# MINNESOTA'S ROADS.

## The State Board of Railroad Commissioners Issues Its Annual Report.

## Free Passes, the Report Says, Are No Longer Issued in the State.

## Freight Rates All Through the Northwest Reported Wide Open.

## Good Increase in the Earnings of the Northern Pacific Road.

The annual report of the railway commissioners is now nearly ready for distribution. From an advanced copy a number of interesting and valuable points have been taken. The report fills over 125 pages, and is neatly printed. Railway construction, including operating expenses, taxes, gross earnings, capital stock and debt, passenger rates, official orders and decisions, railroad companies, and complaints adjusted are the subjects discussed in the report.

RAILROAD CONSTRUCTION.

During the past year 503.59 miles of railroad were constructed in the state. Of this the Manitoba built 128.40 miles; the Minneapolis & Pacific, 187.46 miles; the Duluth & Manitoba, 94.20 miles; the Minnesota & Northwestern, 28.74 miles; the Duluth & Iron Range, 26.55 miles; the Chicago, Burlington & Northern, 24.97 miles; and the Milwaukee, 13.27 miles. The number of miles operated during the year was 4,871.97 miles, as against 4,378.36 operated in 1886. The stock, bonds and debt of all the railroads in the state on June 30, 1887, was $190,223,632.28, and the average cost per mile of the railroads in Minnesota is reported at $39,048.98. The gross earnings for the year were $26,162,085.66, an increase of $1,059,767.32 over the amount for the preceding year. There were 496 accidents during the year as compared with 322 for the preceding year. The whole number of passengers carried during the year was 8,141,163, as compared with 6,323,188 carried during the preceding year. The average rate per passenger per mile during 1887 was 2.48 cents; in 1886 the rate was 2.70 cents. The total number of tons of freight carried on the lines during the year was 11,150,382; during 1886 the number was 9,178,668.

The act creating the railroad and warehouse commission, the report claims, follows the interstate commerce law, which regulates interstate commerce, the only difference being that it is confined to traffic wholly within the state. Hence "there are no questions arising affecting the policy of the common carriers to the public, which are not clearly under the jurisdiction of one or the other. But," the report continues, "there are important differences, to which the attention of the people of the state should be called. The interstate commerce law prohibits free passes and free transportation, except that common carriers may give free carriage to their own officers and employes, and may exchange passes or tickets with other railroad companies for their officers and employes. The state act provides that all charges made by any common carrier, subject to the provisions of this act, for any service rendered in the transportation of passengers and property aforesaid, or in connection therewith, shall be equal and reasonable, and every unequal and unreasonable charge for such service is prohibited and declared to be unlawful; and in the same section declares against discriminations, in both cases using the language of the interstate law regarding the same subjects. But no law

EFFECTUALLY NULLIFIES

these beneficial provisions copied from the interstate law, by a proviso in section 1 of the act, that nothing in the provisions of this act shall be construed to prevent common carriers, subject to the provisions of this act, from issuing passes for the free transportation of passengers."

Free passes, the report continues, are no longer issued, so far as interstate commerce is concerned. The result in this state would have been the same but for the proviso above quoted, that "nothing in the provisions of this act shall be construed to prevent common carriers, subject to the provisions of this act, from issuing passes for the free transportation of passengers." Railway managers, directors and officers will not of themselves do away with this discrimination, but the abuse is easily corrected when taken hold of by the law.

Only one application was made for the suspension of the "long and short haul" clause. This was made by the Minneapolis & St. Louis Railway company, and was refused.

THE IMPORTANT CASES

considered by the commissioners are discussed at length. The principal ones are:

The order relating to switching charges in Minneapolis.

Milk rates on the Iowa & Minnesota division of the Chicago, Milwaukee & St. Paul railway.

Passenger rates on the St. Paul, Minneapolis & Manitoba and the Northern Pacific railroads.

The complaint of the Mankato Jobbers' union as to rates on the Chicago, St. Paul & Omaha railway from Duluth to Mankato.

The report discusses the classification of small packages and calls attention to the fact that the railroad companies have modified their charges with reference to small packages so as to meet the views of a large number of persons who have an interest in this subject.

The inspecting and weighing of grain now carried on at the public warehouses are discussed. "A great many irregularities occur," says the report, "and a good deal of inconvenience arises from the fact that all the warehouses at St. Paul and Minneapolis are not public warehouses. It is a condition of affairs which ought not to exist. Make all the warehouses at terminal points public warehouses and the business can be so systematized as to place the strong arm of the state around every grain-grower of Minnesota. * * * It is hoped that the next legislature will take a broader view of the whole subject and promptly enact a law making all the warehouses at the terminal points public warehouses. Such an act would prove of inestimable value to the small farmer."

The report closes with a list of the complaints adjusted and the documents and orders in connection therewith. A list of the railroad companies that have been incorporated during the past year is given, with a list of incorporators, capital stock, and proposed routes.

## WESTERN WAR RATES.

### The St. Paul Leads and All Other Lines Follow in the Wake.

CHICAGO, Feb. 3.—The war in western freight rates raged fiercely to-day. It opened with the official tariff issued by the Chicago, Milwaukee & St. Paul company slashing all rates between Chicago and Council Bluffs almost in twain. The rates as quoted by the St. Paul were: First class, 40 cents; second class, 35 cents; third class, 26 cents; fourth class, 21 cents; fifth class, 16 cents; A class, 17½ cents; B class, 16 cents. The reductions range from 35 cents to 90 cents. The Chicago, Burlington & Quincy followed later by issuing a tariff making similar reductions to Council Bluffs, and also putting in the same rates to Kansas City and Southwestern Missouri river points. Chairman Midgely, of the Southwestern association, thereupon authorized all Southwestern lines to meet the rates. President Hughitt, of the Chicago & Northwestern, made a strenuous attempt to persuade the Rock Island and Burlington to ignore the St. Paul's rates to Council Bluffs, but without success, and all lines met the cut. Later in the day the St. Paul company made a big reduction in rates to Minneapolis and St. Paul, cutting down first class from 40 to 30 cents, and other classes in proportion. Before the offices closed this evening the St. Paul was quoting to Council Bluffs, Kansas City and other Missouri river points on all classes 2 cents a hundred below the morning cut. These rates not only affect the through business to the Missouri river and St. Paul, but to all intermediate points west of the Mississippi river, where the tariffs quote rates higher than those given by the cuts. General Manager Miller, of the St. Paul, declares that, in view of the radidal action of the Burlington as to Northwestern rates, the St. Paul rates to Council Bluffs will continue to be adjusted on the basis of the prevailing rates to St. Paul. Eastbound freights are also becoming demoralized. Four of the lines have been taking provisions for export to New York for 22½ cents a hundred, which is a cut of 10½ cents below the established rates. The Pennsylvania roads have cut loose from the trunk lines and issued through tariffs from New York to St. Paul, via Chicago, at the same rates made by the Chicago & Grand Trunk and the Burlington & Northern. The announcement that the Wabash would cut down train time between Chicago and St. Louis is met today by the Chicago & Alton that it will shortly put on a limited train between here and St. Louis, reducing the time to seven and a half hours.

## THE BIG "SOO" CUT.

### It Looks As Though It Would Involve Several Systems of Roads.

The action of the "Soo" road in reducing freight rates from $1.25 to 90c through from Minneapolis and St. Paul to New York and Boston, is regarded by railroad men as one of the most complicating moves ever adopted in railroad history, and one that they hardly know how to handle. As soon as the "Soo" rate was made public the St. Paul & Kansas City dropped the rates, and so did the Burlington & Northern. Speaking of the action of the "Soo," the Chicago Tribune says that Thursday afternoon the Milwaukee & St. Paul ordered a reduction in rates to all Missouri river points of nearly 50 per cent, and was taking freight at the cut rates. The news of the reduction came so late in the day that the other roads could not take definite action in the matter, but it is quite certain that the new rates will be met by all other roads. When the St. Paul gave ten days' notice of withdrawal from the Western & Northwestern association, it stated that if it should find before the end of the ten days that any of its Northwestern competitors were cutting Northwestern rates, it would meet the rates and apply them to the traffic between Chicago and the Missouri river. It is therefore to be presumed that it has satisfied itself that low rates were being made by the Burlington & Northern and Minnesota & Northwestern. From now on a most bitter and

ENERGETIC RATE WAR

between the Western, Southwestern and Northwestern lines may be looked for." Yesterday there was a good deal of excitement among shippers and railroad men in St. Paul. The Milwaukee & St. Paul put in the following rate from Chicago or Milwaukee to St. Paul, Minneapolis and Minnesota Transfer, via La Crosse and the river division: 1-30, 2-26, 3-20, 4-20, 4-14½, 5-12, 6-9, which is a cut of 20 cents on first class and so along down to the sixth class, official classification to apply. The Omaha put in the same rate, and stated that it did this at the suggestion of Commissioner Faithorn. The Milwaukee & St. Paul claimed to be 'going it alone," and without any suggestion from any one. Just what the Burlington & Northern and the St. Paul & Kansas City roads were doing was in a little more doubt. Some of the shippers in St. Paul claim to be getting even better rates than the above, and all are striving to do this. The situation is just this in St. Paul: Rates are wide open, and everybody is trying to get the lowest figures they can, while all the railroads are endeavoring to get as much freight as possible at the best rates they can.

### Earnings of the Northern Pacific.

The increase in the earnings of the Northern Pacific during the month of January, 1887, were $84,965 over the corresponding month of the year before. This is a remarkably good showing, inasmuch as a part of the time the road has been blocked with snow and travel impeded. The following are the figures:

| | 1887 | 1886 | Increase |
|---|---|---|---|
| Freight | $403,895 | $339,497 44 | $64,397 56 |
| Passenger | 189,491 | 174,333 08 | 15,157 92 |
| Miscellaneous | 63,000 | 37,590 46 | 5,409 54 |
| Total | $656,386 | $571,420 98 | $84,965 02 |

### Decree of Foreclosure.

CHICAGO, Feb. 3.—A final decree of foreclosure was entered by Judge Gresham to-day in the case of the Illinois division of the Central Iowa railroad. The decree orders the payment of $1,708,956 on the first mortgage to the Central Trust Company of New York, and in default the road is to be sold March 17. The sum of $300,000 is fixed as the minimum bid to be received, of which $55,000 shall be cash and the remainder in Illinois division bonds. The property to be sold includes all the rolling stock and equipment, and when sold it will be run in connection with the Minnesota & Northwestern railroad.

### The Tea Trade.

The Northern Pacific has just closed contracts through its Yokohama agents for the transportation of tea. It has contracted to transport from the coast to St. Paul 10,000,000 pounds. Last year the Northern Pacific's net tonnage in tea carried from the coast amounted to 27,000,000 pounds, which was a freight tonnage of 35,000,000 pounds. The great increase in business prevents that road from carrying so much this year.

### Back to the Old Rates.

NEW YORK, Feb. 3.—The executive committee of the trunk lines continued their meeting to-day in Commissioner Fink's office. The announcement was made that the Grand Trunk line and the "Soo" line would go back to the old rates. The passenger agents met at the same time and further preparations for the hearing before the interstate commission April 21 were made. Mr. Pierson was directed to arrange special rates for the national educational board to go to the convention in San Francisco next summer.

### Chips From the Ties.

The Milwaukee & St. Paul has given notice that the following stations on the Wisconsin Valley division, north of Merrill, have been opened for business: Combs, Monetta, Gilbert, St. Mary, Bear Skin, Goodnow and Huxon.

J. Francis, assistant general passenger agent of the Burlington & Missouri River road, with headquarters at Omaha, and A. G. Vale, traveling passenger agent of the same road, are in St. Paul.

T. J. Hudson, traffic manager of the Illinois Central road, and his family and party went home yesterday in his special car over the Milwaukee & St. Paul road.

Sixty-two cars of people left the union depot Thursday evening after the storming of the ice palace on the Milwaukee & St. Paul road for Minneapolis.

The survey of the proposed Mississippi, Faribault & Northwestern railroad is to be extended from Rochester, Minn., to La Crosse, in the spring.

The Northern Pacific sent out a force, yesterday, to bring in a train load of oranges and lemons and open up the Shasca route for a green fruit route.

S. G. Fulton, assistant general freight agent of the Northern Pacific, with headquarters at Portland, Ore., will leave for home to-day.

Ice palace tickets on the Milwaukee & St. Paul that originally expired on the 5th inst. have been extended to the 6th.

The Milwaukee & St. Paul had to put on two sleeping cars last night for Chicago.

Leland hotel, Chicago.

*Let nobody lack a Situation in any capacity as long as The Globe's Want Columns are open*

# IMPORTANT CHANGES

## Text of the Civil Service Rules as Revised and Approved by the President.

## Not One of the Old Rules or Relations Remain in Its Original Form.

## No Rule Requiring Reasons for Dismissal to Be Found in the Revision.

## Civil Service Regulations Revised to Conform to the New Rules.

WASHINGTON, Feb. 3.—The president has approved and promulgated a revision of the civil service rules, which makes several very important changes in the system of appointments upon tests of fitness applied to applicants for places in the departments at Washington and in the classified customs offices and postoffices. The commission has also revised the civil service regulations to conform to the new rules. These revisions have been under consideration by the commission during the greater part of a year, and both have received careful consideration by President Cleveland. He read them at length several times and made changes and modifications, both of matter and phraseology. Not one of the old rules or relations remains in its original form. A few of the most salient features of the new rules may be stated as follows:

First—They are divided into four parts—general rules, department rules, customs rules and postal rules.

Second—The general rules are nine in number and are applicable, except in one or two particulars, to all parts of the classified service and to some parts of the service not yet classified under the law or rules. By these rules it is made an offense punishable by dismissal in any officer of the executive civil service to use his official authority or influence for the purpose of interfering with an election or controlling the results thereof, or to dismiss or cause to be dismissed, or to use influence of any kind to procure the dismissal of any person from any place in said service because such person has refused to be coerced in his political action or has refused to contribute money for any political purpose or to render political service. And it is especially provided that any officer, clerk, or other employe who shall violate section 11, of the civil service act, which prohibits any such officer, clerk or other employe from receiving or being in any manner concerned in soliciting or receiving any assessment, subscription or contribution for any political purpose whatever from any officer, clerk or other employe of any department, branch or bureau of the public service, or from any person receiving any salary or compensation from moneys derived from the treasury of the United States; or who shall violate section 12, which provides that any person who shall, in any room or building occupied by any officer or employe of the government, or in any navy yard, fort or arsenal, solicit in any manner whatever, or receive any contribution of money or other thing of value for any political purpose whatever; or who shall violate section 13, which provides that no officer or employe of the United States mentioned in the civil service act shall discharge or promote, or in any manner change the official rank of any officer or employe, or promise or threaten to do so, for giving or refusing or withholding or neglecting to make any contribution of money or other valuable thing for any political purpose; or who shall violate section 14, which provides that no officer, clerk or other person in the service of the United States shall directly or indirectly hand over to any other officer, clerk or person in said service, or to any senator or member of the house of representatives or territorial delegate, any money or other valuable thing on account of or to be applied to the promotion of any political purpose whatever shall be dismissed from the service.

It is also provided that no question in any examination shall be so framed as to elicit the political or religious opinion or affiliation of competitors for place, and that if any appointing or nominating officer shall make inquiry concerning or in any other way attempt to ascertain the politics or religion of any person who has passed an examination, or who shall discriminate in favor of or against such person, shall be dismissed from office. By the general rules several non-competitive examinations are provided for, and compulsory examinations for promotion are directed. The compulsory examination provision as suggested by the commission was amended by the president, who added the following words: "But persons in the classified service who were honorably discharged from the military or naval service of the United States and the widows and orphans of deceased soldiers and sailors shall be exempt from such examination." Another important feature of the general rules, gives authority to an appointing or nominating officer to whom the commissioners may send the names of persons declared by them to be eligible to a certain place, to object in writing to all or any one of the persons thus certified, stating that for reasons to be particularly specified, such persons, or any of them, are not capable of performing the duties of the vacant place, and the commissioners are directed to make certification of other names if the objections are ascertained to be good and well founded. The general rules also provide that soldiers and sailors, who have been honorably discharged because of sickness or wounds, shall be certified for appointment in preference to other persons of higher grade in the examination, and that in making any reduction of force in any branch of the classified service honorably discharged soldiers and sailors and also the widows and orphans of deceased soldiers and sailors shall be retained in preference to others.

The departmental rules are eleven in number. These rules authorize the classification of the various commissions and independent bureaus, as well as the departments at Washington, and prescribe the examination that must be provided to test fitness for admission to this branch of the service. They provide that the following officers may be appointed without examinations: One private secretary, or one confidential clerk of the head of each classified department and of each assistant secretary thereof, and also of each head of bureau appointed by the president by and with the advice and consent of the senate; direct custodians of money for whose fidelity another officer is under official bond; disbursing officers who give bond; persons employed exclusively in the secret service of the government; chief clerks; and chiefs of divisions. The maximum age of limitation of forty-five years is abrogated and the minimum limitation is raised from eighteen to twenty years. Soldiers and sailors, who have a claim of preference in civil appointments, are let in at 65 per cent, but in all other cases the minimum grade of eligibility has been raised from 65 to 70 per cent. The number of names to be certified to an appointing officer from which to select from an appointment, has been reduced from four to three. Transfers are allowed as follows: From one department to another; from a bureau of the treasury department in which business relating to the customs is transacted, to any classified custom house, and from such custom house to such bureau of the treasury department; from the postoffice department to a classified postoffice, and from such postoffice to the postoffice department.

Fourth—The customs rules are eight in number. The following examinations for the customs service are prescribed in addition to other competitive and non-competitive examinations: For clerk, day inspector, inspectress, night inspector, messenger, assistant weigher, opener and packer, gauger, examiner and sampler. The maximum age limitation of forty-five years is abrogated, and the minimum raised to twenty-one years, except as to clerk and messenger, which is raised to twenty. Only three names may be certified to a nominating officer. The following officers may be appointed without examination: Deputy collectors, who do not also act as inspectors, examiners or clerks; the cashier, assistant cashier and auditor of the collector; the chief acting disbursing officer; deputy naval officers; deputy surveyors; one private secretary or one confidential clerk of each nominating officer. Soldiers and sailors are given the same advantage accorded to them in examinations for the departmental service. The manner in which promotions may be made in custom houses to which the commission has not yet applied promotion regulations is specifically defined, and transfers are authorized as follows: From one office to another in a custom house; from one custom house to another; from the treasury department to a custom house and vice versa.

Fifth—The postal rules are eight in number. In addition to special and non-competitive examinations, the following are prescribed: For clerk, carrier and messenger. The messenger examination is to be used for testing fitness for the positions of piler, stamper, junior clerk or other place, the duties of which are chiefly manual. Only three names may be certified to a postmaster. The following officers may be appointed without examination: The assistant postmaster, the private secretary or confidential clerk of the postmaster, the cashier and assistant cashier; superintendents, designated as such by the postoffice department; custodians of money, stamps, stamped envelopes or postal cards, designated as such by the postoffice department, for whose fidelity the postmaster is under official bond. Promotions may be made upon any test of fitness determined upon by the postmaster, if not disapproved by the commission. The forty-five-year age limitation is abrogated as to the grade of clerk, and the minimum for this grade is raised from sixteen to eighteen years. The minimum for carriers is raised from sixteen to twenty-one years, and the maximum from thirty-five to forty years. Transfers are authorized as follows: From one classified postoffice to another, and from any classified postoffice to the postoffice department and vice versa. The rules and regulations, in the opinion of the commission, will result in much good to the service, and will make the civil service law system more efficient. These rules and regulations, which will go into effect on March 1, 1888, were prepared by Commissioner Oberly, who submitted them to the full commission for action. After frequent conferences, in which they were fully considered, and in some particulars amended, they were finally adopted.

In commenting upon the revised civil service rules, Commissioner Edgerton called the attention of an Associated Press reporter to the absence of the rule which it was rumored had been submitted to the president for his approval, requiring appointing officers, whenever a dismissal from the executive civil service is made, to file in the department or office from which the dismissal is made (to become a part of the records of such department or office) a written statement of the cause of such dismissal, and Mr. Edgerton said it was true that such a rule had been submitted to the president, but it failed to meet his approval. The commissioner added: "The first suggestion that a rule of this character would be a wise one was made in the report of the commission in the case of Postmaster Harrity, of Philadelphia, submitted June 30, 1887. In that report Commissioner Lyman interlined the following words, which were agreed to by Commissioner Oberly: 'A rule requiring reasons for dismissal to be filed with the order of dismissal would, in the opinion of the commission, be a wise rule.' From first to last," said Mr. Edgerton, "I have been steadily and earnestly opposed to any such rule. In the Harrity report, and later in the report of the case of Collector Seeberger, of Chicago, and again in submitting these revised rules to the president, I have recorded my protest against its adoption, and the president, in the exercise of his superior authority, has sustained me."

## THE COTEAU FORESTS.

### A Warning to the Government Regarding Timber Cutting.

The principal sources of the Minnesota river are the coteaux, a mountainous rampart extending nearly north and south about seventy-five miles and from ten to twenty east and west. They are jeweled with innumerable springs that, after flowing down deep, wide ravines, find their way, mainly, into the waters of this river. For centuries valuable hardwood trees have been growing in these ravines, but within a few years the Sisseton Indians, who own these lands by right of treaty, are cutting and slashing into them with the same indifference and rapacity that characterize the white monopolists in their raids upon the forests around the northern sources of the Mississippi. Nor has any agent successfully prevented the depredations. The Indians sell the wood in the markets. They do not exhibit the best forethought as to results, not for a moment considering they are thus robbing themselves of the protection and healthful influences of forests. And the government looks on equally unconcerned about their future welfare and that of the whites, who have a climatic claim, to say the least. Every fall or spring fire is carelessly or purposely set to the old grass, and it sweeps into the dead brush left in the ravines and destroys a large portion of the young trees. It is already discovered that the springs in such places are fast drying up. Unless the government sternly forbids such ruin, in a few years the Minnesota river will inevitably share the same fatality. Make those hills and tables barren, and our winds will be hotter in summer and colder in winter. Indeed, the calamities that would follow cannot be enumerated. Will not our congressmen look into this matter without further procrastination and devise some method by which this woeful vandalism can be effectually stopped. The time to act is now, while the national government has jurisdiction.

J. O. BARRETT.

Brown's Valley, Jan. 31.

## A CLOSE THRUST.

### A Bright Boy Who Told a Charity-Worker the Truth.

A certain charitable mission enterprise, connected with an important church, is presided over by a young assistant minister of the church, who is much admired for his personal graces as well as for his piety and zeal in good work. He has been assisted in the work of instructing, elevating and amusing the boys who resort to the mission by some good ladies of the parish, and particularly by a young woman whose benevolent interest in the mission work has been supposed to include the clergyman at its head. She has been indefatigable in her endeavors to teach and entertain the boys, and often addresses them in little speeches, says the Boston Transcript.

The other Sunday this young lady was speaking to the boys in the presence of the clergyman. She had exhorted them to be good and studious, to avoid bad company, profanity and other demoralizing things, and closed her little exhortation with these words:

"I want you to be good boys and do all these things that I have asked you to because I love you all."

"I know who you love most!" a small boy in the front row called out.

"Well, who is it, Johnny?" asked the lady. No doubt she expected some accusation of partiality among the boys, which she would have been glad of an opportunity to deny.

The boy pointed his small, grimy finger at the young clergyman.

"Him!" he shouted.

The young lady's interest in charitable work is said to have declined visibly for some little time.

## LONG-LIVED MEN.

### A Family of Patriarchs in Milwaukee Headed by a Veritable Methuselah.

Milwaukee Sentinel.

Michael Kroeger, of Manchester, Green Lake county, will arrive in the city to-day on a visit to his sons, Gottlieb, Michael, Martin and Stephen, of the South side. An idea of the old gentleman may be obtained from the fact that his oldest boy, Gottlieb, a teamster, is seventy-three years old and that Michael Kroeger, Jr., a foreman at the St. Paul shops, is sixty-nine. Martin Kroeger, a storekeeper on Mitchell street, is sixty, and Stephen, the youngest, is a boilermaker at the age of fifty-seven. John Kroeger, the fifth brother, owns a farm at Manchester, and Anton, the sixth, died last summer. The father of this interesting family, Michael Kroeger, was 113 years old last fall, according to data procured by a Catholic priest of Manchester from the old man's birthplace in Prussia.

Kroeger was born in 1774 in a small village of Posen, and went to work like his father on the estates of a nobleman. During the Napoleonic wars he did service as a teamster for the French, the Prussians and the Russians in turn, the team being furnished by his employer, as is usual in times of war. He was too old already to be taken as a recruit when Napoleon overran central Europe. In 1814, when the Corsican was finally disposed of, Kroeger was forty, and a few years later he was married. He raised a family at his old home, and was blessed with a child every three or four years, until he had seven sons and two daughters. The girls and one of the sons died young, but all the others lived to come to America. It was thirty years ago when Kroeger, the white-haired man of 83, started for this country. He went to work at once, and induced his sons and their families to come after him. Until about five years ago Kroeger did daily chores on his son's farm at Manchester, preferring to live in the country instead of in the city. His sight and health are good, and from all present indications he is likely to live for some years to come.

His story may sound unreasonable to many, but it is verified by excellent authority. The mother of ex-Ald. Grams' wife knew Kroeger when he started for America. He was living at Neuhoff, near Netzthal, Kreiss Bromberg, then, and everybody was surprised. Mrs. Grams also remembers the old man, although she was a child then. The great vitality of the Kroegers is exhibited in all the children, or old men, rather. They are squarely built, of medium height and exceedingly muscular. Of the old man it is said that he was something of a Hercules in his prime. He used to throw down a horse by lifting up its two front feet. He has always been very temperate in his habits, but has been accustomed to smoke and drink moderately all his life, so his remarkable longevity can not be used as campaign material by the prohibitionists.

### Growth of the Congo Country.

New York Star.

The fact that fifteen to twenty-five steamers a month are now arriving at the mouth of the Congo illustrates the growth of commerce in that region since Stanley showed the importance of the great river. One ocean steamer has already ascended the river to Boma, fifty miles from the sea, and the best channels are being marked by buoys, so that deep-draught vessels may safely navigate the lower river. Little hotels for the entertainment of travelers have been built at Banana and Boma. One reason why the whites in the lower river enjoy far better health than formerly is said to be because they have discarded canned meats and now raise their own beef. Cattle thrive finely at Boma, and it takes a steer every three days to feed the whites who are now living at that station.

Undertaker wanted to bury coughs killed by Dr. Seth Arnold's Cough Killer. Twenty-five cents a bottle.

## HAVE YOU A SKIN DISEASE?

If so, there is no system of treatment that offers the certainty of cure and economy of time and money, as do the CUTICURA REMEDIES. We will send free to any sufferer "How to Cure Skin Diseases," 64 pages, 50 illustrations and 100 testimonials, every one of which repeats this story.

I have been a terrible sufferer for years from diseases of the skin and blood; have been obliged to shun public places by reason of my disfiguring humors; have had the best physicians; have spent hundreds of dollars, and got no relief until I used the CUTICURA REMEDIES, which have cured me, and left my skin as clear and blood as pure as a child's.

### Covered With Salt Rheum.

CUTICURA REMEDIES are the greatest medicines on earth. Had the worst case of Salt Rheum in this country. My mother had it twenty years, and in fact died from it. I believe CUTICURA would have saved her life. My arms, breast and head were covered for three years, which nothing relieved or cured until I used the CUTICURA RESOLVENT, internally and CUTICURA and CUTICURA SOAP, externally. J. W. ADAMS.

NEWAKK, O.

### Head, Face and Body Raw.

I commenced to use your CUTICURA REMEDIES last July. My head and face and some parts of my body were almost raw. My head was covered with scabs and sores, and my suffering was fearful. I tried everything I had heard of in the East and West. My case was considered a very bad one. I have now not a particle of Skin Humor about me, and my case is considered wonderful.

DECATUR, MICH. MRS. S. E. WHIPPLE.

### A Fever Sore Cured.

I must extend to you the thanks of one of my customers, who has been cured by using the CUTICURA REMEDIES, of an old sore, caused by a long spell of sickness or fever eight years ago. He was so bad he was fearful he would have to have his leg amputated, but is happy to say he is now entirely well,—sound as a dollar. He requests me to use his name, which is H. H. CASON, merchant, of this place. JOHN V. MINOR, Druggist,

Gainsboro, Tenn.

Sold everywhere. Price: CUTICURA, 50 cents; SOAP, 25 cents; CUTICURA RESOLVENT, $1.00. Prepared by the POTTER DRUG AND CHEMICAL CO., Boston.

Send for "How to Cure Skin Diseases," 64 pages, 50 illustrations and 100 testimonials.

TINTED with the loveliest delicacy is the skin preserved with CUTICURA MEDICATED SOAP.

## KIDNEY PAINS

With their weary, dull, aching, lifeless, all-gone sensation, relieved in one minute by the Cuticura Anti-Pain Plaster. The first and only pain-subduing Plaster. All druggists, 25 cents.

## Two for a Cent

And the best ever made. Cheap enough, surely, and so good that those who have used them won't have any others. What are they? Ath-lo-pho-ros Pills. What are they for? For disordered Stomach or Liver, Indigestion, Dyspepsia, Constipation, Nervous or General Debility, Headache, Lassitude, Diseases of Women. They'll take away that tired feeling, give new life and strength. Small and pleasant to take, yet wonderfully effective. Prepared from the formula of an eminent physician. Neatly put up in bottles, and sold by all druggists.

THE ATHLOPHOROS CO.
112 Wall St., New York.

## BALLARD'S EXPRESS!

*135 East Fifth Street.*

Trunks moved for 25c; Baggage checked to destination; Packages from 15c to 25c; Furniture Moved, Stored, Packed and Shipped.

Telephone 640-2.

*Rooms* and houses greet the eyes Of the folks who advertise

# NEW DEAL!

## GRAND OPENING OF THE GREAT

# "ECONOMY" SHOE STORE,

## 29 East Seventh Street, St. Paul.

*Having purchased the entire stock of Boots and Shoes at 29 East Seventh street, from the assignee, C. Thalman, at less than fifty cents on the dollar, I am prepared to give prices that will paralyze any cut prices ever offered before. In addition to this large stock I have also just received 138 cases of Ladies' and Gents' Fine Shoes that were saved at the great Indianapolis fire from the stock of McKee & Branhan. These goods were saved, having been removed before the smoke or water touched them, and are in perfect condition. The sale of these goods commences on*

## Saturday, Feb. 4, at 9 A. M., at 29 E. Seventh St.

### CUT OUT THIS PRICE LIST AND BRING IT WITH YOU.

Ladies' French Kid Button, hand-turned, $2.95, worth $5.

Ladies' Tampeka Goat Button, hand-sewed, $2.45, worth $4.

Ladies' Bright Dongola Button, $2.15, worth $3.75.

700 pairs Ladies' Kid Button, silk-worked buttonholes, $1.15, worth $2.

Ladies' Alaskas, 40c.

257 pairs Children's Kid Button, sizes 1, 2 and 5, worth 50c, 15c.

190 pairs Children's Button, spring-heel, sizes 5 to 8, 55c, worth $1.

One lot Ladies' Heavy Slippers, 45c, worth $1.

Men's Rubber Boots, $1.90.

Men's Buckle Arctics, 55c.

Men's Working Shoes, 50c.

Men's Alaskas, 45c.

Men's Fine Calf Shoes, hand-sewed, $4.90, worth $7 to $8.

Men's Fine Button Shoes, Men's Fine Lace Shoes, Men's Fine Congress Shoes worth $2.50, choice $1.39.

100 cases Men's Fine Cordovan, Button, Lace or Congress, all seamless vamps, and worth $4 to $5 each pair, choice $2.67.

Men's Embroidered Slippers, sizes 6, 7 and 8, 50c.

*Remember, this sale commences promptly at 9 A. M., Saturday, Feb. 4. Come early and get first choice.*

## ECONOMY SHOE STORE,

29 EAST SEVENTH STREET, - - - - ST. PAUL, MINN.

## Ransom AND Horton

*Offer the balance of their*

## FURNISHING GOODS AT 50 % Discount.

*You can buy anything we have left in Underwear, Hose, Shirts, Jewelry, etc., etc., at just one-half price. Feb. 10 we close our store for changes and alterations, and wish to get Furnishings all cleaned out by that time.*

COME SEE US!

RANSOM & HORTON,
*99 and 101 E. Third St.*

WATONWAN VALLEY STOCK FARM, importers of Clydesdale, English Shire and Cleveland Bay Stallions; 40 Stallions for sale; very low figures. Garden City, Blue Earth Co., Minn. St. Paul office, 201 Eagle street.

## E. T. SUMWALT,

Lumber Dealer.

Dry Dimension, Boards, Etc.

SPECIAL LOT SHINGLES.

Call or Send for Prices.
Room 13, Gilfillan Block.

HALL'S SHEATHING LATH.

## ST. PAUL FOUNDRY COMPANY,

MANUFACTURERS OF

Architectural Iron Work.

Founders, Machinists, Blacksmiths and Pattern Makers. Send for cuts of columns. Works on St. P., M. & M. R. R., near Como avenue. Office 118 E. Fourth street, St. Paul. C. M. POWER, Secretary and Treasurer.

*Girls* who wash or cook or iron Should advertise and get the hirin'.

## Models of Correct Styles!

Sattler Bros.' Fine Ready-Made Clothing of the finest and richest of Foreign and Domestic Fabrics, characterized by the very height of excellence and perfection in fit and finish.

OVERCOATS! OVERCOATS!

Every style and grade of Overcoats that are manufactured. Our exhibit the finest possible. In numbers remarkable. The very best made. Elegant Overcoats in Black, Brown and Blue, at $15. Magnificent Heavy-Weight Overcoats, all prices, from $10 to $45.

## SATTLER BROS.,

Popular Clothiers,

91 EAST THIRD STREET, ST. PAUL.

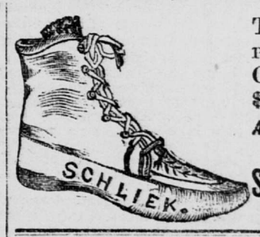
OUR FACILITIES FOR DOING A FIRST-CLASS

## INSTALLMENT

BUSINESS are largely increased in our new store, 339 and 341 East Seventh street. We have added Hat Trees, Bookcases, Sideboards and Desks to our old lines of general House Furnishing Goods, and invite a visit from all.

SMITH & FARWELL.

## CANADIAN MOCCASINS




The only Genuine in the city, IMPORTED FROM CANADA; all sizes in Children's, Ladies' and Gents', $1.25 to $2.50 for Best Mooseskin.

*Also, Great Bargains in Boots and Shoes for the next 30 days.*

SCHLIEK & CO., 89 E. Third St.,
*Leading Shoe House of St. Paul for Fine Goods.*

## FINE TAILORING, DUNCAN & BARRY

30 East Third Street, St. Paul.

## CLARENCE M. McLAIN,

WHOLESALE

## CIGARS AND TOBACCO.

131 West Third Street, St. Paul.

## Henry E. Wedelstaedt,

STATIONER,

Engraves Wedding Invitations, Announcements, Visiting Cards, Monograms Crests, Seals, Dies, etc. Stationery Stamped and Illuminated. Call and see the novelties in Staple and Fancy Stationery. Seaside Libraries.

113 EAST THIRD STREET ST. PAUL, MINN.