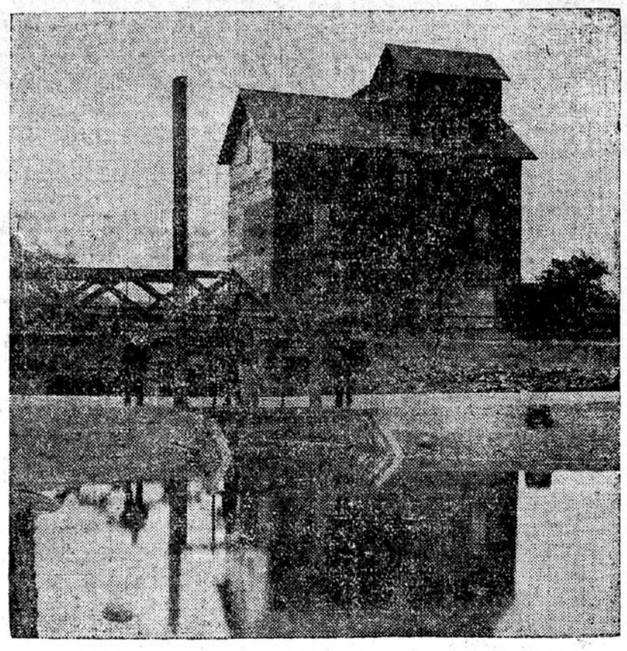
INTERESTING STORY OF OLD MINNETONKA MILL

It Was an Historic Structure That the Fire of Christmas Day Reduced to Ashes—More Than Fifty Years Ago It Had Its Beginning and Competed With the Mills at the Falls of St. Anthony—The Site Selected by Pioneer Explorers Who Formed the First Expedition to Lake Minnetonka.

When "Sam," the falsetto voiced brakeman on one of the Minneapolis & St. Louis lake trains rushes into the coaches and yells "Minnetonka Mills," strangers naturally gaze out of the windows expecting to catch a glimpse of the buildings which have given the name to the station. They see only a straggling village, but there is no sound of rushing stream, no whir of machinery, and no mill. Between the track and a handsome country house standing on elevated ground at the left, close to the station, a narrow brook winds its way, in summer time, dividing the beautiful lawn which marks the spot where the millpond once reflected surrounding objects and the miller's sons took their first lessons in the art of swimming. The stream disappears under a wooden bridge at the extreme right, finding its way out through the open sluice of the dam, that in the old time used to bar its progress and thereby diminish the flow of water over Minnehaha Falls.

The dam and a small brick building close by, are the only vestiges of the famous Minnetonka Mills, and even these are lacking in historical interest because they are comparatively modern structures which replaced primitive ones. It is hardly conceivable at this time that for many months the little mill there was an aggressive competitor of the St. Anthony saw mills and turned out as much lumber as was sawed on the Minneapolis side of the river, in the old government mill. In 1854 work was begun on the first suspension bridge that spanned the river where the steel arch now bridges the stream to Nicollet island. The timbers that went into the towers were all sawed at Minnetonka Mills.



THE OLD MILL AT MINNETONKA MILLS.
—Photo by Journal Staff Photographer.

Strange Choice of Site.

An odd thing it is that a man who had lived a year close to the great Falls of St. Anthony should have been the builder of the mill. However, there was a chance out on Minnehaha creek for the investment of a small amount of capital and in the other case he would have had to compete with the water power companies, that even then were in possession of most of the power at St. Anthony Falls. So Simon Stevens and his partner, Calvin A. Tuttle, built their little mill twelve miles away from the larger power in 1851, and the former settled down there as a landed proprietor.

Simon Stevens, who is a brother of the late Colonel John H. Stevens and is still enjoying good health in his humble home at Clearwater, Minn., followed his brother hither from Canada, arriving Nov. 1, 1850, about a year after the colonel had built what is now known as the first house in Minneapolis. At that time Captain John Tapper, who is still a hale, hearty and youthful old gentleman, was running a ferry—under a charter granted to Franklin Steele—between the Minneapolis that was to be and Nicollet island, and it was with him that Simon Stevens found employment. Stevens and Calvin A. Tuttle, an experienced millbuilder, shared the distinction of being the first white persons to make the exact location of Lake Minnetonka known to the world and were probably the first ones who traveled very far over its surface. Ever since Fort Snelling was built in 1819, the presence of a large body of water, away to the west of the post, had been known to the officers, but it is not known that they visited it, as it was generally supposed to be fifty miles away. Simon Stevens heard from the Indians of the great lake which even at that time bore its present title, Minnetonka, "Big Water," and although he was laughed at for being so credulous, believed the story and determined to visit it. He informed Tuttle of its promimity. Tuttle was older than Stevens and a more experienced explorer, and they decided to find the lake if it was not more than fifty or sixty miles distant.

Tour of Discovery.

They started from Colonel Stevens' house one morning in the late fall of 1851 fully equippel and in a few hours after leaving the colonel's fireside reached the shore of Minnetonka and gazed out upon its frozen surface which stretched away from where they stood, at the present entrance of Gray's lake, to Big Island. They crossed the lake on the ice to the island, camped there that night and the next day went, by way of the old Narrows, into the upper lake and explored it. They gained a comprehensive idea of its size and then, following the same route as that by which they had come "back tracked" to civilization, arriving at Colonel Stevens's in the evening of the third day.

In passing they had noted the size of the creek that flowed out of the big lake and at Tuttle's suggestion decided to build a saw mill on the present site of Minnetonka Mills. Stevens was the prime mover and visited the creek again as soon as possible and located upon 160 acres of land. He also secured a charter from the territorial legislature of 1851 which gave to him and Tuttle the privilege of building a twelve foot dam on his property.

The dam was finished Feb. 8, 1852, and the mill was ready for business in May of that year. Stevens & Tuttle soon added two partners to the firm, Horace Webster and S. Hollister, and formed a stock company. Hollister sold his interest to Frank Morrison. The first lumber was sawed in the mill May 12, 1852, and the last about seventeen years later. The upbuilding of the lumber business at St. Anthony Falls and a fire that swept through the old structure furnished an excuse in 1869 for abandoning the saw milling project and erecting a flour mill on the original site. This did not happen, however, until after numerous vicissitudes the property in 1869 had passed into the hands of Thomas H. Perkins, who was in possession for two years. It was while he was operating the plant, to which a furniture factory had been added, that the old mill burned. Perkins built a flour mill 32x44 feet square on the site, operated it until 1871, and then sold out to Hedderly & Vrooman, who ran it until 1874, when the Minnetonka Mill company, consisting of Loren Fletcher, C. M. Loring and a Mr. Veazie, was organized. They increased its capacity to 500 barrels of flour a day and ran it until 1884. In 1885 J. G. Davis and William McKenzie bought and operated it for a time. They sold it to Charles H. Burwell. Mr. Burwell, who is now the cashier of the Minneapolis postoffice, still makes his home at "the Mills," where he has resided for twenty-eight years. The mill, after Davis & McKenzie's departure, laid idle until 1890, when Burwell sold the building and machinery and executed a ground lease to S. G. Neidhardt, who operated it as a grist and breakfast food mill until he decided to remove it to Delaware street and the Milwaukee tracks in Southeast Minneapolis, in the locality known as "Little Pittsburg." There the old mill continued its career of usefulness in manufacturing cereal foods until last Thursday when fire reduced it to scrap iron and cinders.

—Edward A. Bromley.

SYNOPSIS OF REPORT

Of Examination of the Northwestern Life and Savings Company by the Insurance Department of Wisconsin.

"The examination was made as of Dec. 1, 1902, and covered a period from Jan. 1, 1901, to Dec. 1, 1902.

All disbursements for expenses and death losses were properly checked from vouchers, and receipts were checked from cash book into the ledgers.

A trial balance of the books was taken Dec. 1, 1902, and a certificate from the cashier of the bank gave the amount on deposit Dec. 1 the same as shown by the books of the company.

The Northwestern Life and Savings company provides in its policy contracts that the entire first year premiums and 9 per cent of subsequent premiums shall constitute the expense and mortuary fund; also the reserve plus 4 per cent interest which was contributed by the deceased policy holders.

By this method of management the stockholders are able to make quite a saving, as will be seen by the last annual statement filed with this department, where the stockholders capitalized twenty-five thousand dollars ($25,000.00) from the surplus.

All policies issued by the company provide for a savings fund in which all persistent policyholders share, at the end of the period for which the policy was written. The savings fund consists of:

1. All interest earnings on the reserve fund in excess of four per cent.
2. The entire reserve of members who lapse and all interest earnings of such lapse fund.
3. Fines and penalties collected for reinstatement of lapsed policies.
4. All profits accruing in the reserve fund by reason of policies surrendered under loan or surrender privileges.

The examination disclosed the fact that the management had kept within the amount agreed upon for expense and mortuary purposes and they still have a stockholders' surplus.

The Northwestern Life and Savings company does not enter any claims on its record until after proofs of death are received, consequently did not report the amount of death losses Dec. 31, 1901, which had been reported and no proofs received. We found death losses reported and not entered to the amount of $2,800.00, which should have been carried in the annual statement as a liability.

We also found, as reported in the annual statement Dec. 31, 1901, $19,009.95 loans on company's policies which were assigned to the company as collateral, but $5,822.53 of th cabove amount was loaned $5,822.53 of the above amount was loaned linquent, and as these policies have a paid-up value we contend that the company should carry as a liability a reserve equal to the amount of the loan.

The death losses unreported, minus the reserve carried by them and the reserve on policy loans which were delinquent, carried as a liability would have reduced the surplus of the company Dec. 31, 1901, from $52,657.65 to $44,185.12.

The funds of the Northwestern Life and Savings company are invested in first mortgage farm loans on property worth twice the amount of the loan and the mortgages are deposited with the auditor of state of Iowa.

All policies upon which loans have been made are assigned to the company and deposited with the auditor of state.

The following statement of the condition of the company Dec. 1, 1902:

Balance Dec. 31, 1901		$ 808,306.73
Income first year premiums	$720,438.81	
Income renewal premiums	379,620.32	
Income interest, etc	34,016.31	$1,134,075.44
		$1,942, 382.17
Disbursements—Total		623,798.49
Balance		$1,318,583.68
ASSETS.		
Mortgage loans		$1,065,250.00
Policy loans		43,134.53
Agents balances and company's net in premium notes.		179,466.11
Cash		30,733.04
		$1,318,583.68
Accrued interest		24,961.57
Deferred Premiums		58,300.00
		$1,401,845.25
Deduct assets not admitted. Agents balances not secured and company's net in premium notes in excess of reserve on policies		142,523.36
Total admitted assets		$1,259,321.89
LIABILITIES.		
Reserve		$ 991,138.03
Death losses reported and no proofs received		20,000.00
Premiums paid in advance		20,000.00
Capital stock		100,000.00
Surplus		145,683.86
		$1,259,321.89

We will say in conclusion, that the officers afforded us every facility in making this examination.

Respectfully submitted.
—J. L. Neddersen,
—H. Giljohann,
—R. T. Hazlewood.

BRITISH TRADE IN 1902

The Year on the Whole a Good One—But Taxation Still Keeps Up.

London, Dec. 29.—The year which is rapidly drawing to a close has been on the whole, a good one for British trade. Although the boom which was predicted as the result of peace in South Africa has not yet put in an appearance, still John Bull as ship owner, ship builder, manufacturer, merchant, engineer, colliery owner, banker, and financier, can afford to look back upon 1902 with a certain sense of satisfaction. John has at least "woke up" to the necessity of keeping himself abreast of the times in regard to methods. Amalgamation and re-construction have been the order of the day and even the railway companies have begun to take in hand the reorganization of their freight traffic.

Revenue is coming in well in excess of estimates and shows a fair proportionate increase over last year, after making allowance for additional taxation. On the other hand, though more than six months have elapsed since the termination of the Boer war, the national expenditure has not yet begun to show the reduction which tax payers would like to see, and it is probable, in consequence of increased demands for various purposes in South Africa, for reorganization of the army and navy and for larger grants on account of education, this side of the national accounts will not show a very considerable reduction for some time to come.

Smart Weed and Belladonna combined with the other ingredients used in the best porous plasters, make Carter's S. W. & B. Backache Plasters the best in the market. Price 25 cents.

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The Boston,
426 NICOLLET AV.

You'll not have your neck pinched or scraped if you wear Cluett-Peabody collars. They fit close but they're easy on the neck. Quarter sizes if you want 'em.
Cluett Brand 25c Arrow Brand 15c
Cluett, Peabody & Co.

BARNABY & CO.,
Hatters & Haberdashers
400-402-404 Nicollet.

NEW COAL FIELD FOUND

Discoveries in Northern Montana Are Believed to Be of First Importance.

Special to The Journal

Helena, Mont., Dec. 29.—What is apparently the greatest coalfield in the northwest has been discovered in Choteau county, northern Montana, and has been filed upon by local speculators and prospectors.

The coal vein is from three to five feet thick and etxends a distance of a mile and a half in plain sight. Outcroppings have given splendid results. A company composed of Detroit, Great Falls and Fort Benton capitalists, which controls 1,000 acres of coal land, has been incorporated and will thoroughly develop the new fields.

All of the land has been taken up where outcroppings exist, but the vein is believed to etxend a distance beyond the surface showings.

CAPITAL CULLINGS

The senate committee on military affairs is holding up army nominations until charges of favoritism have been investigated.

Senator Nelson will appear before the senate committee on foreign relations after the holidays to urge favorable action on the treaty recently negotiated with Newfoundland.

Indian Agent Campbell, at La Pointe, has been directed to come to Washington to confer with Commissioner Jones. One of the principal subjects to be discussed is the case of Big Boy, who has enjoined the government from retaining funds due the Indians on account of logging contracts. The case is to test the right of the government to keep the money in trust for the Indians.

There appears to be a disposition on the part of some of the western and northwestern senators to find fault with New England senators who are strenuously advocating Cuban reciprocity while opposing like measures with France and Newfoundland, in which the people of the northwest have taken a lively interest. The administration program is that the pending treaty with Cuba shall be ratified without delay.

Orangeine the Gerat Healer.

Orangeine cures Colds, "Grip," Stomach Disturbances, and removes the cause.

The Most Comfortable Spot on Earth.

There is nothing that will add to the pleasure and comfort of a transcontinental trip more than the observation cars on the Northern Pacific's "North Coast Limited" train leaving Minneapolis at 10:02 a. m. This train is wide vestibuled, electic lighted and steam-heated from end to end. Every convenience known to modern train-builders is provided. Best of all it costs nothing extra to travel on this train. Call at the Northern Pacific city ticket office, No. 19 Nicollet House Block, arrange for your tickets and berth reservations.

Do
It
Now

Advertise your sleighs, bobs or cutters in The Journal classified columns and you can make a deal. The Journal Want Page is read by thousands every night. If you can't bring your ad, telephone either line No. 9 and the Journal will trust you.

Carey Flexible Cement Roofing, best on earth. W. S. Nott Co. Tel. 376.

First Annual Clearance Sale

Of Misses', Children's, Boys' and Women's (low heel)

High-grade Footwear

No Old Goods to Work Off. Absolutely Every Shoe in the House (except Sorosis) Marked Down Regardless of Cost. Every pair of shoes offered in this sale has been made special for us by the world's best shoemakers. Not a pair over seven month's old. Every shoe in our stock reduced for the sale—not a pair reserved. Every buyer will positively get a bargain.

THIS SALE TO LAST ONE WEEK

Children's
Sizes 5 to 8.

Dress shoe, patent tip, in lace, worth up to $1.25; spec'l **89c**

Vici kid and box calf, medium heavy soles; spec'l at.... **95c**

Patent leather dress shoes, extra fine, special at, pair..... **$1.15**

Child's soft soles, worth 75c and 50c.... **39c**

Dugan & Hudson Authopedic last, extra fine, regular $2.00—special for this sale..... **$1.59**

Misses
Sizes 11½ to 2.

Vici kid, medium and heavy sole, patent tip, worth to $1.75 pair, special, **$1.39**

Box calf, 10-inch tops, just the thing for school, regular $2, spl... **$1.69**

Extra fine enamel, with yellow edge, a handsome shoe; regular $2.25, special at..... **$1.79**

Skating Boots—Hand welt, soft, glove fitting top, box calf, regular $3.00, special..... **$2.19**

Dress, hand turn vici kid or patent glove fitting, reg. $2.25... **$1.79**

Dugan & Hudson broad toe, authorpedic last, reg. $3, special.. **$2.39**

Box calf, extra fine, at..... **$1.79**

Children's
Sizes 8½ to 11.

Dugan & Hudson's extra fine box calf. Special..... **$1.39**

Box calf or vici kid, just the thing for school. worth to $1.50.... **$1.15**

Skating Boots, hand welt, glove fitting tops; regular $2.25. Sp'l.. **$1.79**

Dugan & Hudson's broad toe, authropedic last; reg. $2.50. Sp'l.. **$1.79**

Dress Shoes, hand turn, vici kid and patent leather, button or lace; regular $2.00. Special.. **$1.49**

Enamel Boots, handsome and good wearers. Extra special.... **$1.49**

Youths' and Boys'

Heavy enamel, just the thing for dress:
Boys'..... **$1.99**
Youths'..... **$1.49**

Velour or box calf, extra good school shoe.
Boys'..... **$1.79**
Youths'..... **$1.29**

Dugan & Hudson youths' box calf, extra fine sizes, 9 to 13, are worth $2.50. Special, **$1.79**

Boys' vici kid, special..... **$2.99**

Boys' Kid Slippers, just one-half price **38c**

Women's (Low Heel)
Sizes 2½ to 6.

Dugan & Hudson box calf lace, spe. **$2.19**

Enamel yellow edge, handsome and perfect fitting; reg. $2.75. **$2.19**

Box calf high top school boot, spe. **$1.79**

Skating boot, hand welt, soft glove fitting top, reg. $3.50; spe.. **$2.59**

Box Calf, or Vici Kid, extra bargain at, a pair..... **$1.69**

Sorosis.

Any Tan Shoe in the house at half-price, pair, only.. **$1.75**
Dyed black for **25c.**

Felt Shoes, worth to $1.50, pair..... **89c**

All Slippers marked way below cost.

Babies' Shoes.

Vici kid or patent leather, worth to $1.25; special.. **89c**

Others, special.. **45c**

THE DAYLIGHT STORE.

To Celebrate the Close of Our First Season.

Goodfellow's

GEO. D. DAYTON. J. B. MOSHER. GEO. LOUDON.

Silk Leaders of the Northwest. Now at Seventh & Nicollet

Largest Stock Dugan & Hudson's Children's Shoes in the Northwest.

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Begin the New Year by using Journal Want Ads and you will be prosperous. Only 1 cent a word, nothing less than 20 cents.

STORAGE
Household goods a specialty. Unequaled facilities and lowest rates. Packing by experienced men.
Boyd Transfer & Storage Co., 46 So. 3d St.
Telephone Main 416—both exchanges.

HENRY BROS. 86 SOUTH 7th ST.
STEAM DYE HOUSE.
General Dry Cleaners and Dyers
TELEPHONE 3570-J1

Journal want ads bring best results. One cent a word.

"NORTH COAST LIMITED" NORTHERN PACIFIC

	Leave	Arrive
Electric Lighted—Observation Cars to Portland, Ore., via Butte, Spokane, Seattle, Tacoma		
Pacific Express Fargo, Helena, Butte, Spokane, Seattle, Tacoma, Portland.....	*10:45 pm	*7:05 am
Fargo and Leech Lake Local St. Cloud, Little Falls, Brainerd, Walker, Bemidji, Fargo....	† 9:10 am	†5:20 pm
Dakota and Manitoba Express Fergus Falls, Wahpeton, Moorhead, Fargo, Jamestown, Bismarck, Mandan, Crookston, Grand Forks, Grafton, Winnipeg	* 8:35 pm	*6:50 am

"Duluth Short Line" TRAINS TO DULUTH AND SUPERIOR

	† 8:15 AM	*7:55 AM
	* 2:00 PM	†3:30 PM
	*10:30 PM	*7:00 PM

*Daily. †Ex. Sunday.
NOTE.—"Duluth Short Line" trains for Duluth and West Superior arrive at and Depart from "Milwaukee" Station, Minneapolis. All other trains at Union Station in Minneapolis.
All trains use Union Station, St. Paul.
TICKET OFFICE 19 NICOLLET BLOCK. TELEPHONE MAIN 1194.

NORTH-WESTERN LINE
C. ST. P. M. & O. RY.
Ticket Office, 600 Nicollet. 'Phone, 240 Main.

*Ex. Sun. Others daily.	Leave.	Arrive.
Chi'go, Milw'kee, Mad'n..	7:50 am	10:25 pm
Chicago—Atlantic Exp....	10:20 pm	11:25 pm
Chicago—Fast Mail	5:35 pm	
North-Western Limited— Chi'go, Milw'kee, Mad'n.	8:00 .. p m	7:55 a m
Duluth, Superior, Ashland.	*7:35 am	*5:00 pm
Wausau, F.du Lac, Gr. Bay	5:35 pm	9:00 am
Twilight Limited— Duluth, Superior, Ashland.	4:00 p m	9:35 p m
Elmore, Algona, Des M..	*7:10 am	*8:10 pm
Sq. City, Sq. Falls, Mitchell	9:30 am	8:10 pm
Huron, Redfield, Pierre...	*7:10 am	*8:10 pm
Sq. City, Omaha, Kan. City	9:30 am	8:10 pm
New Ulm, St. James.....	*4:20 pm	*10:35 am
Watert'n, Huron, Redfield.	7:30 pm	8:45 am
D. Moines, Mitchell, S. F.	7:30 pm	8:45 am
Omaha Limited— Sq. City, Omaha, Kan. City	8:30 p m	8:10 a m

CHICAGO GREAT WESTERN RY.
"The Maple Leaf Route."
City Ticket Office, 5th & Nicollet, Minneapolis.
Depot: Washington & 10th Ave. S.
Telephone Main 262.

aEx. Sunday. Others Daily.	Leave. Min'polis.	Arrive. Min'polis.
Kenyon, Dodge Center, Oelwein, Dubuque, Freeport, Chicago and East..	7:40 am 8:00 pm 10:45 pm	10:40 pm 8:00 am 1:25 pm
Cedar Falls, Waterloo, Marshalltown, Des Moines, St. Joseph, Kansas City..	10:00 am 8:00 pm 10:45 pm	8:00 pm 8:00 am 1:25 pm
Cannon Falls, Red Wing ..	10:00 am a 4:35 pm	1:25 pm a11:20 am
Northfield, Faribault, Waterville, Mankato	a 7:40 am 5:30 pm	a 8:00 pm 10:20 am
Hayfield, Austin, Lyle, Mason City	a 7:40 am 4:35 pm	11:20 am a 8:00 pm
Eagle Grove, Fort Dodge..	a 7:40 am	a 8:00 pm

THE GREAT NORTHERN
Office, 300 Nic. 'Phone, Main 860. Union Depot.

Leave.	aDaily. bEx. Sun. cSun. only..	Arrive.
b 8:30am	St. Cloud, Cass Lake, Bemidji	b 4:51pm
b 8:30am	..Tintah, Aberdeen, Fargo..	b 4:51pm
a 9:55am	FLYER to Montana & Pacific Coast	a 2:00pm
b10:23am	Willmar, Sioux Falls, Fargo, ..Watertown, Sioux City...	b 5:55pm
b 5:12pm	Elk River, Milaca, Sandstone	b 9:50am
b 5:10pm	..Wayzata and Hutchinson..	b 8:55am
a 8:45pm	..Minn. and Dak. Express..	a 6:55am
a 7:40pm	Fargo, Gd. Forks, Winnipeg	a 7:10am
a 8:50pm	Willmar, Sioux Falls, Yankton, Sioux City	a 6:48am
a11:50pm	Minneapolis to Duluth	a 6:10am
b 9:25am		b 6:05pm

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

Minneapolis, St. Paul & Sault Ste. Marie

Lv.	Depot, 3d and Washington ave S.	Ar.
9:45 am	....Pacific Express, daily.....	6:00 pm
6:35 pm	....Atlantic Limited, daily....	9:30 am
	Depot, 5th and Washington ave N.	
6:15 pm	...Dakota Express, ex. Sun...	8:30 am
6:55 am	..Rhinelander Local, ex. Sun..	6:05 pm

Chicago, Milwaukee & St. Paul Railway.
Ticket Office, 328 Nicollet av. 'Phone 122.

aDaily. bEx. Sun. dEx. Sat.	Leave.	Arrive.
Chicago, La Crosse, Milw'kee	a 7:50am	a10:30pm
Chicago, La Crosse, Milw'kee	a 5:25pm	a12:01pm
Chicago "Pioneer" Limited	a 8:00pm	a 8:00am
Milwaukee, La X., Winona..	a 2:20pm	a 3:20pm
Chicago, Faribault, Dubuque	a 3:50pm	a 9:20am
Red Wing and Rochester....	b 2:20pm	b12:01pm
LaCrosse, Dubuq., Rk. Island	b 7:50am	b10:30pm
Northfield, Faribault, K. City	a 7:50am	a 6:20pm
Ortonville, Milbank, Aberd'n	b 9:25am	b 5:45pm
Ortonville, Aberdeen, Fargo.	a 7:00pm	a 7:00am
Northfield, Faribault, Austin	b 7:15pm	b11:20am

bDaily except Sunday.

MINNEAPOLIS & ST. LOUIS R. R. Wash. and Hen. Avs Nicollet House Corner.
'Phone No. 225. St. Louis Depot.

aEx. Sunday. Others Daily.	Leave.	Arrive.
Watertown and Storm Lake Express	a 8:47 am	a 5:15 pm
Omaha, Des Moines, Kansas City, Mason City and Marshalltown	a 9:35 am	a 6:50 pm
Estherville and Madison....	6:15 pm	10:00 am
"NORTH STAR LIMITED" Chicago and St. Louis..	7:45p.m.	8:15a.m.
Peoria Limited	7:45 pm	8:15 am
Omaha and Des Moines Limited	8:35 pm	7:25 am

C., R. I. & P. Ry
OFFICE, 322 NICOLLET AV.
'Phones, N. W., 2147; T. C., 635.
Trains leave and arrive Milwaukee Depot daily.

	Leave For.	Arrive From.
Albert Lea, Cedar Rapids, Davenport, Rock Island, Moline Chicago, Burlington, Quincy and St. Louis	9:10 am 7:10 pm	4:55 pm 8:40 am

Burlington Route Ticket Office, 414 Nicollet Ave. Telephone Main 543.

Leave for	Terminal Points	Ar. from
7:30 a. m.	Chicago—Except Sunday.....	1:20 p. m.
7:30 a. m.	St. Louis—Except Sunday....	.....
7:25 p. m.	Chicago and St. Louis—Daily.	8:05 a. m.

WISCONSIN CENTRAL RY.
TRAINS FOR MILWAUKEE and CHICAGO
Leave 7:25 a. m. and 7:05 p. m. daily.
Arrive 8:50 a. m. and 5:35 p. m. daily.

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Take the California Limited, Chicago and Kansas City to Los Angeles and San Francisco.
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Santa Fe

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