STAGE-CENTER CORN

Exports of This Cereal Increase More Than Any Other.

DEPENDENCE ON FOREIGN MARTS

Some Government Figures That Present Conditions Render Apropos.

From The Journal Bureau, Room 45, Post Building, Washington.

Washington, July 26.—Talk of a failure of the corn crop—which talk, however, is not fully indorsed by Secretary of Agriculture Wilson—gives unusual interest to some figures collected by Frank Hitchcock, chief of the section of foreign markets of the agricultural department.

It appears that nearly half of our shipments of Indian corn goes to the United Kingdom. During the five-year period from 1894 to 1898 our shipments of this grain to Great Britain averaged 50,000,000 bushels a year, the value being about $18,000,000. This gave the United Kingdom, taking the percentage of quantity, about 43 per cent of the total exports. Germany ranks next to the United Kingdom as a market for our corn, taking about 20,000,000 bushels a year, or about 17 per cent, the value being slightly more than $7,000,000. Canada was a market for about 10,500,000 bushels, the value being about $3,700,000. Canada took about 9 per cent of the total. The Netherlands, with 10,400,000 bushels, valued at $3,800,000, received nearly 9 per cent. Denmark took nearly 8 per cent, receiving about 9,000,000 bushels, with a value of about $3,000,000. These five countries—the United Kingdom, Germany, Canada, the Netherlands and Denmark—were the chief markets for our Indian corn during the period under consideration. After these countries France and Belgium may be cited as the most important markets.

The exports of Indian corn have increased during the past thirty years more than almost any other commodity. In 1870 we exported a little over $1,000,000 of Indian corn. Last year we exported nearly $70,000,000 worth. This growth is attributed largely to the growth of the dairy industry all over the world and the discovery in foreign countries that American corn forms a cheap and desirable food stuff for live stock.

Enormous Sum.

The threat of foreign nations to put retaliatory duties on products which the United States sells to them gives additional importance to figures which show the extent to which American farmers depend upon the foreign markets. During the fiscal year which closed 1899 our agricultural products reached in value close to the enormous sum of $800,000,000. The agricultural exports probably comprised about 25 per cent of the total production of American agriculture.

During the past forty or fifty years our agricultural exports have increased with great rapidity. In 1860 their value was about $258,000,000; in 1870 it amounted to $363,000,000, in 1880 to $693,000,000, in 1890 to $635,000,000 and in 1899 to $793,000,000. Comparing 1860 with 1899, the last year for which we have figures, a period of about forty years, there is found to be an increase of over 200 per cent. Exporters of corn will be interested in some remarks made by Mr. Hitchcock at a recent hearing before the industrial commission. He said:

Within the last few years many complaints have been made in foreign ports as regards the condition in which some of our grain arrives. Complaints have been made as regards Indian corn, that in many cases the grain has reached the European port in a damaged condition, caused by sweating. It has been claimed that much moldy grain has come into European ports, and not only that, but to some extent it has been claimed that grain of a grade inferior to that of the certificate upon which it was purchased has been received. It may be said that there is some carelessness in the inspection of export grain in the United States, but from what attention I have given to the matter, I am inclined to think that the complaints based on the ground of fraud are mostly unfounded. Unfortunately the inspection in vogue in the United States lacks uniformity, and until some system is devised for securing uniform inspection, these complaints are likely to continue.

Deterioration.

It is not an easy matter to ship corn in bulk and avoid deterioration during the voyage. Corn gets out of condition more readily than other grains because its moisture content is greater. It is in the case of corn that most of the complaints have been made. Sometimes, when corn is otherwise in perfect condition, and is loaded here in hot weather, the heat it has absorbed causes the grain to sweat and become moldy before it reaches the other side, and then the purchaser there naturally wonders whether that corn was in good condition when it was shipped. Ventilation is a very important factor in the shipment of corn. When shippers load corn into a steamer at a southern port in hot weather, then batten down the hatches, and, without any ventilation at all, attempt to carry that cargo across the ocean, the chances are very strong that under such conditions some sweating will occur.

Corn is sometimes loaded into iron steamers without any protection against the heated iron sides. There should be some kind of a protection—either a board sheating or a protection of bagging—against the iron sides of the steamer, for as she lies in port, her sides above the water line naturally become very much heated by the sun, and when the corn is poured in and lies right up against these hot sides, it is not strange that the contact with such heat causes it to sweat. Then, too, corn is sometimes loaded into bunkers that are intended primarily for coal. Quite frequently, on tramp steamers, where they take a full cargo, they load corn into one of the coal bunkers, which are, of course, amidships and adjacent to the boilers. It is in these bunkers that I think much of the damage is done. The heat from the furnaces and boilers during the passage gradually works its way through the bulkhead, and it is not uncommon, where corn has been loaded in a bunker, to find it badly sweated, especially along the sides of the bulkhead that separates the bunker from the boiler space. There the corn is often greatly damaged. It is a question whether corn should be loaded in bunkers at all, owing to the great risk that is taken, or, at any rate, whether there should not be some conditions attached as regards sheathing and ventilation. From my investigation, I believe that if proper ventilation were provided, a great deal of the damage which now results could be avoided.

Banks in the Northwest.

The controller of the currency has approved the following reserve agents for national banks in the northwest:

Minnesota—St. Paul National Bank, St. Paul, for the Northfield National Bank, Northfield.

South Dakota—Bankers' National Bank, Chicago, for the First National Bank, Elk Point.

Iowa—Commercial National, Bank, Chicago, for the First National Bank, Elkader, and Hanover National Bank, New York, for First National Bank, Prescott.

Montana—Massachusetts National Bank, Boston, for First National Bank, Dillon.

The controller has authorized the organization of the Farmers' National bank, of Red Oak, Iowa, with a capital of $60,000. Ralph Pringle, M. Chandler, W. T. Marshall and R. E. Owens are named as incorporators. —W. W. Jermane.

$13 To Buffalo and Return. $13

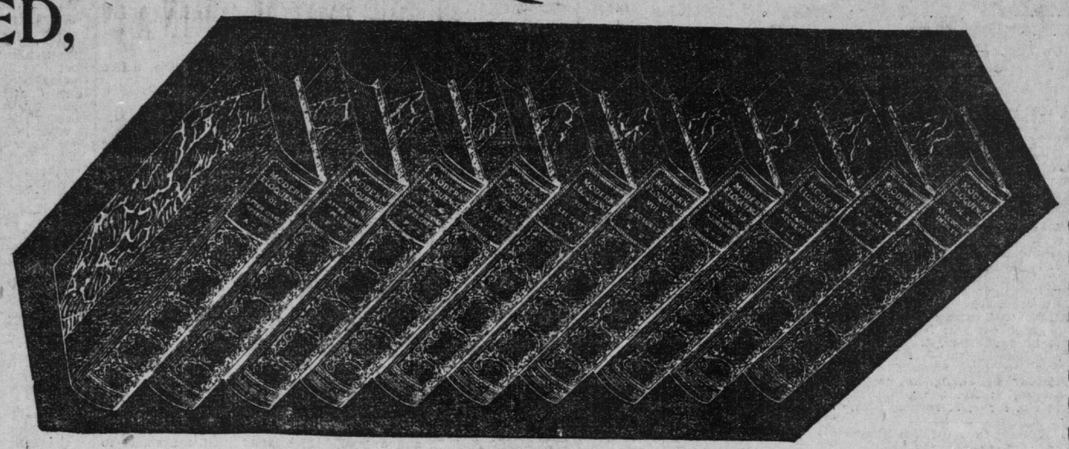
Via the Nickel Plate road from Chicago, for the Pan-American Exposition. Tickets on sale daily, good leaving Buffalo up to midnight of the tenth day from and including date of sale. Also tickets on sale daily, Chicago to Buffalo and return, at $16.00 for the round trip, with fifteen day limit, including date of sale. $21.00 Chicago to Buffalo and return, good for thirty days.

Tickets Chicago to New York and return at special reduced rates. Write John Y. Calahan, General Agent, 111 Adams St., Chicago, for full particulars and folder showing time of trains, etc.

MODERN ELOQUENCE

THOMAS B. REED,

EDITOR-IN-CHIEF.



Associates

Justin McCarthy,
Rossiter Johnson,
George McLean Harper
Albert Ellery Bergh,
Edward Everett Hale,
John B. Gordon
and Ten Others.

Partial List of Speakers.

After-dinner Speeches.

Joseph H. Choate,
Henry Van Dyke,
Lord Beaconsfield,
William M. Evarts,
Samuel L. Clemens,
Henry W. Grady,
George William Curtis
Henry Irving,
Chauncey M. Depew,
Horace Porter,
James Russell Lowell,
Charles Dickens.

Lectures

Louis Agassiz,
John B. Gough,
"Artemus Ward,"
Robert G. Ingersoll,
Robert J. Burdette,
Charles Kingsley,
Robert Collyer,
Andrew Lang,
Marion Crawford,
"Josh Billings,"
John B. Gordon,
"Ian Maclaren."

Occasional Addresses.

Lyman Abbott,
Newell Dwight Hillis,
Arthur J. Balfour,
John J. Ingalls,
Joseph Chamberlain,

Anecdotes

J. P. Dolliver,
John M. Allen,
Champ Clark,

In making this announcement of "Modern Eloquence" the Journal believes that it is presenting a work of premier importance. It is a work on oratory, but it traverses entirely new fields. For the first time, the best After Dinner Speeches, Lectures, Addresses and Anecdotes of the most brilliant men of the present generation (the past fifty years) have been gathered together.

A work on oratory has meant heretofore a musty collection of time-worn speeches, some of them good, but all of them to be found in divers similar collections. The present library is as different from these as its distinguished Editor-in-Chief is different from other men. Former Speaker Thomas B. Reed has brilliantly consummated this strikng piece of work, and now that he, with the aid of an able staff, has practically completed it, the publishers venture, for the first time, to offer it to the public.

Four Great Departments

"Modern Eloquence" is a library of After Dinner Speeches, Lectures, Occasional Addresses and Anecdotes, embracing the worthiest examples of these four classes of speechmaking. The work has no political, religious or partizan tone—it stands for naught save its title, "Modern Eloquence." That no other work of such nature or along such lines has ever been attempted is evinced by the fact that it cannot be duplicated in the largest library—since it is the product of a hundred libraries and a hundred skilled editorial workers.

After-Dinner Speeches

After dinner speeches represent the best thought and most careful preparation of the speakers. At the annual dinner of such organizations as the New England Society or the Holland Society the most brilliant speakers are selected to respond to toasts. Henry W. Grady's most famous utterances were post-prandial. Charles Dickens is almost as famous an after dinner speaker in England as he is a novelist. Joseph H. Choate, Mark Twain and Chauncey M. Depew have established international reputations in this special field. In preparing this section the editors were astonished at the wealth of valuable material lying forgotten or dormant—for no other general collection is extant.

Lectures

A lecture is revamped, twisted and kneaded by frequent repetition till it becomes a model of eloquence. Many of the noblest flights of oratory must be credited to the lecturers of this and other countries. A lecture may be biographical or critical; it may deal with art, science or literature; it may abound in wit, humor and pathos—for such is the elastic nature of this class of oratory. The present collection embraces the finest specimens of every kind of lecture.

Occasional Addresses

This department includes Literary, Scientific and Commemorative Addresses and Eulogies. Technical subjects were avoided. The editoral committee have aimed to give only those speeches that would "read well" or be attractive from charm of style or force of thought. Comparatively recent as is the history of America, its literature is already teeming with noteworthy examples. The patriotic American, as well as the litterateur, will be surprised and delighted with this department of the library.

Illustrative and Art Features

"Modern Eloquence" is embellished with many full page portraits of speakers represented and beautiful color plates of scenes and paintings. This feature will be found especially pleasing.

Anecdotes

For an hour—for a whole evening in the easy chair at home—for the study of style that has electrified brilliant assemblages—for the entertainment derived from casual reading—this work will commend itself. And for the man desirous of becoming a public speaker, or for him who is called upon at short notice to respond to a toast, "Modern Eloquence" will prove an ever-present helper. To such persons the last section will especially commend itself; it includes several hundred pages of anecdotes, reminiscences and repartee. A well-timed story is often the salvation of a speech; and here they may be found in widest possible variety—and of the highest possible quality.

Speeches Are Given in Full.

The library as a whole is not a collection of excerpts and mutilations. The constant effort has been to produce the most authentic text (from the speaker himself, if possible) and to present it in its entirety.

"Modern Eloquence" is sumptuously published, but moderately priced. To properly present this eclectic library, portfolios, comprising table of contents, fine photogravures, chromatic plates, sample pages and other interesting material, have been prepared. One of these portfolios with full particulars regarding prices, terms, etc., will be mailed on receipt of annexed inquiry coupon containing name and address.

COUPON OF INQUIRY

MINNEAPOLIS JOURNAL—

GENTLEMEN—Referring to your advertisement of Hon. Thos. B. Reed's Library of Modern Eloquence. I will be pleased to receive portfolio of sample pages, photogravures and chromatic plates; also full particulars regarding bindings, prices, etc.

Name.....

Address.....

AN $800,000 BLAZE

A Third of a Mile Burned Over at Davenport, Iowa.

ABOUT 300 PEOPLE HOMELESS

The Heaviest Financial Loss Falls on the Weyerhauser-Denckman Lumber Company.

Davenport, Iowa, July 26.—Losses in last night's fire here are estimated today at $800,000. In a district a third of a mile square everything was destroyed. A relief movement was inaugurated to-day at a mass-meeting and measures were taken to care for the homeless and destitute. Between 200 and 300 people are destitute. Ten firemen were prostrated by the heat. Fireman Emil Lucht fell into the flames but was rescued and will recover. The loss of the Weyerhaeuser & Denckman company is placed at $500,000; insurance, $300,000.

At the mass meeting of citizens held this morning $3,300 was subscribed. Several generous amounts have also been sent in from outside towns.

An incident of the fire was the tying up of the railroad line between Davenport and Clinton, used by the Milwaukee and Burlington roads, which are now routing their trains via their Illinois lines. The intense heat bent the railroad and street railway rails into half circles.

Earlier Reports.

Davenport, Iowa, July 26.—About half a million dollars' worth of property was destroyed last evening by the most disastrous fire that Davenport has ever known.

The Weyerhauser & Denkmann Lumber company loses its mill and about $400,000 worth of sawed lumber, and in addition about seventy-five dwelling houses, grocery stores and saloons are wiped out, causing a loss of about $50,000.

The fire district covers almost a square mile in area, and it was not more than half an hour from the discovery of the fire until the district was a sea of flames.

The Davenport fire department was reinforced by the departments from Rock Island and Moline, but they seemed powerless to check the flames.

Ten firemen, including Chief Hastings of the Rock Island fire department, were overcome by the heat and carried away, and recovery of two of them is doubtful.

Hundreds of families are homeless.

It is believed the fire was caused by boys smoking cigarettes on the levee. Groups of them had been chased away during the day from the district where the fire broke out.

Thousands of the inhabitants of the city gazed at the fire from the river's edge far back to the bluff, and east of Beach street as far as the eye could see was a sea of fire, above which rolled in a vast majestic column a cloud of smoke, driven by the strong wind, carrying sparks far up into the Mount Ida neighborhood.

Among the families living along East River street from Federal to Mississippi avenue and along Switz, Case and Sixth streets in the same limits there was consternation and a rush to save as much of the household possessions as possible. In most cases it was little, indeed, that was rescued from the flames, and so rapid was the spread of the fire that hunderds of families barely escaped with their lives.

Aged and infirm people in many instances had to be carried many blocks to places of safety. The U. N. Roberts sash and door factory, Red Jacket Pump company, Standard Oil company, Riverside mill, Davenport Woolen mills had narrow escapes, as the flames were checked just before reaching them.

MECHANICAL BAGGAGE SMASHING.
Detroit Journal.

As I stood waiting for the train I saw them run my trunk through a powerful machine, which almost instantly reduced it to an unrecognizable mass of pulp.

My curosity wass piqued.

"Why do you do this?" I asked.

"In this way we save the wages of four baggagemen," replied the official in charge of the station, politely.

Truly, thought I, we live in an age of mechanical marvels. But what of the hands thus thrown out of employment?

IMPROVING THE OPPORTUNITY.

Regular Patron—That was a frightful bill you presented to that man—even for you.

Dentist—Yes, he's the man we buy our butter from. This is the first chance I've had at him.

Don't Keep Things You Don't Use

Somebody wants them. Advertise them in the Journal want columns and you'll get money for them.

A GOVERNOR'S DAY

Troops at Lakeview Do Some Star Drilling.

THE MARKSMEN WHO QUALIFY

The Cool Weather a Great Relief—Notes From the Lakeside Camp.

Special to The Journal.

Camp Lakeview, July 26.—Governor's Day in the camp dawned cold and damp, with a heavy wind that drove dashes of rain across the deserted parade ground and down the company streets. About 10 a. m. the sun struggled through the clouds.

When the governor arrived, at 1:30, the artillery fired a salute of seventeen guns, and the sun shone brightly with promise of a good day. The governor took great pleasure in reviewing the mock parade, as it was the fulfillment of an old promise made to him that the First would show him the hottest article of burlesque ever seen at Lakeview.

In the real parade and review tendered the governor the troops "did themselves proud," and the governor expressed himself as much pleased.

After the mock parade, Governor Van Sant personally invited Adjutant Craigie of Minneapolis and Field Marshal Maiden of St. Paul, the chief officers of the staff and the organizers of the parade, up to headquarters and presented them with an appropriate memento.

The following men were qualified as marksmen in the First Minnesota regiment:

Company A—Sergeant S. H. Walsh, 119; Private Clarence G. Beckstrom, 105; Private Frank T. Chamberlain, 109. Total, 3.

Company B.—First Lieutenant Joseph C. Strachan, 139; Second Lieutenant R. Irving Pratt, 106; First Sergeant Paul E. Donaldson, 109; Sergeant Tunis B. Hummel, 107; Corporal Erle D. Luce, 131; Corporal Claude W. Boehmler, 106; Private Charles A. Allen, 110; Private Holmes E. Crockett, 106; Private Clyde W. Campbell, 105; Private Harry W. Friedman, 113; Private Elwood B. Fitchette, 119; Private Myron W. Roushi, 118. Total, 12.

Company C—Sergeant D. H. Kimball, 125. Total, 1.

Company D—Second Lieutenant Charles E. French, 105; Private R. A. Claus, 106; Private Adolph Lindgren, 107. Total, 3.

Company E—Sergeant W. F. Grassman, 110; Corporal W. J. Peter, 105; Private B. B. Barry, 106; Private W. W. Good, 107; Private E. W. Lindgren, 111; Private W. R. Repke, 108. Total, 6.

Company F—First Lieutenant Percy A. Walton, 106; Quartermaster Sergeant George R. Egbert, 110; Sergeant Guy McMullen, 105; Sergeant John E. Kaaro, 121; Private Thomas Kelly, 106; Private Steele S. Smith, 119. Total, 6.

Company G—Captain E. S. Mellinger, 110; Private C. Welter Bjorgo, 109; Private C. Louis Jones, 108. Total, 3.

Company I—Captain Ernest W. Langton, 127; First Lieutenant Harry S. Taylor, 117; Second Lieutenant Harry B. Dyer, 107; First Sergeant C. W. McQuery, 113; Quartermaster Sergeant C. W. McQuery, 113; Quartermaster Edson J. Andrews, 131; Sergeant Anthony X. Schad, Jr., 115; Corporal George A. Gallagher, 118; Musician Harry K. Jones, 105; Private Frank B. McAllister, 109; Private Arthur J. McGregor, 115; Private James J. Scanlan, 113; Private Harry E. Sutton, 109. Total, 13.

Company K—H. M. Howard, 110; Sergeant N. O. Marsh, 119; Sergeant Max Hoppe, 106; Corporal Henry Jenks, 110; Private George Durlong, 100. Total, 5.

The following have qualified for sharpshooters: First Lieutenant C. Strachan, of Company B, 186; Captain Burlingham, Company K, 192; Herman Zoldan, Company K, 194; Steele S. Smith, Company F, 183; Captain E. W. Langdon, Company I, 184.

Field and staff sharpshooters: Captain Falk, 213; Captain Lee, 204.

Company per cent, volley firing: Company I, .199; Company A, .19; Company B, .167; Company E, .126; Company G, .12; Company F, .104; Company C, .10; Company D, .87; Company K, .054.

The Minneapolis battalion heads the list.

Camp Notes.

Battalion Adjutant Dale is now commanding the Third battalion.

The governor was taken out on the lake for a short ride yesterday afternoon.

Coporal Gallagher of Company I, Minneapolis, defeated Sweeney Bang of Company B in a foot race. A Company F man distanced S. Bang in another race and Corporal Gallagher of I beat Dickinson of I in a third race.

General Ames met S. W. Parker of Red Wing, who was a private in the Seventh Minnesota in 1862, when General Ames was surgeon of that organization. The veterans enjoyed a pleasant visit.

Colonel Reed, Colonel Elwin, Minneapolis; Captain Nordley, Red Wing; Captain Wiley, St. Paul; Major Lambert, J. C. Conley, St. Paul, and Brigadier General Sherman Smith of the governor's staff are in camp.

Company D received the prize offered by Colonel Reeve for the company turning out the largest number of men in the mock parade. The finest appearance prize was awarded to Company B; finest on field staff, Major Schall. The mock hospital corps won a prize. A and I companies won the prizes for general excellence.

Company D of the Third battalion has challenged Company F of Minneapolis to drill for a trophy to cost $200, the companies to pay half of the cost of the trophy. Company F probably will accept.

Company E members were the temporary guests of Company D at a refreshment party.

An excursion landed a number of the boys' friends yesterday in time for them to see the mock parade.

WILL HEAR MORRILL

Chapman the Unanimous Choice of Young Baptists for President.

Chicago, July 26.—To-day the Baptist Young People's Union will elect its president for the coming year. The delegates were given a chance last night to express their preference by ballot. Their leader, John H. Chapman, received every vote. He has been president for ten years. He is the founder and father of the union. It is thought that the convention will decide on biennial instead of annual sessions hereafter. There probably will be a meeting next year, and though the matter is not yet decided, it is believed that will be the last of the annual meetings.

The feature of to-day was the address of Rev. G. Campbell Morgan, the evangelist. Other addresses were made by Professor O. I. Williams of Granville, Ohio, and Rev. W. W. Weeks of Toronto, Canada. The "open parliament," the topic of which was "Young People's Movement in the Light of Ten Years' Organized Effort," was participated in by the delegates generally. Isaac W. Carpenter of Omaha and Rev. G. L. Morrill of Minneapolis will speak at to-night's session.

PROOFS HELD UP

Result of the Discovery of Timber Land Frauds.

Washington, July 26.—On account of timber land frauds discovered in Montana and Idaho, Commissioner Hermann of the general land office has suspended all proofs made during the present year under the time and stone act, pending the conclusion of the full investigation and inquiry begun some time ago. This action applies to all states where government timber land is purchased and involves thousands of acres. Many of the large companies and speculators who, it is alleged, have had "dummies" as agents, make purchases of these lands from the government in Michigan, Wisconsin and Minnesota.

You Always Bring Fish Home

If you drop your line into the lakes along the line of the Great Northern Railway. Special rates each week. Inquire at Ticket Office, 300 Nicollet Av., Minneapolis, Minn.

TWELVE MISSING

British Bark Wrecked Off New Zealand.

London, July 26.—The British bark Lizzie Bell, Captain Wheland bound for Newcastle, N. S. W., has been wrecked at Cape Gwent, New Zealand, and twelve of her crew are missing.

RUSHING PORTO RICO TRADE.

New York, July 26.—The steamship companies which do business between New York and Porto Rico have so many applications for freight space that they will be unable to supply the demand without chartering extra vessels. The crush is due to the fact that much merchandise has been held back for the president's proclamation of free trade with Porto Rico. It is said this merchandise aggregates nearly $1,000,000 in value.

BIG GUN DISABLED.

Washington, July 26.—The navy department has received a report from Captain McCalla concerning the bursting of a shell in one of the thirteen-inch guns in the after turret of the Kearsarge while that ship was engaged in target practice with the North Atlantic squadron off eNwport. The injuries sustained by the big gun are located at a point about seven feet from the muzzle. At this point the bands are deformed for a distance of about six inches. These bands are the portion of the surface of the gun tube lying between the grooves that make the rifling of the gun. Much depends upon the extent of the deformation, for if this more than extremely slight it would not be prudent to attempt to force through the bore under so high powder charge another shell with its tightly fitting copper band. It is probable that the accident will not be allowed to interfere with the action of the present manoeuvers, but that when the Kearsarge again comes into New York navy yard to refit the gun will be put in order.

TRUE LOVE.
Philadelphia Press.

"Well, I'm on the lookout for another girl."

"Ah! then Miss Pechis has turned you down?"

"Oh, no. She accepted me last night, but the ring I had was too small for her. I've got to find a girl it will fit."

PREPARED.
Brooklyn Eagle.

Hempstead—What are those eye bolts for on your horseless carriage?

Meadowbrook—Oh, those are to hitch a horse to when we have a breakdown.

URGES LENIENCE

M. Pinchon Fears a Brown More Than a "Yellow Peril."

Paris, July 26.—M. Pinchon, former minister to China, in an interview published to-day urged the considerate treatment of the Chinese, because he believed a policy of violence would lead to even more serious uprisings than the recent troubles. M. Pinchon said he did not believe in immediate "yellow peril," as he thought it would be a long time before the Chinese become dangerous to Europe. Referring to the Japanese, he said that was another matter and that their progress inspired him with anxiety.

POLITICAL "PRINCIPLES."

Willie Boerum—Pa?

Mr. Boerum (wearily)—Well, cut it short, Willie!

Willie Boerum—Republicans are for a "protective tariff" and democrats are for "free trade," ain't they?

Mr. Boerum—Ahem—er—yes, generally speaking. However, lately some Tammany men have been accused fostanding for "protection"—but, run along, Willie; you are too young to talk politics!

SUBSTITUTION

The FRAUD of the Day.

See you get Carter's,
Ask for Carter's,
Insist and demand
CARTER'S Little Liver Pills.
The only perfect Liver Pill.
Take no other,
Even if
Solicited to do so.
Beware of imitations of Same Color Wrappers,
RED.

MANUFACTURERS, WHOLESALERS AND JOBBERS OF MINNEAPOLIS

GROCERS

GEO. R. NEWELL & CO.
Wholesale
GROCERS,
Corner First Av. N. and Third St.

WINSTON, HARPER, FISHER & CO.,
WHOLESALE
Grocers & Cigars
2d Av. N. and 4th St.
MINNEAPOLIS, - MINN.

PAPER

MINNEAPOLIS PAPER CO.,
Wholesalers, Manufacturers and Mill Agents.
241 and 243 First Avenue N.

PRATT PAPER COMPANY
Wholesale Dealers in
PAPER,
Paper Bags, Twines, Cordage, Etc.
118 and 120 Wash. Av. N. MINNEAPOLIS, MINN.

Smith & Wyman,
WHOLESALE
Doors, Sash, Blinds, etc.,
Specialties: Stair Work, Office Fittings and Interior Hardwood Finish.
Cor. 2d Av. S. and 8th St., East Side, Minneapolis, Minn.

HARDWARE

JANNEY, SAMPLE, HILL & CO.,
WHOLESALE
Hardware.
30, 32, 34, 36 Second Street S, Corner First Ave. S.

MANUFACTURER SHOW CASES

Pittsburg Plate Glass Co.
MINNEAPOLIS.
Largest Producers of Plate Glass In the World.
We carry a Complete Stock of
WINDOW & ORNAMENTAL GLASS.
Northwestern Distributing Agents of Patton's Paints, and carry a full line of Painters' Sundries.

STATIONERY AND SUPPLIES

JOHN A. SCHLENER & CO.
Commercial Stationers, Office and Bank Supplies. Agents for Wernicke System of Elastic Book Cases.
No. 516 Nicollet Avenue.

M'ClellanPaperCo.
WHOLESALE
PAPER.
252-254 First Avenue N.

SASH AND DOORS

SCREENS
GET OUR PRICES.
City Sash and Door Co., Minneapolis.

DRY GOODS

WYMAN, PARTRIDGE & CO.,
Wholesale
DRY GOODS,
Corner First Ave. N. and Fourth Street.

CRACKERS AND CONFECTIONERY

THE LILLIBRIDGE-BREMNER FACTORY
National Biscuit Company.
15-17-19 Third St., Minneapolis, Minn
Manufacturers of Crackers and Confectionery—Jobbers of Nuts and Fireworks.
Manager—S. D. Works.

RUBBER GOODS

W. S. NOTT COMPANY,
200-206 First Avenue S.
Manufacturers of
Leather Belting,
Rubber and Cotton Belting, Hose, Packing, etc. Jobbers of Mackintoshes, Rubber Boots and Shoes.

WHOLESALE DRUGS

Lyman-Eliel Drug Co.,
100-104 WASHINGTON AVE. N.

COAL AND COKE

PIONEER FUEL CO.,
Shippers of COAL.
Wharves—Gladstone, Mich.; Duluth, Minn. Offices—Minneapolis, 45 S. 4th Street; St. Paul, 37 Robert Street; Duluth, 302 W. Superior.

Train Time

"NORTH COAST LIMITED" — Northern Pacific

	Leave	Arrive
Electric Lighted—Observation Cars to Portland, Ore., via Butte, Missoula, Spokane, Seattle, Tacoma.....	* 10:10 am	* 1:45 pm
Pacific Express		
Fargo, Jamestown, Bozeman, Helena, Butte, Spokane, Seattle, Tacoma, Portland...	* 11:15 pm	* 7:05 am
Fargo and Leech Lake Local		
St. Cloud, Little Falls, Brainerd, Walker, Bemidji, Fargo..	† 9:05 am	† 5:10 pm
Dakota & Manitoba Express		
Fergus Falls, Wahpeton, Moorhead, Fargo, Crookston, Grand Forks, Grafton, Winnipeg.....	* 8:40 pm	* 6:40 am

"DULUTH SHORT LINE"

Leave	DULUTH & SUPERIOR	Arrive
†8:15 am		*7:55 am
*2:00 pm		†3:30 pm
*10:30 pm		*7:00 pm

*Daily. †Ex. Sunday.

TICKET OFFICE—19 NICOLLET BLOCK.
MILWAUKEE STATION, Minneapolis. UNION STATION, St. Paul.

THE GREAT NORTHERN

Office, 300 Nic. Phone, main 860. Union Depot.

Leave.	*Daily.	†Ex.Sun.	‡Sun. only.	Arrive.
† 9:00am	St. Cloud, Fer. Falls, Fargo			† 5:15pm
† 9:00am	.. Willmar, via St. Cloud ..			† 5:15pm
* 9:50am	Flyer to Mont. and Pac. Co.			* 2:00pm
† 9:43am	Willmar, Su F., Yan., Su City			† 5:02pm
† 5:10pm	Elk River, Milaca, Sandst'ne			† 9:35am
† 6:10pm	.. Wayzata and Hutchinson..			† 8:55am
* 9:03pm	.. Minn. and Dak. Express..			* 7:00am
* 7:40pm	Fargo, Gd. Forks, Winnipeg			* 7:12am
	EASTERN MINNESOTA.			
† 9:20am	...Duluth, West Superior...			† 6:00pm
*11:50pm	...Duluth, West Superior...			* 6:10am

Sleeper for 11:50 train ready at 9 p. m.

NORTHERN STEAMSHIP CO.'S SAILINGS.
Steamship Miami leaves Duluth Wednesdays and Saturdays, connecting at Mackinac island with steamships North West and North Land for Milwaukee, Chicago, Detroit, Cleveland, Buffalo and Pan-American exposition.

LAKE MINNETONKA TRAINS.
Leave Minneapolis—*2 pm, *5:05 pm, †9:15 am, †6:10 pm, ‡10 am, a9:35 pm, b10:40 pm. Returning, Leave Spring Park—*1:30 pm, *5 pm, †7:25 am, †8:14 am, †9:20 am, c9 pm, d10:45 pm. a Except Saturday; b Saturday only, c except Friday and Saturday; d Friday and Saturday only.

Chicago, Milwaukee & St. Paul Ry. — THE MILWAUKEE LINE

Office, 328 Nic. Phone 122. Milwaukee Depot.

Leave.	*Daily.	†Except Sunday.	Arrive.
* 7:50am	Chicago, La Crosse, Milw'kee		*10:50pm
* 3:00pm	Chicago, La Crosse, Milw'kee		*12:30pm
* 6:25pm	Chicago, La Crosse, Milw'kee		* 3:20pm
*7:30pm	**Chicago-Pioneer Limited**		*8:20am
* 3:45pm	Chc'go, Faribault, Dubuque		* 9:20am
† 3:00pm	.Red Wing and Rochester.		†12:30pm
† 7:50am	LaCrosse, Dub., Rk. Island		†10:50pm
* 7:50am	Northfield, Faribo, Kan. Cy.		* 6:15pm
† 9:00am	... Ortonville, Milbank ...		† 5:45pm
* 7:35pm	Ortonville, Aberdeen, Fargo		* 6:55am
† 6:50pm	Northfield, Faribo, Austin		†11:05am
† 4:40pm	....Hutchinson, Glencoe....		† 9:45am

Trains for Hotel St. Louis, Minnetonka, leave Milwaukee Station: †6:15 am, *9:30 am, *1:30 pm, †5 pm, *6 pm, *11:45 pm. Returning, leave Hotel St. Louis: †7:20 am, †8:20 am, §9:30 am, †1 pm, *4 pm, *6 pm, *10:45 pm.

NORTH-WESTERN LINE — C. ST. P. M. & O. RY.

Ticket office, 418 Nicollet Av., Phone, 240 Main

†Ex. Sun.	Others daily.	Leave	Arrive
Badger State Express— Chi'go, Milw'kee, Madison		7:50 am	10:45 pm
Chicago—Atlantic Express..		10:40 pm	11:55 am
Chicago—Fast Mail.....		6:25 pm	9:00 am
North-Western Limited— Chi'go, Milw'kee, Madison		7:30 pm	8:15 am
Wausau, F. du Lac, Green Bay		6:25 pm	9:00 am
Duluth, Superior, Ashland..		†8:10 am	†5:20 pm
Twilight Limited— Duluth, Superior, Ashland		4:00 pm	10:30 pm
SuCity, Omaha, Deadwood..		†7:10 am	8:00 am
Elmore, Algona, DesMoines		†7:10 am	†8:05 pm
St. James, New Ulm, Tracy		9:30 am	8:05 pm
Omaha Express— Su. City, Omaha, Kan. City		9:30 am	8:05 pm
New Ulm, Elmore.....		4:20 pm	10:35 am
Fairmont, St. James.....		4:20 pm	10:35 am
Omaha Limited— Su. City, Omaha, Kan. City		8:00 pm	8:00 am

CHICAGO GREAT WESTERN RY.
"The Maple Leaf Route."
City Ticket Office, 5th & Nicollet, Minneapolis. Depot: Washington & 10th Ave. S.

†Ex, Sunday; others daily.	Leave For	Arrive From
Kenyon, Dodge Center, Oelwein, Dubuque, Freeport, Chicago and East..	7:40 am 7:35 pm 10:45 pm	10:35 pm 8:25 am 1:25 pm
Cedar Falls, Waterloo, Marshalltown, Des Moines, St. Joseph, Kansas City.	10:00 am 7:35 pm 10:45 pm	8:00 pm 8:25 am 1:25 pm
Cannon Falls, Red Wing, Northfield, Faribault, Waterville, Mankato.	7:40 am 5:30 pm	†10:35 pm 10:25 am
Mantorville Local	5:30 pm	10:25 am

Minneapolis & St. Louis R. R.
Office Nic. House. Phone 225. St. Louis Depot.

†Ex. Sunday.	Others Daily.	Leave.	Arrive.
Watertown & Storm Lake Express		†9:20am	†5:21pm
Omaha, Des Moines, Kansas City, Mason City and Marshalltown		†9:35am	†6:50pm
Estherville Local		5:35pm	9:40am
St. Louis & Chicago Limited		7:35pm	8:05am
Omaha and Des Moines Limited		8:35pm	7:25am

Minneapolis, St. Paul & Sault Ste. Marie
Office, 119 Guaranty Building. Telephone 1341. Depot, 3d and Washington Aves. S.

Leave.	*Daily.	†Except Sunday.	Arrive.
* 6:40pm	....Pacific Coast Points....		* 9:10am
* 6:35pm	...Atlantic Coast Points...		* 9:30am
	Depot 5th and Washington Aves. N.		
† 9:40am	..... Dakota Express		† 4:20pm
† 8:15am	.... Rhinelander Local		† 5:45pm

Burlington Route. Office, 414 Nicollet Ave. 'Phone 548. Union Depot

Leave for	Terminal Points.	Ar. from
7:30am	Chicago—Except Sunday.	1:20pm
7:30am	St. Louis—Except Sunday.	.....
7:20pm	Chic. and St. Louis—Daily.	8:25am

WISCONSIN CENTRAL RAILWAY CO.
Office, 230 Nicollet. Phone 1936. Union Depot.

Leave.	All Trains Daily.	Arrive.
7:25am	..Chicago and Milwaukee..	8:50am
7:05pm	..Chicago and Milwaukee..	5:35pm

SANTAL-MIDY
These tiny Capsules are superior to Balsam of Copaiba, Cubebs or Injections and CURE IN 48 HOURS the same diseases without Inconvenience.
MIDY
Sold by all druggists.

BARBERS' SUPPLIES
AND CUTLERY.
Shears, Razors and Clippers ground.
R. H. HEGENER,
207 NICOLLET AVENUE.

STORAGE
Household goods a specialty. Unequaled facilities and lowest rates. Packing by experienced men.
Boyd Transfer & Fuel Co., 46 So. Third St.
Telephone Main 656—both exchanges.