FROM SHOP AND MILL.

One Hundred and Forty Coopers Thrown Out of Work.

What the Legislature Can Do for the Laboring Men.

The shop of the Hardwood Storage company, the largest cooper shop in Minneapolis, shut down yesterday, and is liable to stay closed. One hundred and forty coopers are thrown out of employment, but, as they can get work at the other shop in proportion to the increase of the demand for barrels, the effect will not be so damaging as it would seem. Concerning the cooper situation, the Northwestern Miller says:

Indications point to serious difficulties arising in Minneapolis cooper affairs. There has been more or less dissatisfaction ever since the shops agreed in October to pay fifteen cent per barrel for making, the most of them being unable to clear themselves with these wages. The burden was especially onerous to the boss shops, and almost as much so to the co-operative hand shops. The latter, in fact, in more than one instance were forced to levy assessments on members to make up for losses. The bosses had no recourse to such means for overcoming any deficiency which they suffered. As a result the two smaller shops of the latter class have lately found it necessary to curtail their business. Robert Parr, the proprietor of one of these, this week notified his men, eight in number, that he could not afford to pay full wages any longer, and closed up his shop. James Kennedy, proprietor of a shop employing about fifteen coopers, last week asked his men to take some action which would obviate the necessity of reducing his force, and the matter is in abeyance at the present time. Another thing which cannot fail to have a bearing on the situation is the probable shutting down, Saturday evening, of the Hardwood Storage shop. This will throw about 150 journeymen coopers into temporary idleness, and, unless considerable assistance is received from their fellow workmen who are employed, there will be a strong tendency to make concessions in wages. The working coopers are strong and well organized, and will doubtless make a hard fight against any reduction in the standard of wages fixed in October by contract. This leaves local coopering affairs very much unsettled, with a prospect of a good deal of trouble resulting before there is any satisfactory settlement. It seems to us the only way the working coopers can ever hope to enjoy fair wages in peace is by taking part in the regulation of the price of barrels. If the millers pay enough for barrels to warrant reasonable wages being allowed the cooper, the latter is secure; but if this is not done, he must expect difficulty in getting just compensation for his labor. With stock advancing as at present, the shops should receive more for their barrels, and it seems as though the miller could afford to pay more.

LABOR LEGISLATION.

Some of the Bills Now Before the Legislature and Their Provisions.

If the labor organizations do not obtain much legislation desired by them this winter, it will not be for the reason that their representatives are not working industriously to accomplish it. A large number of bills in the interest of organized labor have been presented in either the senate or the house, and some of them have already been reported favorably upon by the committee on labor. The convict labor bill provides for the abolishment of the convict contract labor system in the state prison as soon as the present contract expires, and that the labor be under the direct management of the state. There is every indication that this bill will become a law. A very important bill, and one for which labor organizations have made great efforts to secure the passage, is the mechanics lien law, which is, in substance, in effect in many states. The principal points in this law are as follows:

All labor performed by contract or by the day on any building, article or utility, shall be a first lien to the full amount of the money or other consideration agreed upon between the owner or employer and employe, whether the person performing the work be a contractor, sub-contractor or worker for wages. In addition to the lien for labor there shall be added all costs and also a reasonable sum of money as an attorney's fee—the amount to be determined by the court having jurisdiction of such claims. All such amounts, together with wages, shall be taken from the property on which the lien is filed, whether such property be real estate or personal. The material furnished

SHALL BE A SECOND LIEN,

and any contractor receiving the full amount of his contract and failing to pay the person performing the labor or furnishing the material, thereby allowing a lien to be filed on such property, shall be deemed guilty of obtaining money under false pretenses, and may be punished in the name of the people under the statute provided for this offence. The record of ownership in the office of the register of deeds shall be satisfactory evidence of ownership.

A bill has also been presented making eight hours a legal days work for all workmen employed by the state. This is the same as the United States law and will probably pass. A bill is also before the legislature making railroads reponsible for injuries to employes whether caused by negligence of other employes or otherwise. This will meet with much opposition. Mr. Donnelly has also introduced a bill intended to prevent usury and reducing the legal rate of interest. This is intended to prevent the usurious collections of monthly commissions by those who loan money on chattel mortgages, a point which has been found very difficult to reach. Mr. Merrill's bill providing that all employes be paid weekly has been under consideration by the house labor committee, where some of its provisions met with opposition, and it was laid over for further consideration. The bill to abolish the board of immigration was considered by the committee and recommended for passage.

THE SPECIAL MISSION.

What Representation in Legislative Halls Can Do for the Laboring Man.

To the Editor of the Globe.

In speaking of our labor representatives "Conservative," in Sunday's labor column, seems to think they have no special mission and can do no special good, as laws do not benefit the mechanic; also, that our constitution is unhealthy; that competition is all wrong, and that education does not benefit the wage-worker. I think the article misleading. In the first place, if laws can do no good they can do no harm, for if they were powerless in one case, why not in both? But it has been proven that laws do affect labor and wages, such as tariff laws, unequal taxation, and so the labor representative certainly has a mission, and a sacred one. If he has not the eloquence or ability to devise and enact good laws, then let him act as a watch-dog to prevent laws from being passed for the benefit of the select and to the detriment of the many. A preventative is as good as a cure. When a law is quietly proposed granting exclusive privileges to some monopoly to do so-and-so, and charge as it pleases, let him, if he cannot explostulate eloquently, imitate the great objector (Holman) and howl vigorously and call for help. When his former colleagues imagine that the initial step of reform is to hand over the charge of the legislature to the hands of a banker, I need not remind you that a good watch dog would howl by instinct; also, if a member of certain rings prefers measures for the benefit of the suffering public, howl on general principles, instinct being unnecessary. He can in a measure prevent laws from being passed that destroys this very competition that he wrongfully complains of. Let him howl against high tariff—that modern method of transfering money from the pockets of overhauls to strong boxes; against repealing internal taxes on whisky and tobacco, as it is our most legitimate source of revenue. And he goes on to say that education will not raise wages. It may be not, but education and intelligence will enable the laborer to determine what his labor is worth to capital, and if he is not getting enough to justly demand more, for with intelligence comes the knowledge that capital needs labor just as bad as labor needs capital. Do not rail at our constitution, but give us paper bullets, education and free competition. FAIR PLAY.

St. Paul, Jan. 9.

The K. of L. Building.

The directors of the Minneapolis Knights of Labor Building association met Friday night and perfected plans for pushing the work on the new building. It was decided to begin excavating one week from Monday. The architect reported that he would have the perfected plans and the elevations of the building ready to be presented to the board at their next meeting. The subscribers to stock are paying up their assessments very promptly. Over 40 per cent. of the money due on assessment Jan. 1 has already been paid in. About $1,000 in stock is now being taken in weekly. Up to date nearly $15,000 in stock has been taken.

St. Paul Labor Notes.

Committees of the farmers' alliance and of members of labor organizations are quietly keeping tab on the members of the legislature. They meet evenings, make minutes of the action of each member on questions of labor legislation and compile it for use hereafter. It will probably be heard from at the time of the next campaign.

The St. Paul Co-operative Mercantile company, composed exclusively of Knights of Labor, has now $1,800 in the treasury, as a starter, and is only waiting to fix upon a location to start up a grocery store.

The graders and shovelers have formed a new lodge and have held two meetings at A. O. U. W. hall, corner of West Seventh and Dayton avenue. About 100 members had joined at their last meeting.

The District assembly will meet to-day in Mankato. Officers are to be elected and much important business transacted. The session will probably close to-night or to-morrow evening.

The third annual ball of St. Paul Typographical union, No. 30, will be given in Turner hall on Thursday evening of this week.

Representative Morrison was the only member of the legislature who was at all particular that his mileage should not be too large.

The A. O. U. W. ball in Turner hall on Thursday evening was exceedingly well attended.

The extreme cold weather has caused the suspension of work on the court house.

St. Paul Trades Assembly.

At the Friday evening meeting of the Trades and Labor assembly the following officers were elected for the ensuing term:

President—Joseph H. Guyett,
Vice President—J. E. Meyers,
Recording Secretary—Phil Corcoran.
Financial Secretary—Emile Constant,
Treasurer—E. R. Harroun,
Sergeant-at-Arms—F. J. Casserly,
Trustees—J. E. Jordan, J. E. Myers, F. J. Casserly,
Statistician—Emile Constant.

But very little other business was transacted, as a great deal of time was consumed wrangling over the credentials of delegates who were just taking their seats for the year.

Minneapolis Plumbers' Ball.

The third annual ball of the Journeymen Plumbers, Steam and Gas Fitters' association No. 18, at Turner hall, was largely attended, and passed off pleasantly. The following committees officiated:

Arrangements—J. Kelso, W. Jones, M. J. Murphy, F. Moran and E. Chambers.

Reception—M. Morrison, E. Connors, E. Connolly, W. Nicols, T. Purcell, H. Castian, J. O. Donnell, P. Richardson.

Floor Managers—W. Patterson, W. Bates, J. Johnson, W. Musuau, J. Campbell, W. Gair, F. Blair, J. St. Ledger.

The twenty-five dances of the evening were dedicated as follows:

"To Our Director," "Five Minutes Late," "To Our Friends," "Go to Your Job," "Go After Some Five-eighth," "Put on the Pot," "Coarse Solder," "Heat the Soil," "Shave Those Joints," "Hard Luck," "Call Again," "11:30—Go to Dinner," "To the Ladies," "Our Helpers," "To the Trades and Labor Assembly," "Our Employers," "Tin the Iron," "Many Thanks," "Pare the Tacks," "To St. Paul Boys," "Our Steam and Gas Fitters," "Get a Move on You," "Our Absent Friends," "Go to the Shop," "To K. of L."

The grand march was led by M. J. Murphy and Miss Ida McCook, of St. Paul.

MINNEAPOLIS MILLERS.

During the past week the mills have run indifferently where wholly dependent on water power, not more than half a dozen being able to produce a two-thirds output. No attempt has been made to form a new pool, but the West side power company is likely to bring the matter to a head.—Northwestern Miller.

The work of lowering the intake pipe of the Hally mill will be finished so the mill can start up by the 24th inst. The Columbia expects to start up again the first week in February.

Trouble with its headgate apparatus caused the Galaxy to lose the closing three days of last week, and since Monday the water has been too low for it to accomplish much.

Frank Swanten has gone to Fergus Falls to take second place in the mill in which Joseph Harris has an interest.

Head Miller Stephens, at the Pettit mill, has been presented with a gold watch by his fellow-employes.

The Palisade started up with steam Monday.

MINNEAPOLIS COOPERS.

The sales and manufacture of barrels remain in the fifty thousands, and are not very far apart. The flour exports were materially increased last week, and are yet quite large, keeping the use of barrels restricted. The sales last week amounted to about 50 per cent. of the flour made. Of the ten shops, seven sold more barrels than they made and three less.—Northwestern Miller.

The Sixth street shop this week stops its machinery and returns to handwork until the market is better.

Manager Reeve, of the Hardwood Storage company, has gone to Europe, and A. R. Hall takes his place.

The shutting down of the Hardwood Storage company's shop throws 140 coopers out of work.

The Mendota shop has twenty-three men and has run all the winter without a break.

The Hennepin shop is supplying Washburn A, and the Phœnix shop the Washburn C.

John Scaumleffel, the well-known cooper, has returned from a visit to Oregon.

J. H. Heller, of the Phœnix shop, has returned from a trip through Iowa.

Nels Hansen sold his stock in the Empire shop to John Conlan, of Morris.

John N. Lee and Myron Hubbard have withdrawn from the Acme shop.

J. Witkin has purchased Charles Weiland's stock in the Northwestern shop.

Henry Thompson, of the Sixth street shop, has joined the fire department.

The Anchor shop has twenty coopers making the one-stave barrel.

The Kennedy shop is continuing to pay the standard wages.

John Bumf has started up a small shop on Sixth street.

The Coopers' band cleared $40 by its recent dance.

General Notes.

Henry George charges that the Catholic church in New York had been working in political union with Tammany hall, and has been paid by grants of public property at nominal prices. Several prominent Catholics of the city have refused to appear at a banquet because Henry George was to be there.

The Manufacturers' Record of this week publishes a long list of large industries now being inaugurated in the South, principally iron and steel works. The largest is the sale of the Woodstock Iron and Steel company at Amieston, Ala., to an entirely new company for $6,000,000.

The National Labor Tribune, of Pittsburg, began the new year in a bran new dress and much enlarged. There is more reading matter of interest to members of labor organizations in the Tribune than in a waste basketful of some so-called labor publications.

There is serious trouble with the striking miners, formerly with the Hillside Coal company, Pennsylvania, which resulted on Thursday in twenty bullets being fired into the miners by officers, although no one was seriously wounded.

The strike of the freight handlers at Newport News, Va., is ended and was won by the railroads, which, under guard of troops, secured other laborers to handle their goods.

A group picture, containing thirty-three correct portraits of the now well-known leaders and organizers of the Knights of Labor and all trade and labor unions, has been published.

An official organ for the Federation of Trades is about to be started in New York by President Gompers, of that organization.

District assembly 49, Knights of Labor, New York, has withdrawn all members of its locals from the Central Labor union.

The National Union of Journeymen Bakers held a consultation in Chicago last week.

Knights of Labor co-operative institutions are getting thick all over the country.

Why He Didn't.

Wall Street News.

A grocer in an Ohio town was complaining to an Eastern salesman that he could not agree with his partner, and was answered:

"Then you should apply for a receiver and wind up your business."

"I had thought of that, but——"

"But what?"

"I've licked my partner twice, got $800 worth of goods out of here without his knowing it, and have our bank account in my own name. I believe I'll hang on for a few days longer and see if he won't come to time."

Secure seats early for Gypsy Baron and avoid the rush Monday night.

WINTER RAILROADING.

Dangers Incident to the Extremely Cold Weather—The Ice and Snow-Covered Cars.

Narrow Escapes From Accidents in Getting on and Off—Statements Made

By an Engineer and a Locomotive Fireman to a Reporter Wandering

Around After Items With the Thermometer 34 Degrees Below Zero.

"Yes," said a young man about 24 years of age to the writer, "railroading is somewhat dangerous, especially this cold and icy weather, but then we don't mind it much. We get used to it."

The speaker was Mr. David Lynch, fireman of Engine No. 46, of the Chicago, St. Paul, Minneapolis & Omaha railroad, and the conversation took place just as Mr. Lynch dismounted from his engine, while the engineer and crew were awaiting orders. After conversation on various subjects, Mr. Lynch said: "I feel so much better now than I have for the last few winters that I can't help speaking about it. Last winter I had to stop work for three weeks at a time, and, in fact, was not fit to work all winter. For several years I had been having, as I thought, serious trouble. I had a very weak back, so weak that at times I could scarcely stand on my feet without a prop of some kind. My kidneys and liver were in bad shape. I had an incessant pain in my head and over my eyes. My eyes were of a yellowish cast; my body and feet were always cold, and even felt

CHILLED IN THE SUMMER.

I had a constant hawking and spitting, a dropping of mucus down my throat, my nose was stopped up, and it was with great difficulty that I could breathe through it. When my mouth was closed I almost suffocated.

FIREMAN LYNCH.

I was very much annoyed by cold night sweats. I had no appetite, and scarcely ever ate any breakfast, and to make it worse, I could not sleep. I noticed also that after eating I had the heartburn and felt great distress in my stomach, which was followed by nervousness. At one time I only weighed 135 pounds.

"Well," continued Mr. Lynch, "I felt like giving up in despair, and thought there was no help for me. I thought I was the

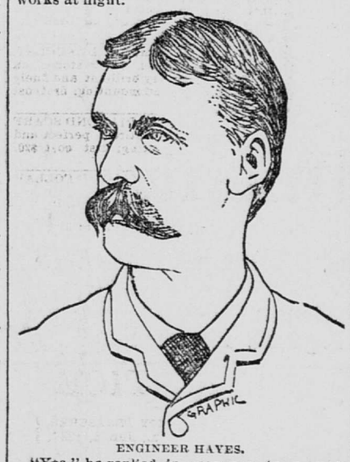
MOST MISERABLE MAN LIVING.

In some way my attention was called to Dr. McCoy. I consulted him two months ago, placed myself under his treatment, and followed his advice and instructions close. In a short time I noticed my appetite was better. I could sleep well at night. I did not have that dull and languid feeling I had for so long, and the pain in my back and head and over my eyes ceased. I have no more dropping down in the throat, no cold feet, no more night sweats. I feel as though I was a different man. I was weighed yesterday and tipped the beam at 175 pounds, having gained fifteen pounds since I went under Dr. McCoy's treatment." The above cut is an excellent picture of Mr. Lynch. He resides at 622 Fauquier street, opposite the East St. Paul depot of the Chicago, St. Paul, Minneapolis & Omaha Railroad company, in whose employ he has been for about eight years.

ENGINEER HAYES' STATEMENT.

After meandering around in the cold for an hour or more on the way home the "quill driver" was attracted by the white glare of the light and the low murmur of the mammoth machinery make the electric light work at night an interesting and fascinating place. The stillness of it all, the whiteness and clearness of the illumination, the shining surfaces of the polished machinery, and that subdued, sullen murmur—the voice of perfect and gigantic mechanism at work, a sound wonderfully slight to bespeak so irresistible a power—all these things contribute to the interest and the fascination alluded to.

It was during this visit to the St. Paul Electric Light Works that the writer met Mr. W. J. Hayes, the engineer in charge of these works at night.



ENGINEER HAYES.

"Yes," he replied, in response to a question, "I like night work, especially here. But for a time I think its exposure troubled me."

"How was that?"

"Well, for a number of years I

COULD NOT IMAGINE

what was the matter with me. My back and my breast pained me incessantly. I had a pain in my head and over the eyes. I could not breathe through my nose at all. When I would lay down I would feel as if I were going to smother. I would feel a dropping down of mucus in the back part of the throat and I thought that this would strangle me. My appetite was very poor, especially in the morning, and after meals I would feel as if I was going to throw up. I have been treated by two or three doctors, who told me that my disease was catarrh of the stomach. About

FIVE WEEKS AGO

I went to sae Dr. McCoy; I was then in about as miserable condition as a man could be. The doctor placed me on treatment, and the crowded feeling around my heart, the shortness of breath and the pains in my chest passed away entirely in less than a week. I gained in strength. My appetite became hearty and my sleep restful and satisfying. To-day I feel as well as I ever did in my life. I know that I am cured."

Mr. Hayes, before taking his present position, was with Robinson & Carey. He resides at 406 Fuller street, St. Paul.

DOCTOR

J. Cresap McCoy

Late of Bellevue Hospital, New York,

Has offices at

No. 489 Broadway, St. Paul,

Medical diseases treated skillfully. Consumption, Bright's Disease, Dyspepsia, Rheumatism and all NERVOUS DISEASES. All diseases peculiar to the sexes a specialty. CATARRH CURED.

All diseases of the eye skillfully treated, including granular lids, sore eyes, etc. The various eye operations successfully performed

CONSULTATION at office or by mail, $1.

MANY DISEASES ARE TREATED SUCCESSFULLY BY DR. McCOY THROUGH THE MAIL, AND IT IS THUS POSSIBLE FOR THOSE UNABLE TO MAKE A JOURNEY TO RECEIVE SKILLFUL HOSPITAL TREATMENT AT THEIR HOMES.

No letters answered unless accompanied by 4 cents in stamps.

OFFICE HOURS, 9 to 11 a. m.; 2 to 4 p. m.; 7 to 8 p. m.

FIELD, MAHLER & CO.

CONTINUE THEIR

Special Sale

—OF—

LINENS, WHITE GOODS, QUILTS

—AND—

EMBROIDERIES!

Throughout the Month.

A Large line of 4-4, 5-4, 6-4, 9-4 and 10-4 Bleached Cottons

In transit, will be placed on sale in a few days, at very low prices.

THE LOW PRICES

UPON FINE STAPLE

Wool Dress Fabrics

In Short Lengths, or by the Yard, should be of interest to Late Buyers.

Our Announcement of Reduced Prices on

CLOAKS

Last Week, was Appreciated.

We still have some choice Garments left at prices that must sell them

☞ Mail orders will receive prompt and careful attention.

FIELD, MAHLER & CO.,

Wabasha and Third Streets, St. Paul.

THE ROYAL ROUTE

Chicago, St. Paul, Minneapolis & Omaha

AND

Chicago & Northwestern R'ys.

The best equipped Route to Chicago

Dining cars the finest in the world, and luxurious Smoking Room Sleepers on all Regular Express trains to Chicago.

Through Pullman Buffet Sleepers on Omaha and Kansas City Express.

Des Moines and Kansas City express has Pullman sleeper Des Moines to Kansas City.

Departing Trains.	Leave Minn'apolis	Leave St. Paul.
Des Moines & Kansas City	*8:40 a m	*8.05 a m
Milwaukee & Chicago Ex	*8.10 p m	*8:50 p m
Sioux C., S'x F. & Pipest'ne	†8:40 a m	†8:05 a m
Shakopee & Merriam J'n.	*7:30 a m	*8:15 a m
Omaha & Kansas City	*6:35 p m	*6:00 p m
Green Bay & Wisconsin Ex	†7:30 a m	†7:57 a m
Shakopee & Merriam J'n.	*5:30 p m	*6:20 p m
Lake Superior Express	†8:15 a m	†9:00 a m
Stillwater and River Falls	†9:30 a m	†10:00 a m
River Falls & Ellsworth	†4:30 p m	†5:00 p m
Chicago Day Express	*1:00 p m	*1:40 p m
Duluth night express	*9:00 p m	*9:40 p m
St. Paul & Pierre Express	*11:55 p m	*11:20 p m
Lake Crystal and Elmore	*8:40 a m	*8:05 a m

Arriving Trains.	Arrive St. Paul.	Arrive Minn'apolis
St. Paul & Pierre Express	*3:00 a m	*2:30 a m
Duluth night express	*6:00 a m	*6:40 a m
Lake Crystal and Elmore	*11:30 a m	*11.00 am
Chicago Day Express	*6:55 a m	*7:35 a m
Ellsworth & River Falls	†9:10 a m	†9:55 a m
Merriam J'n & Shakopee	*11:40 a m	*12:55 p m
Milwaukee & Chicago Ex	*2:50 p m	*2:30 p m
Sioux C., S'x F. & Pipest'ne	†7:15 p m	†6:45 p m
Omaha and Kansas City	*11:30 a m	*11:00 a m
Lake Superior Express	†5:40 p m	†6:20 p m
Merriam J'n & Shakopee	*9:35 p m	*10.55 p m
Green Bay & Wisconsin Ex	†7:20 p m	†8:00 p m
River Falls & Hudson	†5:40 p m	†6:20 p m
Kansas City & Des Moines	*7:15 p m	*6.45 p m

*Daily. †Except Sundays. ‡Eight trains to Stillwater ‡Except Monday.

☞ Tickets, sleeping car accommodations and all information can be secured at No. 13 Nicollet House Block, Minneapolis.

W. B. WHEELER, Ticket Agent.

H. L. MARTIN, Agent, Minneapolis Depot.

No. 159 East Third street, opposite Merchants Hotel, St. Paul.

CHAS. H. PETSCH, City Ticket Agent.

BROWN & KNEBEL, Agents, St. Paul Union Depot.

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

THE FAST MAIL LINE.

Pullman Sleepers, with smoking rooms and the finest dining cars in the world, are run on Main Line Trains to and from Chicago and Milwaukee.

Departing Trains.	Leave Minneap'is	Leave St. Paul.
La Crosse, Dubuque and St. Louis Express	B 5:15 a m	B 5:45 a m
Prairie du Chien, Milwaukee and Chicago Express	B 8:40 a m	B 8:45 a m
Calmar and Davenport Ex.	B 8:40 a m	B 8:45 a m
Ortonville & Fargo Ex	B 9:05 a m	B 9:25 a m
Milwaukee & Chicago Express	A 1:00 p m	A 1:40 p m
Northfield, Faribault, Owatonna, Austin and Mason City	A 4:30 p m	A 4:35 p m
La Crosse Passenger	B 4:30 p m	B 5:05 p m
Aberdeen and Mitchell Ex.	A 4:50 p m	A 4:10 p m
La Crosse and Dubuque Fast Express	D 8:00 p m	D 8:40 p m
Milwaukee and Chicago Express	A 8:00 p m	A 8:40 p m

Arriving Trains.	Arrive St. Paul.	Arrive Minneap's.
Chicago & Milwaukee Express	A 7:35 a m	A 7:15 a m
Dubuque and La Crosse Fast Express	C 7:05 a m	C 7:45 a m
Davenport and Calmar Ex	C 9:30 a m	C 9:40 a m
Mason City, Austin, Owatonna, Faribault and Northfield	A 9:30 a m	A 9:40 a m
Mitchell and Aberdeen Ex	A 11.40 a m	A 11:00 a m
Chicago and Milwaukee Express	A 2:50 p m	A 2:35 p m
Fast Mail and La Crosse	B 3:25 p m	B 4:00 p m
Chicago, Milwaukee and Prairie du Chien Ex	B 6:50 p m	B 6:55 p m
Fargo and Ortonville Ex	B 7:05 p m	B 6:25 p m
St. Louis Dubuque and La Crosse Express	B 9:15 p m	B 9:50 p m

A means Daily. B except Sunday. C except Monday. D except Saturday.

Additional trains between St. Paul and Minneapolis via "Short Line" leave both cities hourly: for particulars see Short Line time tables.

ST. PAUL—Chas. Thompson, City Ticket Agent, 162 East Third street. Brown & Knebel, Floral Agents, Union Depot.

MINNEAPOLIS—W. B. Chandler, City Ticket Agent, No. 7, Nicollet House. A. B. Chamberlain, Ticket Agent, Depot.

NORTHERN PACIFIC RAILROAD.

—THE—

New "Overland Route!"

—TO—

Portland, Or., and the Pacific Northwest.

The "Pioneer Line" between St. Paul, Minneapolis, Moorhead an Fargo, and the ONLY Line running Dining Cars and Pullman Sleepers between Those Points.

DEPARTING TRAINS.	Leave St. Paul.	Leave Minneapolis.
Pacific Express for Fargo, Jamestown, Minnewaukan and Portland (Daily)	4:00 p m	4:35 p m
Fargo ex. (Daily except Sun)	8:15 a m	8:45 a m
Dakota Ex. (Daily)	8:00 p m	8:35 p m

Dining Cars, Pullman Sleepers, elegant day coaches, second-class coaches, and emigrant sleeping cars between St. Paul, Minneapolis, Fargo, Dak., and all points in Montana and Washington territories. Emigrants are carried out of St. Paul and Minneapolis on Pacific Express, leaving daily at 4 p. m.

ARRIVING TRAINS.	Arrive Minneapolis	Arrive St. Paul.
Atlantic Express (Daily)	11:50 a m	12:25 p
St. Paul & Min. fast Ex. (Dy)	*7:15 a m	*7:50 a m
St. Paul & M. acc. (dy ex Sun)	6:10 p m	6:45 p m

*Does not run west of Fargo on Sundays.

Through Pullman Sleepers daily between St. Paul and Wahpeton, Dak., on Dakota express.

City office, St. Paul, 169 East Third
City office, Minneapolis, No. 1, Nicollet House.

CHAS. S. FEE,
General Passenger and Ticket Agent.

WISCONSIN CENTRAL LINE.

The Palace Sleeping and Parlor Car Route to Chicago.

	Leave Minneapolis.	Leave St. Paul.
Chicago & Milwaukee Day Express	a 12:10 p. m.	a 12:15 p. m.
Prentice & Ashland Express	a 7:35 p m.	a 8:15 p. m.
Chicago Night Express	a 7:35 p. m.	a 8:15 p. m

	Arrive Minneapolis.	Arrive St. Paul.
Chicago Fast Express	a 7:50 a. m.	a 7:15 a. m
Prentice & Ashland Express	a 7:50 a. m.	a 7:15 a. m.
Chicago Express	a 4:20 p. m.	a 3:40 p. m.

a Daily. b Except Sunday.

Through Car Service—All trains carry elegant day coaches, superb sleepers and luxurious dining cars without change between Minneapolis, St. Paul and Chicago. For tickets, rates, berths in sleepers and all detailed information, apply to the city offices; Minneapolis, No. 19 Nicollet House Block, corner of Nicollet and Washington avenues; F. H. Anson, Northwestern Passenger Agent, St. Paul—No. 173 East Third street, Merchants Hotel Block; C. E. Robb, City Ticket Agent. Owen, General Manager. James Barker, General Passenger and Ticket Agent, Milwaukee.

MINNEAPOLIS & ST. LOUIS RAILWAY

ALBERT LEA ROUTE.

	Lv. St. Paul	Lv. Minpl
Chicago & St. Louis Express	*7:05 a m	*8:10 a m
Des Moines Express	*7:25 a m	*8:10 a m
Chicago "Fast" Express	d6:35 p m	d7:15 p m
St. Louis Fast Express	*6:35 p m	*7:15 p m
Des Moines Passenger	*6:30 p m	*7:15 p m
Excelsior & Watertown	*8:15 a m	*8:55 a m
Excelsior and Morton	*5:15 p m	*5:45 p m
Albert Lea (Local)	*3:15 p m	*3:50 p m

Additional Short Line trains leave St. Paul at *7:10 a m, d8:15, *9:15, s10:15, a. m., d4:15, d6:15 p. m.; leave Minneapolis at *6:15, s7:15, d7:15, *8:15, a9:15, *10:15 a m., d3:15, d4:15, d6:15, *7:30 p m.

* Ex. Sunday. † Ex. Saturday. d Daily. s Sunday.

Ticket Offices—Minneapolis, No. 3 Washington avenue) under Nicollet house), and depot corner Third street and Fourth avenue north; St. Paul, 199 East Third street (corner Sibley), and depot, Broadway, foot of Fourth street.

S. F. BOYD,
General Ticket and Passenger Agent.

P. V. Dwyer & Bros.

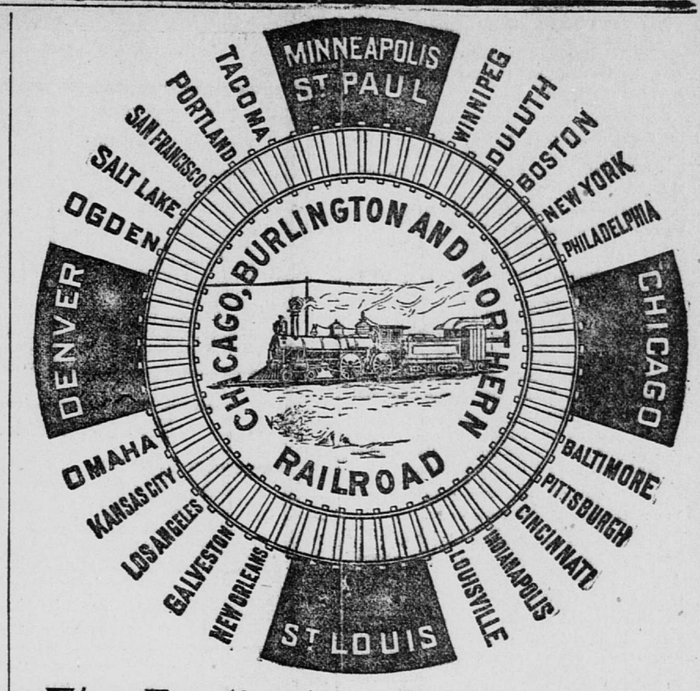
PLUMBERS

AND DEALER IN

Fine Art Gas Fixtures.

96 E. Third Street.

ST. PAUL



"The Burlington Route From the NorthWest."

ARRIVING TRAINS.	AT ST. PAUL.	AT MINNEAPOLIS.
CHICAGO EXPRESS - - ✠	7 05 A.M.	7 42 A.M.
CHICAGO, PEORIA AND ST. LOUIS EXPRESS ✠	2 00 P.M.	2 40 P.M.
ST. LOUIS EXPRESS - ▼	6 25 P.M.	7 05 P.M.
DEPARTING TRAINS.	**FROM ST. PAUL.**	**FROM MINNEAPOLIS.**
ST. LOUIS EXPRESS - ▼	9 15 A.M.	8 35 A.M.
CHICAGO EXPRESS - ✠	1 50 P.M.	1 10 P.M.
CHICAGO, PEORIA AND ST. LOUIS EXPRESS ✠	8 40 P.M.	8 00 P.M.

✠ Daily. ▼ Except Sunday.

THE PRINCIPAL LINE BETWEEN THE NORTHWEST AND ALL POINTS IN THE UNITED STATES AND CANADA

CONNECTIONS MADE IN UNION DEPOTS AT ALL BUSINESS CENTERS

PEERLESS DINING CARS AND PULLMAN'S SLEEPERS ON ALL THROUGH TRAINS BETWEEN MINNEAPOLIS AND ST. PAUL AND CHICAGO AND ST. LOUIS

THE ONLY LINE Running Dining Cars BETWEEN THE TWIN CITIES AND ST. LOUIS

TICKET OFFICES,
HOTEL RYAN, ST. PAUL, JNO. R. HUTSON, AGENT.
NICOLLET HOUSE, MINNEAPOLIS W. E. GOODING, AGENT.
AND UNION DEPOTS.

W. J. C. KENYON, GEN. PASS. AGT., ST. PAUL.

"THE DUBUQUE ROUTE."

TWO DAILY TRAINS EACH WAY BETWEEN

ST. PAUL, MINNEAPOLIS

—AND—

Chicago, St. Louis and Kansas City.

Pullman Buffet Sleepers and Through Coaches on All Trains

BEST LINE TO

PEORIA, INDIANAPOLIS, COLUMBUS, PITTSBURG, NEW YORK, BOSTON.

LOUISVILLE, CINCINNATI, WASHINGTON, BALTIMORE, BUFFALO, PHILADELPHIA.

NEW ORLEANS, JACKSONVILLE, SAN FRANCISCO, SAN ANTONIO, GALVESTON MEXICO

REMEMBER: In Purchasing Your Tickets, that All Trains of the

MINNESOTA & NORTHWESTERN R. R.

Arrive in and Depart from Union Depots in St. Paul, Minneapolis, St. Louis, Chicago, Kansas City, Peoria and Indianapolis.

	Lv. Mpls.	Lv. St. Paul.	Ar. Mpls.	Ar. St. Paul.
Chicago and St. Louis Express	†7:30 a m	†8:15 a m	*8:30 a m	*7:55 a m
Kansas City Express	†7:30 a m	†8:15 a m	*8:30 a m	*7:55 a m
Peoria, Indianapolis and Columbus	†7:50 a m	†8:15 a m	*8:30 a m	*7:55 a m
Chicago Fast Express	‡6:30 p m	‡7:05 p m	†8:30 p m	†7:50 p m
St. Louis Fast Express	*6:30 p m	*7:05 p m	*8:30 p m	*7:50 p m
Kansas City Fast Express	*6:30 p m	*7:05 p m	*8:30 p m	*7:50 p m
Peoria, Indianapolis and Columbus	‡6:30 p m	‡7:05 p m	*8:30 p m	*7:50 p m
Rochester, Chatfield and Plainview	†3:30 p m	†4:00 p m	†11:55 a m	†11:20 a m
Faribault, Cannon Falls and Red Wing	*3:30 p m	†4:00 p m	†11:55 a m	†11:20 a m

† Daily except Sunday. ¶Daily except Monday. ‡Except Saturday. *Daily.

CITY TICKET OFFICES:
No. 193 East Third Street, ST. PAUL. No. 234 Hennepin Ave., MINNEAPOLIS.

J. A. HANLEY, Traffic Manager, St. Paul.

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY

FARGO AND GRAND FORKS SHORT LINE.

Through trains to principal points in Central and Northern Dakota, Northern Minnesota, Manitoba and British Columbia.

TIME TABLE.

	Leave St. Paul	Leave Minneapolis	Arrive at St. Paul	Arrive at Minneap
Wilmar, Morris, Brown's Valley, Wahpeton	a7:30 a m	a8:05 a m	a7:00 p m	a6:25 p m
St. Cloud, Paynesville, Hinckley, Fergus Falls, Moorhead, Fargo	a8:20 a m	a8:55 a m	a6:15 p m	a5:40 p m
Osseo, Monticello, Clearwater, St. Cloud	a2:30 p m	a3:05 p m	a12:00 m	a11:20 a m
Anoka, Elk River, Clear Lake, St. Cloud	a3:30 p m	a4:05 p m	a10:55 a m	a10:20 a m
Elk River, Princeton, Milaca	a3:30 p m	a4:05 p m	a10:55 a m	a10:20 a m
Excelsior, Lester Prairie, Hutchinson	a3:30 p m	a4:00 p m	a12:55 p m	a12:20 p m
Wilmar, Morris, Lidgerwood, Rutland, Aberdeen	1:30 p m	2:05 p m	7:30 a m	6:55 a m
Wahpeton, Casselton, Hope, Larimore Devil's Lake, Minot	b7:30 p m	b8:05 p m	c7:30 a m	c6:55 a m
Crookston, St. Vincent, Winnipeg, Calgary, Victoria	8:30 p m	9:10 p m	7:00 a m	6:25 a m
Fergus Falls, Fargo, Grand Forks, Neche, Devil's Lake, Minot	d8:30 p m	d9:10 p m	e7:00 a m	e6:25 a m

All trains daily except as follows: a Except Sunday; b Saturdays, as far as Wahpeton only Monday; c Saturdays, from Grand Forks and Neche only; d Monday from Fargo only; e Monday only.

TICKET OFFIC