CASH CAME EASILY

MONEY WAS TOO FREE WITH DISBURSING OFFICERS ON PUBLIC WORKS.

NOW THEY'RE COMPLAINING

TREASURY OFFICIALS FOUND IT ADVISABLE TO REDUCE CREDITS.

AVAILABLE FUNDS INCREASED.

Many Millions Transferred to the Balance Account That Were Formerly Tied Up.

WASHINGTON, Aug. 19.—The war department is in almost daily receipt of complaints from the disbursing officers in the various river and harbor districts of the country concerning the delay in forwarding money from the treasury department in response to their requisitions. These complaints represent that in many cases contractors and laborers are clamorous for money, which in some cases has been due for three or four months. The war department officials are reluctant to discuss the question, but admit that complaints are being made, and that instead of being confined to any one or two districts, they are quite general. There has been especial criticism from the Detroit and St. Louis districts, in each of which the government is in arrears to the extent of about $150,000. The war department officials say that the responsibility for this state of affairs is not theirs. It has been the practice heretofore for the engineer officers in charge of river and harbor works in the various districts to send in their requisitions at or about the beginning of each month for the money supposed to be necessary to meet the expenses of the month. The chief engineer forwards them promptly, giving full credence to the estimates of the subordinate officers in the field, but the treasury department, it is said, now shows a disposition to withhold settlement longer than was formerly the case. War department officials claim that this has had the effect of keeping the government in arrears to employes, of causing criticism of the department, and of hardship to persons dependent upon this work. In the case of the work in the Detroit district, for instance, it is represented that Gen. Poe, in charge of the work there, was compelled to send two telegrams urging attention to his requisition before he could get the money upon it.

A MATTER OF ECONOMY.

Rumor placed the amount of requisitions withheld at from $5,000,000 to $6,000,000, but the chief of the warrant division of the treasury, when seen, said this report was an exaggeration, and that his books show that only little over $600,000 in requisitions stands unpaid. It was the custom, it was explained at the treasury department, until the administration of Secretary Foster, to issue warrants for requisitions of officers in charge of river and harbor work, immediately on their receipt. But under Secretary Foster's direction a change was ordered, by which the amounts standing to the credit of disbursing officers were reduced from over $40,000,000 to $20,000,000. This change was the result of an investigation which showed that requisitions were often made by disbursing officers for large sums when their balances were large, and there was, it is stated, absolutely no immediate use for the money for which they called. The result of the change in methods, treasury officials say, has been to keep in the available balance of the treasury many millions which under the former system would have been tied up as credit balances to the accounts of disbursing officers. The books of the warrant division show at present that payments on account of river and harbor work are unusually heavy. Over $1,700,000 was paid to disbursing officers last month, and over $2,000,000 for the nineteen days of the present month, or at the rate of $30,000,000. The appropriations for the fiscal year which closed July 1, 1895, were $20,043,000, and for the present year, ending July 1, 1895, the aggregate is $11,452,000.

MORE ILLEGAL OFFICERS.

Other People Stirred Up by Mr. Ransom's Case.

WASHINGTON, Aug. 19.—The recent decision of the acting attorney general, that ex-Senator Ransom's appointment as minister to Mexico was unconstitutional, because he was appointed while serving as senator in the congress which raised the salary of the Mexican minister, has started the rumor that various other officials are illegally holding office for the same reason. Among the cases mentioned is that of Judge McKenna, who, while serving as a member of the Fifty-second congress was appointed circuit judge of Northern California. But as the nine additional circuit judges were created by the preceding congress (although Mr. McKenna was a member of that congress), the constitutional inhibition, it is held, does not apply against him.

PROMOTION FOR BAKER

Is One of the Possibilities—May Go to Mexico.

WASHINGTON, Aug. 19.—It is stated today that President Cleveland may not decide to reappoint Matt W. Ransom as minister to Mexico, but that it is possible he may consider it a wise move to transfer Lewis Baker, this government's representative at Nicaragua, Costa Rica and San Salvador, to the Mexican mission. This would be a promotion for the ex-St. Paul editor and without doubt would be a pleasing change for him. His present salary is $10,000 per annum, and if transferred to the Mexican mission it would be $17,500. There is nothing definite regarding the probable action of the president, but it would not be surprising to some of Minister Baker's friends if he is named for minister to Mexico.

Postoffice Affairs.

WASHINGTON, Aug. 19.—An allowance of $1,700 was today made to the postmaster at Yankton, S. D., for clerk hire for the current fiscal year. J. E. Stoll was today appointed postmaster at Ross, Vernon county, Wisconsin.

BUTLER'S MONETARY IDEAS.

He Makes Suggestions to the Silver Executive.

WASHINGTON, Aug. 19.—Ex-Senator Butler, of South Carolina, called today on Senators Jones and Harris, members of the executive committee appointed by the recent Democratic silver conference, and suggested the following propositions to be advocated by the silver Democrats:

"First—Repeal the tax on state bank circulation.

"Second—Admit silver to coinage at an equality with gold at the ratio of 16 to 1.

"Third—Retire all greenbacks and coin certificates.

"Fourth—Require national banks to surrender their charters and permit them to take out state charters, under national supervision.

"Fifth—Take the government entirely out of the banking business.

"Sixth—Stop the issuance of long time bonds by the government. The revenues should be enough to support the government; but if it is necessary to issue bonds, they should be of small denomination, in order that our own people can invest their savings in them."

The Knights Templar Conclave will be held at Boston, Mass., during next August, and it will be of interest to Sir Knights and their friends to note that arrangements have already been successfully accomplished by the Nickel Plate Road, providing for the sale of excursion tickets over direct lines going and returning or by circuitous routes, viz., going one line and returning by another. By so doing many of the following notable resorts may be visited without additional expense: Chautauqua Lake, Niagara Falls, Thousand Islands, Rapids of the St. Lawrence, Saratoga, Palisades of the Hudson, and the Hoosac Tunnel. The above arrangements will, no doubt, make the low rate excursion tickets offered by the Nickel Plate Road very popular. Call on or address J. Y. Calahan, General Agent, 111 Adams street, Chicago, Ill.

EX-JUSTICE STRONG DEAD.

The End Precipitated by a Stroke of Paralysis.

LAKE MINNEWASKA, N. Y., Aug. 19.—Ex-Associate Justice Strong, of the United States supreme court, died here at 2:10 o'clock this afternoon. Ex-Justice Strong was brought to Lake Minnewaska several weeks ago suffering from a catarrhal affection of long standing. His system was also greatly weakened by a fall down a flight of stairs at his home in Washington two months ago. Since his arrival here he has lain in a semi-comatose state, from which he rallied only at intervals. Yesterday he had a stroke of paralysis, which affected the left side. He also suffered a recurrence of the catarrhal fever and again became unconscious, until death ensued this afternoon. He was about eighty-two years old.

Justice William Strong had been off the supreme court bench since December, 1880, when he retired under the law granting to justices of this court the privilege of retiring with full pay after reaching the age of seventy years and after having served for ten years. He was born in Somers, Conn., in 1803. He was the son of a clergyman, and was graduated from Yale in 1828, teaching school part of the time between then and 1832, when he entered on the practice of law at Reading, Pa. He rose rapidly in his profession, and in 1846 was elected to congress as a Democrat, and re-elected two years later. He then declined a renomination and retired from active politics. He was elected a justice of the supreme court of Pennsylvania in 1857 and served several years, resigning to resume his legal practice in Philadelphia. In 1870 he was appointed an associate justice of the United States supreme court and took high rank in that tribunal, gaining a reputation for sound judgment and keen legal knowledge. He was one of the supreme court members on the famous electoral commission. He was probably the most prominent layman in the Presbyterian church. For years he has been president of the American Tract society and of the American Sunday School union. He was senior elder of the fashionable Church of the Covenant in Washington, and a member of the board of trustees. Justice Strong delivered many public addresses and lectures, and frequently contributed to magazines and reviews. In 1857 he received the degree of LL.D. from Lafayette college, and in 1870 Princeton and Yale conferred upon him the same honor. He had lived in Washington ever since his retirement from the bench, but occasionally acted as counsel in legal matters and appeared at public functions with the active members of the supreme bench.

Children Cry for Pitcher's Castoria.

G. A. R., Louisville, Ky.

On account of the National Encampment of the Grand Army to be held at Louisville, Ky., Sept. 10th to 14th, the Chicago Great Western Railway will sell excursion tickets to Louisville at $17.50 for the round trip.

Tickets on sale Sept. 8th to 10th inclusive, with return limit of Sept. 25th. This popular line will run through sleeping cars to Louisville, and they offer the most attractive route, particularly from Iowa and the Northwest. The Chicago Great Western have successfully handled several large G.A.R. excursions in the past and they spare no effort to make the trip pleasant and attractive.

It will be to your advantage to call upon C. G. W. agents before making your arrangements, or address F. H. Lord, G. P. & T. A., Chicago.

DRUGGISTS AT WAR.

One Can Afford to Be Sick in Des Moines Now.

DES MOINES, Io., Aug. 19.—A man who enjoys taking patent medicines can afford to be sick in Des Moines now, for prices are down to bedrock, owing to a war in prices, in which all the druggists of the city are involved. Smokers derive an advantage from the war, too, for cigars are sold at wholesale and the young man with a best girl can afford to buy soda water, for all ice cream sodas go at five cents and the ordinary varieties of soda waters and summer drinks at two glasses for a nickel. The war has been on for some time and there is no immediate prospect for the arrangement of terms of peace.

PRINCE OF WALES' WINNINGS.

Royal Turfite's Success Yields Him $40,000 This Year.

LONDON, Aug. 19.—An examination of the winnings on the turf this year shows the Prince of Wales has done much better than ever before. In his first year's racing, in 1889, he won only two small races worth £240 ($1,020). These figures were trebled in 1890, and in 1891 he won £4,148. The year 1892 was a bad one and he only took £190. He did a little better in 1893, winning £397. Last year the prince won five races worth £3,499. But this year, in addition to excellent stable prospects, he has made nearly £8,000 ($40,000). Florizel, who has not been beaten, has won five races, worth £3,969, and Persimmon won both races he started in, taking £2,550.

GAIL BORDEN
EAGLE Brand
..CONDENSED MILK..
Has No Equal
SOLD EVERYWHERE

ANNUAL CHARGES.

CONDITION OF THE NORTHERN PACIFIC'S FINANCIAL AFFAIRS OUTLINED.

HEAVY STANDING CLAIMS.

LOSS ON THE PRESENT YEAR'S OPERATIONS FIGURED AT $386,000.

PULLMAN AND WAGNER TO JOIN.

Reported Consolidation Denied by George M. Pullman, but Still Credited.

CHICAGO, Aug. 19.—The Tribune will say tomorrow: "During the past few weeks there has been a great deal said in the newspapers in regard to the Northern Pacific railroad and plans for its reorganization. While it is of great public interest that such an immense property should be lifted from bankruptcy and placed on a solvent basis, it is very evident that any reorganization, to be successful, must be made on the plan of placing the fixed charges or annual interest within the limit the company can earn over and above the operating expenses, taxes, etc. The Northern Pacific system consists of about 4,600 miles of railway, of which about 3,500 mlies are owned by the company and covered by its mortgages, and about 1,100 miles are leased. The leased lines are covered by mortgages, the bonds of which have been guaranteed by the Northern Pacific. During the fiscal year ending June 30, 1894, the net income was $3,769,751.16. The annual charges were $4,262,780. The latter sum must be provided for ahead of any interest on the second, third and consolidated mortgage bonds. The difference between these two sums, $493,028.84, shows the loss incurred by the receivers after paying the interest on the first mortgage and other preferred claims. The receivers' debentures, now amounting to about $11,000,000, are a first lien, at least ahead of the mortgages in default.

STILL BEHIND.

"The year ending June 30, 1894, was a bad one for railways, and as the condition of business is improving the business of the Northern Pacific for the year ending June 30, 1895, should show a large increase over the previous year. The statements for the term during which the receivers have operated the railway, from Aug. 16, 1893, to May 31, 1895, twenty-one and one-half months, show that, after paying interest on receivers' certificates, first lien bonds, collateral trust notes and certain other bonds, there was a surplus of $297,846. The interest on receivers' certificates is certainly increasing with the amount of additional certificates issued, and is much more than in the previous year. The earnings of the eleven months ending May 31, 1895, were $5,311,921. From these earnings there must first be deducted amounts paid for rentals, interest on receivers' certificates, first lien bonds, collateral trust, equipment notes, etc., which aggregate $5,115,679. To this sum must be added the earnings of the leased lines, which must go to the bondholders of said lines, which amount to $592,698. These two amounts aggregate $5,708,377 of outlay, as against $5,311,921 of net income, showing an actual loss for the eleven months of the present year of $386,436."

PULLMAN AND WAGNER.

Rumored Plan of the Car Companies to Consolidate..

CHICAGO, Aug. 19.—It was reported today, on what appeared to be excellent authority, that negotiations are now pending for the consolidation of the Pullman and Wagner Sleeping Car companies. The overtures for the consolidation are said to have come from the Wagner company. George M. Pullman denied today that there was anything in the story as far as he knows, but by some of the railroad men the denial is regarded as a diplomatic one, they claiming that neither party to the alleged consolidation will admit it until it has been carried through.

The Union Pacific having agreed to the arrangements made by the Western roads for harvest excursions, they will be run on the plan previously announced. The rate will be one fare going, with a certificate attached to the return ticket entitling the purchaser to a return ticket on the payment of $2. The going dates will be Aug. 29, Sept. 10 and 24, and the returning dates will be Sept. 13, 20 and 27 and Oct. 4 and 11.

G. N. Demand Denied.

CHICAGO, Aug. 19.—A demand has been made by the Great Northern road that the differential claimed by it, via its lake line from Duluth to Buffalo, be supplied to Cleveland, and that the differential be shown in the Western rate sheets. Chairman Caldwell has ruled that the demand cannot be complied with.

BETTER THAN EVER BEFORE.

The Milwaukee Will Not Build Any Extensions, but Handle Business.

General Manager A. J. Earling, of the Milwaukee road, was in the city yesterday for a brief stop. Seen by a Globe reporter Mr. Earling said that his visit at this time had no particular significance. Further questioned as to the prospects of the talked-of extension of the Milwaukee to Grand Forks, from the present terminal at Fargo, Mr. Earling said:

"Personally I do not know of any steps being taken in that direction. Of course I realize that meetings of business men of any city looking to additional railroad facilities always give rise to such stories. But the company has not taken any steps towards building the line. President Miller has gone to New York and will remain there some time. Nothing will be done or known of any such extension until he returns, but I do not think it likely that the Milwaukee will do any extensive building this season. We shall be very busy handling the business which will come to us this fall. The country—well the country looks prosperous, and we anticipate to receive our share of the general increase in traffic. What are our preparations for handling it? They are better than ever before. We have watched matters very closely and are massing our rolling stock on such points where it will be most needed and be most effective."

The D., M. & N.'s Earnings.

State Auditor Dunn yesterday received the report of the Duluth, Missabe & Northern railroad for the first six months of the present year. A nice increase is shown over the corresponding six months of a year ago. The figures are:

	Earnings.	Taxes.
1895	$458,534 62	$4,585 35
1894	304,660 49	3,046 61
Increase	$153,874 49	$1,538 74

A FEW TIE PASSES.

O. D. Wheeler, of the Northern Pacific, returned yesterday from his trip to the Red river valley. He reports the country full of grains of all sorts and flowing over with an abundance of other crops. To prove his assertions O. D. proudly exhibits a number of photographs, typical of Western harvest fields, taken on the spot, which fully verify all that is being said.

So far no meeting has been held by the passenger men of the St. Paul-Chicago lines to take action on the request of the commercial bodies for a $5 excursion from Iowa and Illinois points in fair week. Mr. McRae, of the Omaha, stated last evening that the roads would probably get together Thursday or Friday to consider the proposition.

A large party of Knights Templars sailed yesterday on the steamship North West, bound for the Boston conclave. The party was made up of Montana and other Western Sir Knights. About 200 will comprise the list on the down trip.

Assistant General Passenger Agent Craig, of the Northern Pacific, has returned to his office duties, after a few weeks' vacation, spent at Detroit lake.

A. B. C. Denniston, of Omaha, has been appointed city ticket agent of the Great Northern at Portland, Or., in place of C. Dunnavin, transferred.

The Milwaukee road ran in one of its regular Sunday excursions from Ottumwa, Io., bringing some 1,400 passengers to the Twin Cities.

The Great Northern has completed its large coal sheds at Sandstone. Twenty engines can coal up at once at this station.

For the Southern Minnesota fair the Chicago Great Western road announces a rate of $2.90 for the round trip, for Aug. 26 to 31.

The Minneapolis & St. Louis brought in a large Sunday excursion from Fort Dodge, Io., and way points.

President A. B. Stickney, of the Great Northern, left yesterday morning on a trip down the line.

General Passenger Agent J. C. Pond, of the Wisconsin Central, spent yesterday in the Twin Cities.

YOU NEED A BRACER,

BUT IN A SOLID, NOT A LIQUID FORM.

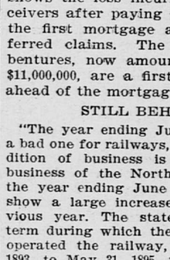
Kola Nervine Tablets, a Sure Specific for All Nervous Diseases, Impaired Vigor, Sleeplessness, Bloodlessness, Melancholy—This Is the "Bracer."

The morning or the evening stimulant may for a time stir your torpid vigor, and, as you phrase it, "put you on your feet again." But for how long? Is it relief or cure you want if you are sleepless, if your vigor is impaired, if your nerves are unstrung and your temper fitful? Do you want to be the man or woman you "used to be when well" for all time, or to be in constant need of stimulants? Alcohol is a human fuel perhaps, but most volatile and unsatisfactory. There is no intent to preach a temperance sermon, but isn't it truth above set forth?

There is a sustaining and invigorating remedy, speedy and lasting in its effects, a sure specific for all the troubles outlined above, and a cure which the best physicians and thousands who have used it call "infallible." Such remedy is Dr. Charcot's Kola Nervine Tablets, and of these tablets not one word has been said which is not fully justified by the results attained. Try Kola Nervine Tablets and you will find them the "Bracer" you need and absolutely free from evil or secondary effects.

For sale by all druggists at $1.00 (one month's treatment). Be sure Dr. Charcot's name is on each package.

Free and full treatise on Kola mailed by Eureka Chemical & Mfg. Co., La Crosse, Wis.



Old Fashioned—compound cathartic pills, "blue pills," calomel or other mercurial preparations, should not be used in these days of enlightened medical science, when it is so easy to get a purely vegetable pill in concentrated form, sugar-coated, in glass vials, at any store where medicines are kept.

Dr. Pierce was first to introduce a Little Pill to the American people. Many have imitated them, but none have approached his "Pleasant Pellets" in true worth, or value, for all laxative and cathartic purposes.

Once Used, they are Always in Favor.

Assist Nature a little now and then, with a gentle, cleansing laxative, thereby removing offending matter from the stomach and bowels, toning up and invigorating the liver and quickening its tardy action, and you thereby remove the cause of a multitude of distressing diseases, such as headaches, indigestion, or dyspepsia, biliousness, pimples, blotches, eruptions, boils, constipation, piles, fistula and maladies too numerous to mention.

If people would pay more attention to properly regulating the action of their bowels, they would have less frequent occasion to call for their doctor's services to subdue attacks of dangerous diseases.

The secondary effect of the "Pellets" is to keep the bowels open and regular, not to further constipate, as is the case with other pills. Hence, their great popularity, with sufferers from habitual constipation, piles and indigestion.

They absolutely *cure* sick headache, biliousness, constipation, coated tongue, poor appetite, dyspepsia and kindred derangements of the stomach, liver and bowels.

A free sample of Dr. Pierce's Pleasant Pellets, (4 to 7 doses) *on trial*, is mailed to any address, post-paid, on receipt of name and address on postal card.

Address for free sample, WORLD'S DISPENSARY MEDICAL ASSOCIATION, No. 663 Main Street, Buffalo, N. Y.

40 Big Chews Battle Ax Plug for 10 cents

The Largest piece of GOOD tobacco ever sold for the money

GOING TO THE STATE FAIR?

...DON'T CLIMB OVER THE FENCE...

FREE TICKETS TO THE STATE FAIR! FREE FARE

FOR THE FARMER. FOR THE MERCHANT. FOR THE MECHANIC.

DON'T CRAWL UNDER THE FENCE.

WALK THROUGH THE GATE ON A GLOBE FREE PASS.

HOW TO DO IT

Subscribe for The Globe and Go to the State Fair.

The following table of subscription rates will enable you to choose the edition and the length of time you may desire either the DAILY, SUNDAY or WEEKLY GLOBE, or all editions combined. In sending money state what you want according to the following table:

DAILY AND SUNDAY, PER MONTH	.50
DAILY AND SUNDAY, 3 MONTHS	$1.50
DAILY AND SUNDAY, 6 MONTHS	$2.75
DAILY AND SUNDAY, 1 YEAR	$5.00
DAILY ONLY, PER MONTH	.40
DAILY ONLY, 3 MONTHS	$1.20
DAILY ONLY, 6 MONTHS	$2.25
DAILY ONLY, 1 YEAR	$4.00
SUNDAY ONLY, 1 YEAR	$1.50
WEEKLY, 1 YEAR	$1.00

Address all communications and send all money to State Fair Department, DAILY GLOBE, St. Paul, Minn.

Send in new Cash Subscriptions to the Globe and get a Free Ticket to and From St. Paul From Any Railway Station in Minnesota, and Free Tickets of Admission to the State Fair.

Any one sending in Fifteen Dollars to the GLOBE before Sept. 14th for New Cash Subscriptions for any edition of the GLOBE from any number of New Subscribers for any length of time, will be given a Railroad Ticket to St. Paul and return from any railway station in Minnesota and six admission tickets to the State Fair.

For $10 the GLOBE and a Free Railway Ticket from any Railway Station in Minnesota to St. Paul and 6 admission tickets to the State Fair.

For $7.50 the Globe and 6 tickets to the State Fair.
For $6.50 the Globe and 5 tickets to the State Fair.
For $5.50 the Globe and 4 tickets to the State Fair.
For $4.50 the Globe and 3 tickets to the State Fair.
For $3.00 the Globe and 2 tickets to the State Fair.
For $1.50 the Globe and 1 ticket to the State Fair.

THE GLOBE WANTS THE PEOPLE'S WANTS.

The Oldest and Best Appointed Studio in the Northwest.

1850 C. A. Zimmerman 1895

99 and 101 East Sixth Street. Opposite Metropolitan Opera House.

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One Doz. CABINETS for ..... $3 "OUR BEST WORK."

Outdoor and commercial work a specialty. Mr. Zimmerman's Personal Attention Appointments. Telephone 1071.

DR. FELLER,

180 E. Seventh St., St. Paul Minn

Speedily cures all private, nervous, chronic and blood and skin diseases of both sexes, without the use of mercury or hindrance from business. NO CURE, NO PAY. Private diseases, and all old, lingering cases where the blood has become poisoned, causing ulcers, blotches, sore throat and mouth, pains in the head and bones, and all diseases of the kidneys and bladder are cured for life. Men of all ages who are suffering from the result of youthful indiscretion or excesses of mature years, producing nervousness, indigestion, constipation, loss of memory, etc., are thoroughly and permanently cured.

Dr. Feller, who has had many years' of experience in this specialty, is a graduate from one of the leading medical colleges of the country. He has never failed in curing any cases that he has undertaken. Cases and correspondence sacredly confidential. Call or write for list of questions. Medicine sent by mail and express everywhere free from risk and exposure.

DIAMOND JO LINE STEAMERS

STEAMER SIDNEY

Will leave for St. Louis and intermediate landings Thursday, Aug. 22, at 10 a.m.

For full information regarding passenger and freight rates address C. R. BROCKWAY, General Agent.

Office foot of Sibley street, opposite Union Depot, St. Paul. Telephone call, 93.

GREAT NORTHERN RAILWAY

Trains leave for Montana and Pacific Coast *7:45 p. m.; Winnipeg, *7:45 p. m.; Breckenridge Division and branches, *8:05 a. m.; Fergus Falls Division and branches, *8:30 a. m.; Osseo Line, †4:00 p. m.; Hutchinson Line, †4:30 p. m.; Willmar Local, †4:50 p. m. Ample service to Minnesota and Dakota points. Frequent trains to and from Minnetonka Beach.

*Daily. †Except Sunday.

Trains arrive from Pacific Coast and Montana points, *3:00 p. m.; from Winnipeg, Fergus Falls Division and branches, *7:15 a. m.; Breckenridge Division and branches, *7:30 p. m.; Osseo Line, †11:55 a. m.; Hutchinson Line, †11:55 a. m.; Willmar Local, †9:30 a. m.

Tickets, 199 East Third Street and Union Depot.

EASTERN MINNESOTA RY. TO DULUTH and WEST SUPERIOR.

Via Anoka, Elk River and Hinckley, leave Union Depot ....a8:50 am and 11:55 pm. Buffet Parlor Car days, Sleeper nights. Tickets: 199 East Third Street and Union Depot. aDaily except Sunday.

Northern Steamship Company.

Sailings from Duluth: "North-West," Mondays; "North-Land," Fridays, at 3 p. m., in connection with Eastern Minnesota trains. To the Soo, Mackinac, Detroit, Cleveland, Buffalo and East. Tickets and reservations, 199 East Third Street.

NORTHERN PACIFIC!

The Dining Car Line to Fargo, Winnipeg, Helena, Butte and the Pacific Northwest.

Dining Cars on Winnipeg and Pacific Coast Trains.	St. Paul. Lve.	St. Paul Arr
Pacific Mail (Daily) for Fargo, Jamestown, Livingston, Helena, Butte, Missoula, Spokane, Tacoma, Seattle and Portland.	4:15 p. m.	5:55 p. m
Dakota and Manitoba Express (Daily) for Fergus Falls, Wahpeton, Crookston, Grand Forks, Grafton, Winnipeg, Moorhead and Fargo.	8:00 p. m.	7:10 p. m
Fargo Local (Daily except Sunday) for St. Cloud, Brainerd and Fargo.	9:00 a. m.	5:30 p. m

Pullman Sleepers Daily between St. Paul and Grand Forks, Grafton, Winnipeg, Fergus Falls, Wahpeton, Fargo, Helena, Butte and Spokane.

Pullman First-Class and Tourist Sleepers also Free Colonist Sleepers are run daily on through Pacific Coast Trains.

C. E. STONE, City Ticket Agent, 162 East Third Street, St. Paul.

THE NORTH-WESTERN LINE (C.St.P.M.&O.Ry.)

TICKET OFFICES Cor. Robert & 6th Sts. 'Phone 480, and Union Depot.

Leave.	THRO' TRAINS. †Ex. Sun. *Daily.	Arrive.
*8:10 am	CHICAGO TRAINS Duluth, Superior, Ashland, Bayfield, Omaha, Kansas City, Su City, Su Falls, Pipest'e	*7:40 am
†6:35 pm		*11:55 am
*8:10 pm		†9:55 pm
†10:55 am		*6:50 am
*11:00 pm		†5:50 pm
†8:40 am		*7:35 am
†8:40 am		†6:10 pm
†12:25pm	Mankato, N. Ulm, Tracy	†10:45 am
†12:25 pm	Waterto'n, Huron, Pierre	†6:10 pm
*8:15 pm	Su City, Omaha, Kan. C'y	*7:35 am
*8:15 pm	Black Hills, Pacific Coast	*7:35 am

CHICAGO GREAT WESTERN

Trains leave Union Depot, City Office, 364 Robert Street, Corner Fifth. Telephone 1504. Vestibuled Compartment Sleepers. Dining Cars a la carte.

*Daily. †Daily Ex. Sun.	Leave.	rive.
Chicago, Dubuque Night Ex.	*7:30 pm	*3:30 pm
Chicago, Dubuque, Kansas City, St. Joseph, Des Moines, Marshalltown, Waterloo, Cedar Falls.	†8:00 am *7:30 pm	†10:50 pm *7:35 am
Dodge Center Local.	*3:35 pm	*10:10 am

Chicago, Milwaukee & St. Paul Railroad

	Lv—St. Paul—Ar	
Chicago "Day" Express	†8:05 am	*10:45 pm
Chicago "Atlantic" Ex.	*2:55 pm	*11:55 am
Chicago "Fast Mail"	*6:55 pm	*2:00 pm
Chicago "Vestibule" Lim.	*3:10 pm	*7:50 am
Chicago via Dubuque	†4:10 pm	†11:00 am
Dubuque via La Crosse	†8:05 am	†10:45 pm
St. Louis & Kansas City	*8:35 am	*3:25 pm
Milbank and Way	†8:20 am	†6:30 pm
Milbank and Aberdeen	*3:15 pm	*8:10 am

*Daily. †Ex. Sun., ‡Ex. Sat., ¶Ex Mon. For full information call at ticket office.

ROCK ISLAND

Trains leave St. Paul Union Depot daily as follows: 6:00 p. m. for New York, Boston, Montreal and all seaside resorts; 9:05 a. m. for Seattle, Tacoma, Portland and Pacific Coast points. (Dining car attached to both trains.) Through sleeper to Boston attached to 6:00 p. m. train. Through sleeper to Seattle and Tacoma attached to 9:05 a. m. train. Leave Broadway Station daily except Sunday. Rhinelander accom. 9:05 a. m. Glenwood accom. 4:25 p. m. St. Croix accom. 6:00 p. m.

WISCONSIN CENTRAL LINES

Trains leave St. Paul 12:35 p. m. and 6:50 p. m. daily for Milwaukee, Chicago and intermediate points. Arrive from Chicago 8:25 a. m. and 3:45 p. m. daily. Dining car service "a la carte" on all trains. City ticket office, 373 Robert Street.

Burlington Route

Leaves Union Depot for Chicago, St. Louis and down-river points 7:30 a. m; Arrives from Chicago 2:30 p. m., except Sunday. Leaves Union Depot for Chicago and St. Louis 7:40 p. m; Arrives from same points 7:45 a. m. daily.

THE PEOPLE'S WANTS