alexander Frear and Speaker Hitchman enjoying a cold bottle in a corner of the boss's room at the Delevan. Putting his hands into his pocket he drew out a roll of white tissue paper. 'S-a-a-y,' said he to Hitchman, with a laugh; 'a month ago I told Tweed he'd pay heavy cash for that pin business, didn't I?' Well, I compromised, and he unrolled the paper and exhibited three immense soltaire diamonds, worth, it was afterwards learned, $3,500. So the joke on Fields proved a costly one to Boss Tweed. Fields had actually made Tweed believe that he would kill one of his pet bills if he did not settle in that diamond way.

"Let me say this: No one who ever knew the way the Tweed ringsters reveled in money in those days would think the diamond suspender button an impossibility. Diamonds were worn in profusion by all the Tammany officials and the bigger the diamond the bigger the man in the estimate of the heelers. It is said that many men in the legislature who helped Tweed in 1871 to pass certain ring measures were paid with diamonds. One of them, it is said, once remarked to the head of the lobby of that day: 'Checks can be traced and bills can be marked and gold eagles nicked for future identification, but valuable unset diamonds tell no tales out of school.'"

WHAT MODERN SAILORS FEAR.

Not Winds and Seas, but an Explosion Which Sends the Ship Down.

New Orleans Times-Democrat.

"Boiler explosions are the terror of the seafaring man," said an old-time deep-water captain, speaking of the frightful disaster at the carbolineum works. "Such a thing is bad enough in dry land, but imagine a catastrophe of that kind at sea! In ninety-nine cases out of a hundred it means the absolute wiping out of the craft itself and every soul on board.

"The average landsman would be greatly shocked in looking over the maritime records to see how many vessels disappear each year and leave absolutely no clue to their fate. They run well up to the hundred mark, and such a mystery is not to be explained away by storms. A Chinese typhoon may swoop down like lightning out of a clear sky and tear a ship to pieces, but some floating wreckage is sure to tell the tale. A boiler explosion, on the contrary, will blow a hole as big as a railroad tunnell right through the center of the hull, and the stricken vessel simply goes down like a shot. There is no time to unfasten a boat from the davits or cut loose a spar.

"In the opinion of seamen, that is the story of at least 90 per cent of the ships that leave port and are never heard from again. Luckily the modern system of marine boiler inspection is extremely strict and thorough, but it is impossible to absolutely prevent carelessness and fraud, and often enough, no doubt, the fault lies with the engineer.

"There is an old story of a drunken Scotchman who mistook the thermometer for the steam gauge and 'cussed out' the stokers because he couldn't get the pressure above 80. That yarn will hardly hold wafer, but I've seen cases almost as bad. I am glad to say, however, that during the past ten years there has been a steady diminution of the number of vessels which 'mysteriously disappear.' That is due, beyond all question, to the increased stringency of boiler inspection and the greater strictness of examinations before a license is issued to engineers. Nevertheless there is still considerable room for improvement in both branches."

Are You Engaged?

Dodge County Republican.

A man who goes to see a girl twice a a week and takes her to places, is legally engaged to her according to the recent decision, whether he says anything to her about marriage or not and she could recover suit for breach of promise. It is hoped that girls will take advantage and force boys to marry them. Young men have a habit of loafing around a girl's house for years and drifting off without saying a word about marriage. While a young man is loafing around a girl's house he probably keeps some one away who would talk business.

NERVOUS PROSTRATION is only a failure of strength. It takes strength to get strength. Get strength of stomach first. Your stomach will then look out for your body. Scott's emulsion of cod-liver oil enables your stomach to get it from usual food; and this is the way to restore the whole body.

We'll send you a little to try if you like.
SCOTT & BOWNE, 409 Pearl street, New York.

St. Paul's Leading Jobbers & Manufacturers

Boots & Shoes. Manufacturers and Wholesalers of Boots, Shoes and Rubbers. Proprietors of the Minnesota Shoe Company. C. Gotzian & Co., 242-250 E. 5th St.

BAZILLE & PARTRIDGE, (Incorporated.) Wall Paper—Room Mouldings—Paints — Brushes — Varnishes — Window Shades. 468-470 Jackson Street.

Cigars. Manufacturers of the famous Duke of Parma Cigar. And Dealers in Leaf Tobacco. Hart & Murphy, Cor. Jackson & 8th St.

Bottlers. Ale, Porter, Stout and Beer, Soda and Mineral Waters, Fruit Ciders and Soft Drinks. Drewry & Sons, 702-710 Payne Av.

Dry Goods. Importers and Jobbers of Dry Goods and Notions. Mf'rs of Men's Furnishing Goods. Powers Dry Goods Co., 5th and Wacouta.

Harness. Harness, Stock Saddles, Collars, etc. For the trade only. Konantz Saddlery Co., 227-231 E. Sixth.

Butter. Wholesale Dairy Produce. Butter, Cheese, Eggs, Milk and Cream. The Crescent Creamery Co., Third and Minnesota.

Dry Goods. Wholesale Dry Goods and Notions. A Specialty of Miners' and Lumbermen's Suits. Lindeke, Warner & Schurmeier, 4th and Sibley.

Harness. Manufacturers and Jobbers of Harness, Saddlery, Shoe Findings and Shoe Store Supplies. Scheffer & Rossman, 174-178 E. 4th St.

CARPETS AND UPHOLSTERY. WHOLESALE. SCHUNEMAN & EVANS. 6th & Wabasha Sts., St. Paul, Minn. Carpets, Linoleums, Imported Mattings, St. Paul Grass Twine Matting, Curtains and Upholstery. Cut order price lists mailed to dealers on application. FREE.

Dry Goods. Wholesale Dry Goods, Notions and Carpets; Manufacturers of Gents' Furnishing Goods. Finch, Van Slyck, Young & Co., 4th and Sibley.

Hardware. Importers and Jobbers of Hardware, Cutlery, Sporting Goods, Tools, Bicycles and Sundries. C. W. Hackett Hardware Co., 268-280 East Fourth.

Commission. Jobber and Broker of Fruits, Vegetables, Poultry, Game, Butter and Eggs. R. E. Cobb, 81-83 E. 3d St.

National Biscuit Co. MANUFACTURERS OF Crackers and Confectionery. ST. PAUL, MINN.

FARWELL, OZMUN, KIRK & CO. JOBBERS OF EVERYTHING PERTAINING TO THE MODERN HARDWARE STORE. BROADWAY, THIRD AND PINE.

Drugs. Oldest and Largest Drug House in the Northwest. Dealers in Paints, Oils, Glass and Glassware. Surgical Instruments & Appliances. Noyes Bros. & Cutler, 6th and Sibley.

Fruits. Importers and Jobbers Foreign, Domestic and California Green Fruits. Established 1849. B. Presley & Co., 102-106 E. Third St.

IMPORTERS OF TOYS, DOLLS, CHINA, ETC. A full line of HOLIDAY GOODS and General Merchandise. Sample rooms the most complete in Western America. The only Toy Stock in the Twin Cities. G. SOMMERS & CO. 181, 189 E. Fourth St., St. Paul, Minn.

Rubber Goods. Price Lists to Dealers on Application. Goodyear Rubber Co., 375 and 377 Sibley St., St. Paul, Minn.

Grocers. Wholesale Groceries. The Oldest Wholesale Grocery House in the Northwest. J. H. Allen & Co., 201-209 E. 3d St.

Hats, Gloves & Furs. Hats, Gloves and Furs. Manufacturers of the Gordon Hat. Established 1871. Gordon & Ferguson, 216-226 E. 4th St.

Hats & Furs. Jobbers and Manufacturers of Hats, Caps, Furs & Gloves. Makers of the "North Star Fur Coat" and "Lansher Hat." Lansher, Finch & Skinner, 180-184 E. 4th St.

BIG GUN TO PREVENT HAIL

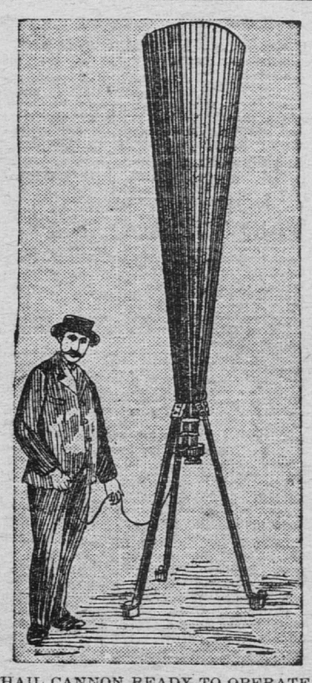
AMERICAN CONSUL MAKES A REPORT ON THE EXPERIMENTS IN FRANCE

HOW GRAPE CROPS ARE SAVED

Severe Summer Storms Prevented by the Discharge in the Air of a Cannon—Official Report.

Cannonading as a prevention for hailstorms has been made a special study by John C. Covert, American consul at Lyons, France. In advance sheets of consular reports, issued Dec. 21, Mr. Covert says:

Since I left the department a report on the firing of cannon at clouds to prevent the destruction of grapes by hailstorms, several newspapers and a number of individuals have requested that "the consul at Lyons make a supplementary report on this subject." With this object in view, I accompanied Mr. Jean Raulin, a professor of agriculture and an official of the Farmers' alliance (Syndicate Agricole,) of the Southeast of France, in a visit to the towns of Bois d'Oiget and Denice.



HAIL CANNON READY TO OPERATE.

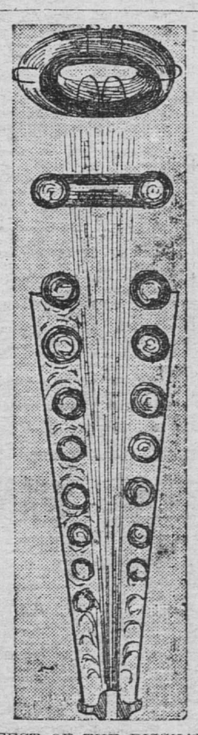
In the first place all the grape growers of the neighborhood had been invited to witness the trial of two guns, especially constructed as hail destroyers. In the second place, Denice, a general jollification was organized to give vent to the joy of the grape growers over their success in vanquishing their most dreaded enemy—the hail.

Two long cannon were displayed in each place, almost identical in shape, but differing in the manner of firing. Each gun is of the shape of an inverted cone, the opening at the mouth being twenty-eight and one-half inches wide. It is planted upon a tripod three feet high. The gun itself is six feet six inches high above the tripod. It is made of thin boiler iron. At its base is a forged breech, which holds a forged iron block. In the center of this block is an aperture six inches long, about the size of a large dynamite cartridge, in which is placed a metallic cartridge containing eighty grams of blasting powder, wadded with a cork, and tamped like an ordinary miner's blast. It is discharged by a needle on a lever attached to the base of the forged iron holder.

TEST OF FIFTY SHOTS.

As many as fifty shots were fired in my presence in order that Vice Consul Browne and I might inspect the working of the guns. The detonation is very loud. As soon as the lanyard is pulled flame is visible at the mouth of the gun, followed immediately by a wreath of smoke. A shrill whistling sound immediately follows the firing of the cannon and is heard for fourteen seconds. At a distance this whistling is much louder than near the gun. I am told that it travels at a speed of 330 meters per second—1,620 meters in fourteen seconds, which is nearly two and one-half miles. During the firing a few drops of rail fell.

I interviewed from twenty to thirty wine growers who used the cannon last summer. They were all emphatic in their belief in the efficiency of fighting hail with gunpowder. They said that if the weather were hot and they saw the clouds forming, they prepared for a change. If the clouds were moving rapidly, their direction was changed, or the movement was stopped by the firing. They were torn asunder and broken into shreds, and a copious fall of rain soon followed. In localities where great losses from hail have been incurred every summer, the cannon were used last summer and no hail fell. Two or three miles distant, where no cannon were fired, the hail was very destructive. At Denice, in the Beaujolais, the grape growers have suffered from hail seven years out of the last decade. They think all the conditions favored hail last summer and that they were protected from its destructive ravages by their cannon. One cannon protects nearly seventy-five acres of land.



EFFECT OF THE DISCHARGE.

EXPENSE IS INSIGNIFICANT.

The expense of equipping a shooting station is: One cannon, $25; cabin for cannoneer, $10; ten cartridge cases, $6; ramrod, 10 cents; a needle, 10 cents; horn and lantern for signaling, $1.90; freight, $1.90; total, $45. The cost of operating a gun for five hundred shots, not including labor, is $15.50. The cannoneer is insured against accidents for a season for $2.

At a meeting which followed the exhibition, the general secretary of the alliance, Mr. Silvestre, delivered an address, in which he cited many proofs of the efficacy of the cannon against the hail. Several grape growers took the floor and asserted that their vines were destroyed, while those of their neighbors who were under the protection of the cannon were uninjured.

An agricultural paper announces that a vast defensive alliance has been formed in the French Alps, including the grape growers of five departments, for the purpose of buying cannon and powder for war against the hail next summer. Dr. Paul Cazeneuve, one of the most distinguished scientists of France, says the question is still in the domain of experiment and that nothing is proved; "that the commune of Denice was not this year on the line of the hailstorm and was only spattered by the heavy surrounding storms." He adds that "if a number of communes where cannon were fired were on the line of the hail storm and were protected and those others were subjected to great losses from hail, it would prove the efficacy of the cannon." The wine growers say this is just what happened. Dr. Cazeneuve thinks that no amount of cannon firing would influence great storms, and asks what these cannon would have done against the terrible cyclone at Galveston. But he thinks the experiments should be continued "systematically and scientifically" and that "when it shall have been demonstrated that moderate hailstorms can be conjured, then it will be time enough to take measures against hurricanes."

FAITH IN CANNON UNSHAKEN.

The doubts of this learned scientist will not prevent many thousands of cannon from being used in the vineyards of France next summer. Two thousand cannon were engaged in cloud shooting in Italy in 1899. Last year the number had swelled to 15,000. The Italian government goes so far in recognizing the efficacy of the cannon as to furnish powder to grape growers at 3 cents per pound.

The director of the agricultural societies of the Southeast of France, a union of farmers' alliances, has sent a report to the French ministers of agricultural on this subject. He witnessed many demonstrations against hail in France and was a delegate to the anti-hail convention in Italy. He says in his report that "we cannot conclude that, in all cases, the use of cannon will afford complete protection, but it is undeniable that the results obtained are most interesting and give veritable hopes for the future."

Before the present improved cloud destroyers were in use, vine growers shot powder from a sheet iron case fixed in a strong box on the trunk of a tree. In some parts of France, they rang, and still ring, church bells, believing that the vibrations in the atmosphere affected the elements. If the hail continued to fall in spite of the ringing, they averred that it would have been worse but for the clangor of the bells.

A pamphlet written by V. Vermorel devotes eighty octavo pages to this subject. M. A. Gwinand has also written a pamphlet on "Firing Against the Clouds," in which theory and practice are fully discussed.

LIBRARY DEVOTED TO HAIL.

The bibliography on the formation of hail and the methods of combating it, cannon firing at clouds, and subjects relating to the preservation of vineyards from storms comprises 107 distinct works, the titles of which are given in the Vermorel appendix.

A hail firing congress to be held in Padua, Italy, Nov. 27, 28, and 29, to discuss this subject and to examine the different kinds of cannon.

The Pitt Diamond.

"Fort St. George, Madras," by Mrs. F. Penney.

While Pitt, the grandfather of Lord Chatham, was governor of Fort St. George in 1698, he became acquainted with a jewel merchant named Jamchund, who brought a diamond of great size, for sale. He asked £30,000 for it in the rough. It should, of course, have been bought on behalf of the company, but Pitt, seeing money in it, could not resist the temptation of making a private bargain. He became the possessor of the stone for the sum of £20,400, and he was quite satisfied that he had behaved honorably when he paid the man, who on his part was also content. But the diamond was known to be worth more than Jamchund had received, and the transaction gave rise to a good deal of gossip, which in no way decreased when later on Pitt had the stone cut in England, and sold it to the regent of France for £135,000. Even that enormous sum did not represent its true value. The stone was set in the royal crown of France, where it still remains, and it is valued in the present day at £480,000, close upon half a million sterling. It weighed 410 carats in the rough, but the cutting reduced it to 136 carats.

Treed by Wolves.

Menominee (Mich.) Spe. Chicago Chronicle.

A. J. McAllister, a foreman for Mann Bros., of Milwaukee, was chased by a pack of wolves near Metropolitan, Mich. He climbed a tree and was kept there in the freezing cold for six hours until rescued by men from the camp who were scouting in the woods for him.

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