CHEAP AS WALKING

CHICAGO-BOSTON EXCURSION RATES HAVE GONE TO PIECES.

BROKERS REAP A HARVEST.

TICKETS FOR SALE AT THE PURCHASER'S OWN PRICE.

LOW RATE TO CHATTANOOGA.

Alleged Unfairness in the Agreement Favoring St. Paul and Minneapolis.

CHICAGO, Aug. 22.—Knights Templar rates went to pieces here today. Tickets were sold on the streets freely from $10 to $12 over the different roads, by which the regular fare agreed on is $19. There seems to be a regular scramble among the roads for the business, and they appear willing to carry it for whatever is offered them. No explanation can be given for the demoralization. Some of the roads refuse to believe that their competitors have so far lost their heads as to make the low rates. They explain the sales at the low rate by saying the brokers have formed a combination to break the rates, or have got hold of a limited number of tickets at very low rates, from parties who, after purchasing them, found that it would be impossible for them to make the trip to Boston, and did not know that they could have their tickets redeemed by the railroads. The fact remains, however, that tickets can be had on the street at the prices named, and that people are being pressed to purchase them at these figures.

Freight traffic officials of the Western roads held a meeting here today, with the object of reorganizing the Western trunk line committee for the purpose of restoring and maintaining rates. After a thorough canvass of the situation it was found impossible to make any progress with the work of reorganization at present. The time, it was decided, is not opportune. It will be several months before the roads find themselves with enough freight to keep them reasonably busy, and they do not care to deprive themselves of the opportunity of securing anything in sight by refusing to make concessions to the shippers. It was therefore decided to allow the matter to remain in abeyance for the present, and to take it up at some time in the future when there is a greater probability of a successful conclusion to the negotiations.

PASSENGER MEN MEET.

Passenger officials of the Central Traffic association held a special meeting today, and considered a number of applications for reduced rates. They decided to join homeseekers' excursions to points in the Northwest, West, Southwest, South and Southeast on the various dates selected by the lines in the territory named. The rates fixed for the excursions are one fare for the round trip, plus $2. It was also decided that a rate of one cent per mile should be made for the excursions to the dedicatory exercises of the Chattanooga battlefields. Dates for selling tickets will be Sept. 8 to 11, and 15 to 19, inclusive. It was also agreed to use, south of the Ohio river, the variable route tendered by the Southern lines. One stop-over north of the Ohio river will be allowed those attending the Grand Army encampment at Louisville. It is to be allowed on the return trip only. Rates and arrangements for the Atlanta exposition, as recommended by the mass meeting held here ten days ago, were ratified. They are the same as adopted by the Southern and Chicago-Ohio river lines. Some of the Western roads are not at all satisfied with the arrangement that reduced rates should be made only from St. Paul and Minneapolis for excursions to the dedicatory exercises at Chattanooga. They say it is a most unjust discrimination against Minnesota, Wisconsin, Iowa and Northern Illinois, and they want these places put on an equality with Minneapolis and St. Paul. They have therefore had a prospectus submitted to a vote of all the roads for the same rate, one fare for the round trip, as has been agreed to from St. Paul and Minneapolis.

FALLEN INTO LINE.

The Great Northern Announces Reduced Rates for the Fair.

The Great Northern has fallen into line with reduced rates for the state fair and has sent out a circular notifying all agents that tickets are to be sold to this city from Sept. 8 to 14 at one fare for the round trip. Fifty cents are to be added to the single rate, to entitle holder to admission to the fair. The rate applies to all stations in Minnesota north and west of Fridley, Maple Grove, Long Lake and Mayer. In the Dakotas, the territory east of and including Yankton, Huron, Aberdeen, Ellendale, Whapeton, Fargo and Grand Forks is included in the cheap rate. The restrictions in Minnesota are placed because the places this side of the towns named have a very small fare already.

SALE OF THE ATCHISON.

It Is Likely to Occur Within Three Months.

CHICAGO, Aug. 22.—Receiver Aldace T. Walker, of the Atchison, has returned from his trip to Albuquerque to contest the separate receivership suit of the Atlantic & Pacific. Said he: "Probably within a fortnight a decree for the sale of the Atchison will be asked. There is no apparent reason why the decree should not be granted, and the sale will probably be ordered within sixty or ninety days. A new company will be organized to take the road and operate it. Under this plan of organization the securities on which interest must be paid have been scaled down about 5 per cent. This will put the road in an extremely strong position financially. There is every reason to believe the earnings will be large enough to satisfy all interests."

THE PROSPECTS ARE GOOD

For an Abundance of Visitors for the Fair and the Railroads Will Do Their Part.

The St. Paul-Chicago lines have so far held no meeting to consider the request of the commercial bodies for a $5 excursion rate from points in Iowa and Illinois for state fair week. Mr. McRae, of the Omaha, said yesterday that he would try and get the lines together here as soon as possible. In the meantime Secretary McGinnis, of the Commercial club, reports that the railroads were making individual promises for the excursion without any action as an association. So it seems that it will matter but little what action may be taken in a meeting here, as the prospects are that the desired excursions will be granted anyhow. As a matter of fact, most of the roads are at present running their midsummer Sunday excursions from the desired territory, and the granting of fair week excursions would simply be an extension of the present order of things, perchance only a trifle cheaper than the amount now charged for the same privilege.

The prospects therefore are that this city will have an abundance of visitors from out of the state, to say nothing of the many thousands who will be here from every point of Minnesota.

The Judge Grants the Application.

Judge Sanborn, of the U. S. circuit court of appeals, yesterday heard an application of the American Loan and Trust company for an order striking out the amended answer of the Oregon Short Line & Utah Northern Railroad company in the suit to foreclose the 2nd mortgage bonds. Judge Sanborn concluded that the answer should be stricken, though he has not made the formal order as yet.

A FEW TIE PASSES.

John E. Turner, district passenger agent of the Northern Pacific at Indianapolis, arrived in the city yesterday looking personally after a Yellowstone park excursion party from that city. The party was headed by C. F. Smith, president of the Indiana Bicycle company, who is entertaining a party of twenty friends for the trip. They left in a special car in last night's overland train.

The Northern Pacific steamer Tacoma sailed from Yokohama on Aug. 20, carrying 2,450,000 pounds of freight for Eastern points, including 1,000 bales of silk. There are also 200 measurement tons for Portland and sound points, and some of the cargo is consigned to the Twin Cities. The steamer has thirty-five passengers for the trip.

The Minneapolis & St. Louis will run several extra trains to Lake Park on Labor day, where the Woodmen of the Twin Cities will have an outing.

The steamer China, which sailed from Duluth last evening, carried thirty-five St. Paul passengers, who went up on the Duluth road's limited.

Another excursion over the Albert Lea route is announced for Sunday, coming from Watertown and way stations to the Twin Cities.

Traveling Passenger Agent John R. Robbins, of the Southern Pacific, stationed at Chicago, is visiting St. Paul.

General Passenger Agent Whitney, of the Great Northern, left yesterday for Duluth.

STILLWATER NEWS.

Reports of Systematic Thefts of Logs—Wardens at the Pen.

The Robert Dodds departed yesterday with a raft for the Cascade Lumber company, Burlington; the Will Davis took out a raft for the Burlington Lumber company; the Clyde cleared with a raft for the Standard Lumber company, Dubuque, and the Eclipse left with a raft for the Cable Lumber company, Davenport.

Wardens Heard and Harley, of the Indiana state prisons, who were guests of Warden Wolfer Tuesday, left here with good impressions of the Minnesota prison and will request that the grading system be adopted in the Indiana prisons. Their visit here was for the purpose of acquainting themselves with the grading system, also to decide upon some manner of employment for their wards, who are now compelled to lounge around the shops in idleness.

It is reported here that a systematic log piracy is being conducted on the Mississippi river below Winona, where log rafts have been laid up for the winter, and that some of the Dubuque and Burlington lumbermen are very heavy losers. Many rafts have been towed out of the St. Croix to the bays along the river and it is evident that some of the rafts have been tampered with. Logs are removed from the rafts and after being gathered together in brails are sold. The owners are very indignant at this new scheme of robbery and will endeavor to round up the guilty parties.

Warden Wolfer states that samples of rope are being made at the prison binding twine factory with a view to manufacturing rope for commercial purposes. A rope machine was secured when the old binding twine machinery was purchased, but heretofore the only rope manufactured has been used in the prison. Since the new machinery was secured and the manufacture of sisal and manilla twine was begun an opportunity has presented itself for the manufacture of rope and it will not be strange if the board of prison managers decides to employ a certain number of convicts at this business.

There is a fair stage of water in Lake St. Croix, the lake registering two feet and four-tenths above low water mark yesterday.

J. C. O'Gorman, as receiver of Seymour, Sabin & Co., made his final report yesterday.

NEW WHISKY TRUST.

Incorporated in New York With $35,000,000 Capital.

ALBANY, N. Y., Aug. 22.—The reorganization of the whisky trust was consummated today in the incorporation at the offices of the secretary of state of the American Spirits Manufacturing company, with a capital stock if $35,000,000, "for distilling and dealing in spirits, including the distilling, redistilling and rectifying of high wines, alcohol, spirits, gins and whiskies, and malting and dealing in malt." The directors are: S. M. Rice, Richard B. Hartshorne, Jules S. Bache, T. H. Wentworth, Nathan Bijur, F. M. Lockwood and Henry S. Carney, of New York; William E. Hutton, of Cincinnati; Clarence Buckingham, of Chicago, and Edward S. Easton and Walter E. Barker, of Peoria, Ill. These gentlemen, as subscribers, each certify to five shares of stock, and the committee of reorganization, appointed on March 9 last, composed of Messrs. Hartshorne, Lockwood, Bache, Hutton and John I. Waterbury, of New York, subscribe to 945 shares, thus making up the $100,000 with which the concern will begin business. The principal office will be located in New York city.

NEW YORK, Aug. 22.—Immediately after the completion of the incorporation of the American Spirits company a meeting of the directors was held in this city, and the following officers were elected: S. M. Rice, president; R. S. Hartshorne, vice president and chairman of the board; Jules S. Bache, treasurer; T. H. Wentworth, secretary; Nathan Bijur, general counsel.

The Sworn Tormentors

Of the Spanish Inquisition never inflicted tortures more dreadful than those endured by the victim of inflammatory rheumatism. The chronic form of this obstinate malady is sufficiently painful. Arrest it at the start with Hostetter's Stomach Bitters and avoid becoming a lifelong martyr. The Bitters will remove malaria and kidney complaints, dyspepsia, constipation nervousness and neuralgia, remedy debility and hastens convalescence.

GORGEOUS SCENES.

AVALANCHE BASIN A WONDERFULLY BEAUTIFUL AND IMPRESSIVE SPOT.

CROWN OF THE CONTINENT.

THE NAME GIVEN TO THE REGION VISITED BY THE SPERRY PARTY.

NUMEROUS BEAUTIFUL LAKES.

A Lake Which Is Perpetually Filled With Ice Cold Water.

The Sperry party, which went out over the Great Northern road into the Rocky mountains on July 24, returned to St. Paul yesterday. Besides Dr. Sperry, the party consisted of Prof. L. W. Chaney, of Carleton college; A. L. Sperry, of Owatonna, and E. R. Shepherd, photographer, of Minneapolis. At Lake McDonald they secured a pack train, and two camphelpers. The primary object of the expeditian was to make a more careful examination and preliminary survey of "Avalanche basin," which Dr. Sperry and a similar party visited last June. On this second trip the party found Avalanche basin even more impressive and beautiful than was at first represented. Prof. Chaney and A. L. Sperry, determined, by careful triangulation, the altitude of the more conspicuous peaks which surmount the crests of this precipitous basin, and also the heights of the larger cataracts which pour over the cliffs and rush tumultuously into the lake. The average altitude of the crest of the basin, exclusive of the more conspicuous peaks, was found to be a little over 2,500 feet, while the higher peaks rose from 4,000 to more than 4,500 feet above the level of the lake—a greater altitude than is reached by "El Capitaine," "Glacier Point," or any other of the Rocky heights which overhang the floor of the Yosemite valley.

The Matterhorn, the most striking peak of all the Avalanche basin sentinels, is a trifle over 4,000 feet high, while Cathedral Spires are 505 feet higher than the Matterhorn. Avalanche lake, the turquoise gem that is set in the midst of the floor of the basin, is but a little less than a mile in length and about half that distance in width. Its surface is 3,910 feet above sea level.

The increased melting of the snow fields upon the heights since June had increased the number of cascades from two to seven, besides adding a number of ephemeral, laughing rills, too numerous and transitory to justify special names. The disappearance of large snow areas since June enabled the party to ascend the southern slope of the basin directly to the base of the Matterhorn, where they found themselves, at an altitude of about 7,000 feet, on a ledge or rock so narrow that, standing in one place, they could look northward directly down into Avalanche basin, and by turning the face southward, they could gaze equally well down into another valley almost as striking as Avalanche basin. On account of its shape they named this latter valley or pocket "Horseshoe basin." Looking down the valley, which drains Horseshoe basin, across its two smiling lakelets and over about ten miles of fir and cedar forests, they could distinctly see almost the entire surface of the charming Lake McDonald, smiling in the sun. This Horseshoe basin looks like a veritable paradise for game. It was evident that mountain goats make use of the steep and narrow pass at the base of the Matterhorn for travel between the two basins.

To enable the Sperry party to get their surveying instruments and camp equipage into Avalanche basin, Mr. Whitney, of the Great Northern railway, had ordered a trail cut from near the head of Lake McDonald to Avalanche lake. As soon as this trail was passable, parties of nature's lovers began to visit the basin. So far, the tourists who have penetrated to this spot have been largely from Kalispel and Great Falls, Mont., though a few from as far east as Boston have already been attracted to it. All who have gone in there pronounce it a marvel of scenic beauty.

Doubtless a trail will soon be cut from McDonald to Horseshoe basin, and, unquestionably, another season will see large numbers of tourists and campers enjoyng its attractions, in connection with those of Avalanche basin. It is believed that ambitious and muscular climbers can pass directly from one basin to the other, over the crest and through the convenient cleft at the base of the Matterhorn. The Sperry party reached this cleft, but did not descend into Horseshoe basin. As far as the eye could determine the matter, the descent appeared not only feasible but inviting. The passage over this height from one basin to the other will prove a more thrilling and interesting trip than travel over most of the Alpine passes which are so justly celebrated with tourists.

After spending ten days in and about Avalanche basin, the party proceeded northward about twenty-five miles further, following a trail that has recently been cut to some very interesting exposures of copper ore and a series of promising incipient mines. When only a short distance from the copper veins, and within about ten miles of the British line, they came upon mountain scenery even grander and more interesting than that about Avalanche basin. These northerly mountain peaks are not only higher, more rugged and more unique than those nearer Lake McDonald, but they are more striking in geological structure, in form and in color. A little north of the "International Copper Mine," and about twenty-eight miles from Lake McDonald, the party came upon a glacier which, with its snow field, completely fills an amphitheatre nearly four miles in diameter, and discharges itself eastward into the valley of the Belly river, a tumultuous stream which curves northward and flows into the Saskatchewan. Prof. Chaney spent two days studying this glacier and making notes and sketches of its peculiarities. In view of his being, as the party believe, the first scientist to visit this field of snow and ice (if not indeed the first white man who ever crossed it), and in view of the fact, so far as the party could learn, that it has never been reported or named, the party agreed to call it "Chaney Glacier." Close to its terminal moraine lies a beautiful lake, rendered turquoise in color by the turbid glacier water that feeds it; and further down the valley lie several other lakes, artistic in form and of clearest sparkling water. Trappers who have visited that country say that the lakes are full of fine-flavored and gamy trout. The four larger lakes were named respectively, "Glacier," "Center," "Long," and "Emerald." It is said that in the same valley, close to the four lakes above named, are several other small lakes which were invisible from the points of outlook reached by the party.

North of the Chaney glacier, and at about the same level, is another charming lake, fed by the eternal snows which lie about it and flecked with numerous icebergs that crumble and fall into it from the overhanging perpetual snow fields. This sheet of ice-cold water Prof. Chaney called Summit lake. "The view from Chaney glacier down the Belly River valley is simply indescribable," exclaimed Mr. Shepard, the photographer. "It is both beautiful and grand. It beats anything I ever saw before." George Bird Grinnell, editor of the Forest and Stream, who has visited the region a little southeast of Chaney glacier, and has gazed upon the awe-inspiring heights which guard it, calls this region "The Crown of the Continent." Dr. Sperry says that "Mr. Grinnell's appellation is exceedingly appropriate."

Messrs. W. O. Jones and W. A. Wittick, of Minneapolis, visited the Belly River valley last month—approaching it by an old trapper's trail further east than the one followed by Dr. Sperry's party—and ascended to within perhaps four or five miles of Chaney glacier. They reported the scenery of this region as far superior to anything they had ever seen—even in the Alps, which Mr. Jones has visited repeatedly.

The members of the Sperry party, looking down from the heights of Chaney glacier upon the valley and lakes from which Jones and Wittick looked up towards the glacier, agree in the sentiment that nothing in mountain scenery can be finner than in and about "The Crown of the Continent."

Interested residents about Lake McDonald intend to improve the trails leading into this charming region. Another season the trail will probably be perfected directly to the border of Chaney glacier, and ample accommodations—such as saddle and pack horses, guides, tents, etc.—will be provided at reasonable rates. Fish and game are abundant in all the waters from Lake McDonald westward and northward, and the region will prove attractive to lovers of the rod and gun as well as to those who prefer to take nature undisturbed, and enjoy her fauna and flora in place. The Sperry party not only caught all the trout they wished, but saw plenty of mountain goats and mountain sheep, together with abundant evidences of deer, elk and various smaller game. A fine moose was recently shot while it was swimming Lake McDonald.

Mr. Sperry believes that a trip to "The Crown of the Continent" will soon become one of the most popular of all the grand trips that may be taken in the mountain regions of our great West. "Next year," said he, "I would like to escort a select and appreciative party through that region, and with them enjoy scenery and attractions that, though different in character, equal in impressiveness and interest even the Yosemite region, Alaska or the Yellowstone park."

Rio Grande Prospering.

DENVER, Col., Aug. 22.—The annual report of the Denver & Rio Grande Railway company will be made public the first week in September simultaneously in London, New York and Denver. From Comptroller Little it is learned that the report is one of the most interesting and satisfactory ever issued by the company. The balance shows that after providing for every indebtedness, the company has in the treasury the sum of $528,000 in round numbers, the result of business transactions during the fiscal year ending June 30, 1895.

CALIFORNIA FRUIT.

Why Its Flavor Is Better in Cans Than at the Fruit Stands.

Harper's Weekly.

"'Dead sea fruit!' That's what I call it!" exclaimed a gentleman who, after attempting to eat one of the largest and most beautiful specimens of California peaches ever seen in Fulton market, threw it away in disgust. And he was right; for, while it was an object to delight the eye, with its great size, perfect shape, delicate bloom and superb coloring, its flavor was decidedly vegetable. So New Yorkers of experience in such things buy California peaches to look at and to serve with the desert as the crowning ornaments of a perfect dinner, but lay in a supply of Delawares to eat; while in Chicago they say, "Oh, yes, California peaches are pretty, but the St. Jo product is good enough for us."

Having thus persuaded themselves that all California peaches are tasteless and insipid, dwellers in the East wonder why the same article, put up in cans, should be so finely flavored, and generally superior to canned peaches from elsewhere. But the proposition is a very simply one. The peach for canning is not plucked until it is ripe, with all its juicy richness and delicate flavor fully developed, while that intended for shipment to a distance is gathered while still hard and devoid of everything save color and size. The California peach, in its native orchard, sun-warmed, and ripened until so filled with rich juices that it is ready to drop from the tree, is a perfect fruit, as pleasing to the taste as to the eye; but only under such conditions can it attain perfection. When it is plucked, its development is arrested, and after that it will only soften. Thus there is as much difference between a California peach in California and the same thing in New York as there is between a pineapple, luscious and sugar-sweet, in its tropic field, and the pineapple of the Northern markets, acid, fibrous, and bearing every evidence of having been cut long before the date of its maturity.

The largest prune orchard in this country, if not in the world, is located at Los Gatos (the cats), on the western edge of the Santa Clara valley. It contains 380 acres of trees, 120 of which are planted to the acre. Over 100 men and a score of teams are constantly employed in this great orchard, which has its own water works and electric light plant. Its drying ground is twenty acres in extent, and it yields a net income of something like $50,000 a year.

Near the Los Gatos orchard is a curious factory, said to be the only one of its kind in the world. It is a factory for the making of grape food, and is devoted to the extracting and concentrating, but not fermenting, of grape juice. During the season it consumes fifty tons of grapes every day, and produces 100,000 gallons of juice, concentrated to one-fourth of its original bulk. The ingenious process by which this is accomplished is simplicity itself. A small but constant stream of fresh juice flows into the upper end of a copper cylinder two feet in diameter and nineteen feet long, which is inclined at a slight angle, and revolves slowly in a hot-water jacket that keeps it heated to 150 degrees. The juice forms a film on the interior of the cylinder, the heat evaporates all water from it, and the vapor is drawn off as soon as formed by great exhaust fans that make 300 revolutions per minute. The juice occupies just sixty seconds in passing through the cylinder, and finally trickles from its lower end in a warm syrupy stream, robbed of none of its original elements or properties save three times its bulk of water.

The grapes used in such enormous quantities in this interesting factory, both red and white, are wine grapes, which, as the tourist observer soon discovers, are very different from raisin grapes, the former containing the more juice and the latter the most saccharine matter. One of the surprising things about a raisin vineyard is the small size of its vines, which, being cut back every year, are rarely more than two or three feet high, and the great size of the bunches. These, when fully ripe, are cut and laid in shallow trays between the rows of vines, where, without the addition of any sugar, they are allowed to dry in the sun until they become raisins, which is all there is to the process.

The most surprising thing of all is the discovery that all raisin grapes are white grapes, until they are turned purple in drying, which is hard to realize, but is nevertheless a fact.

Sisters Die 170 Years Apart.

Chicago Chronicle.

Although difficult to believe, it is nevertheless true, that the death of two half-sisters, the daughters of the same father, occurred 170 years apart. The grandfather of the British minister Charles James Fox, Sir Stephen Fox, married in 1654, and had a daughter born to him in 1655, who died in the course of the same year. He had several other children, who grew up and married, but all of them died before their father and without issue. Sir Stephen, not wishing his large fortune to fall into the hands of distant relatives, married again at a very advanced age, and his youngest daughter was born in 1727. She reached the age of ninety-eight years, and died in 1825, that is, 170 years after the death of her eldest sister. She saw Queen Victoria while the latter was a child, while her half- sister was carried in the arms of Oliver Cromwell.

Do You Feel Depressed?

Use Horsford's Acid Phosphate.

It invigorates the nerves, stimulates digestion and relieves mental depression. Especially valuable to tired brain-workers.

Memorial to Julian Dubuque.

DUBUQUE, Io., Aug. 22.—The Early Settlers' association will erect on Julien Dubuque's grave, occupying an eminence overlooking the river below the city, a monument designed from a castle on the Rhine. It will be dedicated July 4 next, together with a park, which will embrace the village of the Sac and Fox Indians of one hundred years ago.

KIRK'S TRIUMPH

The Sale of His Great Preparation, Eos, Elixir of Soap.

Unparalleled in the History of the Retail Grocery Trade of St. Paul—Its Merits Now Conceded by Everybody.

That merit wins has been amply proven by James S. Kirk & Co. in the enormous business that has been done in this city and elsewhere since they first introduced their new discovery, Eos. There are, of course, most excellent reasons why the public were quick to appreciate Eos. Chief among them is the fact that it is a great money saver. The people also know that when any article makes its appearance upon the market bearing the stamp of James S. Kirk & Co. it is worth every penny asked for it. We again call the public's attention to the column after column of testimonials published in this paper, every one of which is from people who reside right in St. Paul.

MRS. HAMMOND TALKS.

Another Grand Endorsement for Kirk's Eos.

Mrs. P. L. Hammond, who lives at 513 St. Peter street, was seen by a reporter yesterday. When asked for her opinion on Kirk's new preparation, Eos, she said: "I have tried all the washing powders on the market and do not hesitate to say that I consider Eos far and away ahead of any of them. Having but little faith at first in what I regarded as extravagant claims the manufacturers made for Eos, I decided to test it on an old cashmere dress. I was certain it would fade, but, to my astonishment, it came from the wash as soft as a new piece of goods and as bright as could be. Since then I have been using it to wash my fine laces and silks, which I dared not trust to the laundry, and can only speaks words of praise for Eos. What else have I used it for? Why, I might say—everything—such as dishes, etc., and I have not used a particle of soap in my house since I found this grand preparation. I endorse it most heartily."

Use Eos in doing your family washing!

Use Eos to prevent the colors in your printed cotton goods from running!

Use Eos to wash your dishes and for general kitchen work!

Use Eos to scour your milk pans!

Use Eos to clean your paint!

Use Eos when your scrub your floor, and we again repeat that your work will be done better than it has ever been done heretofore at half the labor and expense.

Kirk's Eos is for sale by all grocers—a large package for 5 cents. Try a package and you will never be without it.

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.

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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
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DAILY AND SUNDAY, 1 YEAR	$5.00
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DAILY ONLY, 3 MONTHS	$1.20
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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.

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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.

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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, *8:35 a. m.; Fergus Falls Division and branches, *8:30 a. m.; Osseo Line, †4:30 p. m.; Hutchinson Line, †4:30 p. m.; Willmar Local, †1:50 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, *6:00 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, 190 East Third Street and Union Depot.

EASTERN MINNESOTA RY. TO DULUTH and WEST SUPERIOR.

Via Anoka, Elk River and Hinckley, leave Union Depot ....8:50 am and 11:20 pm

Buffet Parlor Car days, Sleeper nights.

Tickets: 190 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, 190 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.
*3:10 am	CHICAGO TRAINS Duluth, Superior, Ashland, Bayfield	*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
*3:40 am	Omaha, Kansas City	*7:35 am
†8:40 am	Su City, Su Falls, Pipest'e	†6:10 pm
†12:25 pm	Mankato N. Ulm, Tracy	†10:45 am
†12:25 pm	Waterto'n, Huron, Pierre	†5:10 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 150. Vestibuled Compartment Sleepers. Dining Cars a la carte.

*Daily. †Daily Ex. sun.	Leave.	Arrive.
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 *7:00 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"	*5:55 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	*3:35 am	*5:25 pm
Milbank and Way	*8:20 am	†3:30 pm
Milbank and Aberdeen	*3:15 pm	*8:10 am

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

NOO DINE

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. 9:05 a. m. for Rhinelander. Through sleeper to Seattle and Tacoma attached to 9:05 a. m. train. Leave Broadway Station daily except Sunday. 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.