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NEWS IN MINNESOTA

State fair next week.
Minnesota editors returned from their annual outing Thursday of last week.
Albert Zurawski, a mason tender, was crushed to death in an elevator accident at St. Paul.
An incendiary fire at Jeffers destroyed a number of business houses, causing a loss of \$20,000.
C. N. Andrews, a well known attorney of Mankato, has filed as a candidate for congress on the Democratic ticket.
Robert L. De Lambert, superintendent of motive power of the Northern Pacific railway, died at St. Paul Friday of heart disease.
Dr. George Francis James of the state normal school of Los Angeles, Cal., has been elected professor of pedagogy in the University of Minnesota.

Mankato is to have another national bank. A. O. Oleson of Wells and C. I. Oleson of Howard, S. D., will own the controlling interest, and local capital will be interested.
Joseph Meyer, a Polish laborer on the Great Northern road, was struck and instantly killed by an Eastern Minnesota passenger train in the Western avenue yards, St. Paul.

Governor Van Sant has sent letters to the governors of adjoining states inviting them and their constituents to attend the good roads convention to be held at the state fair grounds Sept. 1, 2 and 3.

The Interstate company, of which T. A. Merritt is president, has sold its three-sixteenth interest in the Stevens mine near Buhl to Roswell H. Palmer, lumberman and mine owner of Duluth, for \$25,000.

A party of women at Kingston, a village nine miles from Dassel, raided an alleged blind pig, drove the keeper to the woods and demolished the place, with its contents. The alleged blind pig was a barber shop.

The reduction of grain rates from Northern Minnesota, North and South Dakota to Minneapolis, St. Paul, Duluth, Milwaukee and Chicago will go into effect Aug. 25. The reductions average from 8 to 12 per cent.

Freeman Keen, aged seventy-one years and the oldest settler but one at the Head of the Lakes, having resided at Duluth since 1852, met almost instant death at West Duluth by being run down by a street car.

The Oregon Pacific Colonization company, a Minnesota corporation, has closed a deal for the purchase of 60,000 acres of land in Benton and Lincoln counties, Oregon. A portion of the land is to be stocked at once.

Labor Commissioner O'Donnell is putting the finishing touches to his biennial report, which will be one of the most complete and interesting reports ever published either by the department in this or any other state.

George Johnson, aged twenty-one, the son of a farmer residing near Sleepy Eye, committed suicide by shooting himself. Tying a shotgun to the bedpost he fired the charge into his breast. No motive can be assigned for the act.

Samuel Morin of St. Paul fired two shots at his wife with murderous intent. One bullet struck Mrs. Morin in the left thigh, passing through the fleshy part of the leg. The other missed the woman. Morin was placed under arrest.

The figures issued by the state board of control for the fiscal year 1902 credit that body with having effected a saving of \$92,000 in its management of state institutions as compared with 1901, when these same institutions managed themselves.

The continued light movement of wheat at Minneapolis, coupled with the small stocks in store there, is the source of much concern to Mill City flour manufacturers. The shortage became so serious last week that several mills were forced to suspend operations.

George Allen, seventy-five years old, of Minneapolis, met death near Farnham, Ont. Mr. Allen was returning from the Maine coast with his wife on the Grand Trunk railroad and in attempting to pass from a day coach to the Pullman fell from the train and was fatally injured.

Edward McClure, a young man prominent in Duluth business and social circles, is missing. One hundred and ten thousand pounds of sugar belonging to the sugar trust and stored at Duluth for distribution to Western cities is also missing, and a warrant charging McClure with the theft of the property is in the hands of the police.

One of the biggest lumber deals, involving retail yards in the Northwest, is reported closed between the St. Croix Lumber company and the Lamb Lumber company, by which the latter becomes the owner of forty-six yards in the states of Minnesota, Iowa and South Dakota. The consideration is somewhere between \$500,000 and \$700,000.

Mrs. H. P. Jensen and her little eighteen-month-old babe were accidentally drowned in a well on their farm, about three and a half miles northwest of Raymond. Just how the accident occurred is not known, but it is supposed that the little one was playing about the well, which was an open one, and that it fell in. The mother, trying to rescue her drowning babe, met with the same fate.

Judge Simpson of the Hennepin district bench; Judge Steele, former chairman of the Republican state central committee; Superintendent Frank L. Randall of the St. Cloud reformatory, and Dr. Hoyt, a St. Cloud dentist, will be prosecuted in Becker county on a charge of shooting prairie chickens and ducks out of season. The alleged shooting was done on an Indian reservation where they went on invitation of the agent.

E. A. Fraser, alias E. A. Bryant, formerly a Minneapolis street car conductor, and Edward Brown, were arrested at Brown's home in St. Paul, charged with counterfeiting. Later the men were arraigned in court and were held in \$3,000 bail. On the premises was found a complete counterfeiting outfit, consisting of dies, moulds and all the necessary tools for the manufacture of coin and about \$500 in counterfeit money.

NEARLY A SCORE DIE

EXPLOSION IN PULP MILL AT WILMINGTON, DEL., COSTS MANY LIVES.

Eleven Persons Known to Be Dead, Six Others Are in the Ruins of the Wrecked Buildings and Two of the Injured Cannot Recover—Acid Tanks Burst and Victims Are Terribly Burned.

Wilmington, Del., Aug. 22.—Eleven persons dead, two of those in the hospital so seriously injured that little hope is entertained for their recovery, six still missing and whose bodies are supposed to be in the ruins, is the result of the terrible explosion at the Delaware pulp works of the Jessup & Moore Paper company in this city late Wednesday afternoon.

James Jester and George Durham, both employed in the digester room, where the explosion occurred, died during the day.

Following is a list of the dead and missing:

John McCormick, William T. Burke, Granville Walters, James B. Stokes, Franklin T. Harris, George W. Wright, Joseph Laubacker, Joseph Nagle, Zachariah Collins, George Durham, James Jester, Joel Hutton, William Ruth, E. H. Mousley, Bernard Sweeney, William Scott, Joseph Henry.

On the upper floor of the plant were huge tanks of acid, and when the explosions came these tanks were broken, allowing the acid to flow all over the building.

The men who were instantly killed were covered with the burning fluid, and those who were simply injured writhed in agony as the acid enveloped their bodies.

Few of the Men Escape.

There were ten digesters in the plant, which was located in a two-story building. Twenty or more men were at work when the first explosion came and some of them managed to escape before the second explosion liberated the acid and set fire to the building.

There were two terrific reports, one coming a few seconds after the other, and the next instant the building and other mills about the structure were wrecked.

One digester was blown into the air and fell to the ground 250 feet away. A dense volume of smoke for a time prevented the outside workmen from going to the rescue of those who were caught in the ruins of the falling building. An alarm of fire was sounded, and the entire fire department of the city and a large force of police were soon on the ground. The work of rescue was immediately begun.

Several of the workmen were taken out unconscious, only to die after being removed to hospitals.

The wreckage was piled up for more than thirty feet and the escaping steam made the work of rescue difficult.

The men who were not killed outright were mangled and burned by escaping acid that flowed over the bodies from the broken digesters.

SERIOUS FREIGHT WRECK.

Three Trainmen Killed and Two Fatally Injured.

New Albany, Ind., Aug. 25.—In a disastrous freight wreck on the Southern railway near Georgetown, ten miles west of here early Sunday Engineer "Red" Duval, Fireman B. Cox and Brakeman Ross, of one train, were killed outright and Engineer Harry Goodall and Fireman George Myers, of the other train, were probably fatally hurt. Fourteen box cars and two locomotives were completely overturned into a ravine forty feet below and were demolished. All traffic on the Southern railway between Louisville and St. Louis has been blocked. Two sections of the through freight were coming east and the first section was stopped at Dunstons switch, leaving a "cut off" car on the main track. There is a heavy grade at this point and by some means the cars broke away and rolled down the track, gaining momentum at each revolution of the wheels. Just as the runaway cars were approaching the trestle the second section drawn by two big mogul engines came thundering over the hill, and the crash occurred a moment later. The cars piled over the locomotives and all went down into the ravine in a heap. Both Duval and Cox went on one of the runaway cars and was crushed beneath it. Engineer Goodall and Fireman Myers, in charge of the other, jumped and saved their lives, although they may yet die.

Conductor A. G. Lewis and Brakeman John Burns of the second section jumped and escaped serious injury. Duval had been married but a few days. The loss to the railroad company will amount to about \$75,000.

MOGUL ENGINE BLOWS UP.

One Man Killed and Three Fatally Injured Near Mexico, Mo.

Mexico, Mo., Aug. 25.—One man was killed, three fatally injured and one seriously hurt by the explosion of the boiler of a big mogul engine drawing the first section of a Chicago and Alton train eleven miles east of this city.

Harry C. Markwell was killed, and M. L. Stevenson, L. C. Shattenberg, and J. T. McMahon fatally injured.

All the men were riding on the engine when the accident occurred. The boiler was blown 200 yards and nine cars were ditched.

THREE PERSONS' KILLED.

Disastrous Collision Between Two Trains Near Norfolk, Va.

Norfolk, Va., Aug. 25.—In a head-on collision between the cars of two Shore Terminal trains three persons were killed and many others badly injured. The dead are: N. T. Vandell, motorman; C. D. Colden, motorman, and Linwood Fentress, aged ten.

TRANSMISSISSIPPI CONGRESS.

Synopsis of Resolutions Adopted by the Convention.
St. Paul, Aug. 23.—The Transmississippi Congress has adjourned to meet next year at Seattle. The work of the congress, as embodied in the resolutions, which were indorsed on the recommendation of the committee to which they were referred, may be briefly summarized as follows:

Favor the location of Great Lakes naval training station in Duluth-Superior harbor.
Indorse irrigation investigation.
Favor storage dam at El Paso.

Urge amendments to interstate commerce law so as to afford adequate protection to carrier and shipper alike.
Recommend the creation of a department of commerce and industries with a representative in the cabinet.

Urge state and national legislation and aid for the creation and maintenance of small storage reservoirs.
Recommend creation of a federal department of mines and mining.

Oppose the United States surrendering any territory to Great Britain.
Insist that government maintain its rights to all Alaskan territory secured through the purchase from Russia.
Urge a territorial government for Alaska.

Favor annual appropriation for operation and maintenance of dredges at harbors and waterways designated by congress.
Recommend deep waterway improvement of Illinois river.

Urge betterment of Mississippi river at the Des Moines rapids.
Recommend liberal appropriation for the permanent improvement of the mouths of the Missouri and Ohio rivers.

Demand speedy completion of the improvement of the harbor at Galveston.
Reaffirm belief in necessity for an American merchant marine.
Advise substantial federal appropriation for the extension of the good roads work.

HIS OBJECT NOT ANNOUNCED.

General Miles to Leave for the Philippines Shortly.

New York, Aug. 26.—General Nelson A. Miles will sail for the Philippines within a few weeks, says a Herald dispatch from Boston. He is reticent as to the object of the trip. When asked if he was going in his official capacity he replied:

"Well, I'm not going as a tourist, neither am I going for my health. I cannot tell until I get there what I will do."

"Will you take any part in the negotiations relative to the friars' lands?"
"No."
"Will you confer in any way with or make any suggestions to the civil government there?"
"No; I will have nothing to do with any matters outside of my profession."

General Miles declined to answer other questions relative to his trip.
A Washington dispatch regarding the Boston report declares nothing is known in the office of the adjutant general regarding the intention of Lieutenant General Miles to go to Manila. The general would not have to report to that officer his intention to leave the country, but it is not thought he would take such a step without communicating his intention to the secretary of war or the president.

PRESIDENT'S BUSY DAY.

Addresses Large Crowds at Lynn and Boston.

Boston, Aug. 26.—The week's work for President Roosevelt in his trip through New England began in earnest during the afternoon when he departed from the summer home of the senior senator of Massachusetts, Hon. Henry Cabot Lodge, at Nahant, and amid the enthusiasm of the greatest number of people he has faced since the Pittsburg visit on July 4, rode into Lynn under cavalry escort and spoke from a platform at the city hall. Then he was taken to Boston by special train and on arrival went to Symphony hall, there addressing a great gathering of Boston business men. His speech here was devoted almost entirely to consideration of the trust question.

From the hall the president went to Hotel Touraine, where a little later in the evening he was the guest of Governor Crane at dinner.

HIGGINSON WINS A VICTORY.

Surrounds and Theoretically Destroys Opposing Fleet.

Rockport, Mass., Aug. 26.—The naval search problem of the New England coast terminated at 5:30 Sunday morning by the signal "Surrender, demand and unconditional," from Rear Admiral Higginson's flagship, and the reply "Accept surrender" from Commander Pillsbury's flagship.

To speak from a theoretical standpoint, the white squadron was entirely destroyed, being overwhelmed by 6:00 points to but 45.

Commander Pillsbury, besides failing to establish a shore base, was surrounded by Admiral Higginson and forced to surrender.

TRIAL TRIP OF THE MAINE.

New Battleship Makes a Very Creditable Showing.

Washington, Aug. 25.—An official report of the trial trip of the first class battleship Maine over the Cape Ann course has been received at the navy department from Captain Train, the president of the trial board. It reads as follows:

"Boston, Aug. 25.—The trial of the battleship Maine successfully completed. The mean speed uncorrected for tidal errors 17.96-100 knots." It is stated at the navy department that the corrected figures for the tidal allowances may make a slight change, showing greater or less speed.

Indiana Bank Suspends.

Washington, Ind., Aug. 25.—The Elora bank, a private institution at Elora, twenty miles north of Columbus, and the proprietor, Pleasant Durham and his wife, have fled. Deposits to the amount of \$8,000 or \$10,000 are believed to have been lost. The town is in a wild state of excitement.

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