CAN THEY COME IN?

HAS THE CREDITS COMPANY RIGHT TO INTERVENE IN U. P. MATTERS?

ARGUMENTS BEFORE SANBORN.

SIOUX CITY CONCERN WILL STOP PROPOSED SALE IF IT POSSIBLY CAN.

MINNESOTA HAS SOME INTEREST.

Claimed That the Present Plans Will Cut Off Some of the Duluth Trade.

The petition of the Credits Commutation company for leave to intervene in the case of the United States of America, complainant, vs. Union Pacific Railway Company et al., defendants; F. Gordon Dexter and Oliver Ames Secord trustees complainant, vs. Union Pacific Railway Company et al., defendants; Oliver Ames Secord and Samuel Carr, executors, complainants, vs. Union Pacific Railway Company et al., defendants, was partially argued before Judge W. H. Sanborn, United States circuit appellate judge, yesterday.

There was a fomidable array of counsel. John C. Coombs and Henry J. Taylor appeared as solicitors for the petitioners; Gov. George F. Hoadley, of Ohio, and Gen. John W. Corwin, of Omaha, for the United States; Winslow S. Pierce and Judge John F. Dillon for the Union Pacific reorganization committee, and the Union Pacific Railway Company.

Judge Coombs argued for the petitioners. He said that the comprehensive design and single purpose of all the said great public enterprises by the petitioners was to promote and accommodate an interchange of traffic and transportation between the country west of the Missouri river at Sioux City and the head of lake navigation at Duluth, and there the usefulness and value of all said railroad terminal bridge properties depended upon such connection as may be made between the same and the main line of the Union Pacific railroad and the place of such connection.

He said that the commutation company was organized and acquired its properties and completed its bridge for the purpose, among others, of securing a connection with the Union Pacific railroad by building, or causing to be built, a railroad from Sioux City in a generally southwesterly direction to a junction with the Union Pacific railroad.

He said that the petitioner was the owner of one of the first mortgage bonds of the Union Pacific company, and brought this action to protect its several interests for itself and all others in like situation.

The duties, obligations and servitudes due from the Union Pacific, Mr. Coombs said, were contained in the 15th section of the act of July 1, 1862, as follows: "Be it further enacted: That any other railroad company now incorporated, or hereafter to be incorporated, shall have the right to connect their road with the road and branches provided for by this act, at such places, and upon such just and equitable terms as the president of the United States may prescribe."

He said that under this provision, the president of the United States must fix the place of connection with the Union Pacific railroad before any company desiring the same can be sure that its incorporated location will conform therewith.

Mr. Coombs gave a full history of the building of the Union Pacific. He let the light in on some of the proceedings, and scathingly denounced the Union Pacific officials for misapplying the government's funds and shutting out the middle Northwest.

He asked for his rights, he said, after a generation of deprivation. The wrongs inflicted for the benefit of this single system were untold. He claimed that the Union Pacific and the Northwestern systems had entire control of the middle Northwest, and had persistently shut out competition.

Judge Sanborn asked the attorneys for the respondents if they would be willing to have inserted in the decree a provision that the petitioner be allowed to make connection with the Union Pacific.

Mr. Pierce replied that the law covered this point. They would agree to a mechanical connection.

Gov. Hoadley said he would consent to nothing, so far as Mr. Coombs was concerned, because if he did so, he would be obliged to make further concessions.

Mr. Coombs said that his road had not only the right to connect with the Union Pacific, now in default, but also with the Central Pacific, not in default.

There was no scope in the original Union Pacific act for foreclosure on behalf of the United States, in respect to property which had already reverted to it. The attorney general was ordered to see that foreclosure was judicially enforced. His interpretation of foreclosure was that it meant foreclosure and not foreclosure sale. The supreme object of the construction of the road was to promote the public interest and welfare, and to the use and benefit of which the government was at all times entitled.

The arguments will be resumed this morning.

Minnesota has an interest in the outcome of the case to some extent. It is claimed by the Credits Commutation company that, if the reorganization is carried into effect under the plan now completed, that the Vanderbilt interests will secure a monopoly of all the mammoth grain and corn interests of the middle Northwest, and that instead of having the benefit of lake and rail competition, that Iowa, Nebraska, Wyoming, Kansas and Missouri must pay tribune to the Eastern lines and ship all the products of the soil East via the all rail Vanderbilt lines. The feeders of the Union Pacific extend out like the arms of a spider. They sap in a rich harvest which is converted into one constant stream of traffic via Chicago all rail lines to New York.

The interests represented in the Credits Commutation company claim they see peril in the situation. Of the reorganization committee, three represent Vanderbilt interests. One of them is Chauncey M. Depew. Another is Marvin Hughitt, president of the Chicago and Northwestern, and a director of the Union Pacific. Still another is Oliver Ames. The petitioners believe they see in the make up of the committee, the fine hand of the Chicago & Northwestern and not that of the real Union Pacific. It is claimed that the Northwestern already holds the situation in its grasp for it owns all of the systems involved in the case, outside of the Union Pacific itself. The Sioux City Pacific owns the Freemont, Elkhorn & Missouri Valley, and the two are owned by the Chicago & Northwestern, and the whole is owned by the Vanderbilt interests. If the lines and the Union Pacific should all come under the control of the Northwestern, representing the Vanderbilt interests, it is feared that all of the business of the middle Northwest would be deflected to Chicago by the Northwestern, and from there East either by the Lake Shore & Michigan Southern, or the Michigan Central, both Vanderbilt lines. The last two lines would deliver the cargoes to the New York Central, making a Vanderbilt haul practically from the Rocky Mountains and the Pacific to New York. The Credits Commutation company people claim that the Union Pacific was never constructed according to its original plan. That if the governments understanding had been carried out, the northern feeder would have been built west from Sioux City to North Platte, a distance of about 250 miles. This would have brought Sioux City and far West closely in touch with the Great Lakes. Sioux City to Duluth is 75 miles shorter than from Sioux City to Chicago. Grain from Sioux City hauled from that point to Duluth for shipment to New York would have the advantage of water rates thus bringing down the cost of transportation to a minimum. The acquisition of the Union Pacific by the Vanderbilt interests, the petitioners believe, would do an incalculable injury to the lines of railroad they already have constructed and others which they have in contemplation. It would foster Chicago, Buffalo and New York in competition to Sioux City, the Twin Cities and Duluth. They say look at what has been done since 1877 by water competition to bring down the rate on wheat between Chicago for instance, and New York. The rate in 1877 was 33 cents all rail from Buffalo; lake and rail was 32 cents, and lake and canal 17 cents. At the present time the rates from Chicago to New York are about 14 cents all rail, 11 cents lake and rail, and about 7 cents canal and lake. The petitioners contend that the natural outlet of the Iowa and Nebraska corn and wheat belt is via Duluth and the lakes. At the present time however, on account of the Vanderbilt traffic contracts and the excessive bridge tolls, none of the traffic from the territory indicated can get up to Sioux City, and hence cannot reach the lake and rail outlet. It is forced to go, and will be forced to go via the Vanderbilt lines if the sale of the Union Pacific goes through on the lines laid down by the reorganization committee. Seventeen lines of railroad leading northerly through Nebraska are headed off by the Union Pacific. The only hope of the Southwest, according to the claims of the commutation people, is the construction of a line northeasterly from North Platte to Sioux City in order to give the lake outlet.

SOUTHERN HOTEL BURNED.

Wild Panic, but Fortunately No Loss of Life.

MERIDIAN, Miss., May 20.—The Southern hotel, one of the finest blocks of its kind in the South, was damaged to the extent of $50,000 by fire early this morning. The fire broke out in the kitchen on the top floor, and spread with such rapidity that the firemen had a hard time saving the block from destruction. The hotel was well filled with guests and a wild panic ensued when the alarm was sounded, but so far as known, no lives were lost, though there were several narrow escapes. There were a number of stores and offices on the ground floor of the hotel building, all of which suffered great damage from fire and water.

The fire was miserably managed on the part of the volunteer firemen, and has created such dissatisfaction that it will probably result in the abolition of volunteer fire protection, and the establishment of a paid department, by the city government. The money and books of the First National bank were safely removed to the Meridian National bank. The Southern hotel will be rebuilt.

PARIS AGREEMENT STANDS.

Canada Declines to Consent to Any Modification of It.

OTTAWA, Ont., May 20.—A statement was made by the government, in the house of commons last night, that, on account of much dissatisfaction among the Americans concerned in the Bering sea seal fisheries, the government had represented to the imperial government the urgent necessity of amending the rules laid down by the Paris arbitrators, in order to allay the irritation occasioned among the American sealers by the operation of the regulations. The British government had referred the request to the Canadian government, being the parties mainly affected by the proposal of the United States. The Canadian government, however, saw no reason to accept the proposed amendment to the present sealing regulations, and had therefore refused to consent. The result is that there will be no modification of the Paris agreement, which will go on undisturbed in its operations until it is abrogated by effluxion of time. The agreement has effect for five years, dating from 1893.

HORATIO KING DEAD.

He Served Under Buchanan as Postmaster General.

WASHINGTON, May 20.—Gen. Horatio King, who was postmaster general during a portion of Buchanan's administration, died in this city at 3:20 this morning. He was in his eighty-sixth year, and died from the effects of an attack of grip. His wife survives him. Mr. King was appointed first assistant postmaster general in 1854, serving under Postmaster General Holt. President Buchanan, less than a month before his term expired, appointed Mr. King postmaster general. He served in that capacity from February 12 until March 6 following, when he was succeeded by Montgomery Blair. Mr. King retired from active life in 1875.

THE HEAD CAMP,

Modern Woodmen of America,

Will hold their great annual meeting at Dubuque, Iowa, June 1-5 next. The railway fare for the round trip will be a fare and one-third on the certificate plan. From St. Paul, Minneapolis and the Northwest the shortest, best and most satisfactory line in every way to Dubuque is via the Chicago Great Western, the "Maple Leaf Route." Study the map and the time tables and you will be convinced of this. Consult your own comfort and be sure your ticket reads via the Chicago Great Western Railway. For further information apply to C. E. Robb, City Ticket Agent, 5th and Robert sts.

Mines to Resume.

HOUGHTON, Mich., May 20.—Nathan F. Leopold, of Chicago, who negotiated the sale of the Huron, Isle Royale and Portage mines to the Isle Royale Consolidated company, is here, and announces resumption of work at these properties in a few weeks. When developed and equipped with modern machinery the mines should employ about 1,000 men.

Popular Songs Illustrated:

The Ship I Love is a "schooner" of

HAMM'S BEER

ONLY THREE READY

CHICAGO LINES CAN NOT FORM A LOCAL PASSENGER ASSOCIATION.

AT LEAST NOT AT PRESENT.

THREE LONGEST LINES HOLD OUT FOR REASONS OF THEIR OWN.

ELECTRIC POWER TO THE LAKE.

President Hayes Says the Duluth Has Never Even Thought of It Seriously.

The Chicago, Burlington & Northern, Chicago, St. Paul, Minneapolis & Omaha and the Chicago, Milwaukee & St. Paul roads made another attempt yesterday to revive the local passenger association, but the three roads named were the only ones which were willing to adopt the new agreement. However, the roads named decided to continue the association, and C. R. Davidson was elected local secretary.

The Local Passenger association is supposed to comprise all of the six lines running to Chicago. The object of the association is to maintain rates, but since the majority of the Western roads became panicky over the Trans-Missouri decision, little reference is made to maintaining tariffs. The real use of the new local association will then be to keep tab on the local markets and see who is doing the cutting. The fact that the Great Western, Wisconsin Central and Minneapolis & St. Louis will not enter the association does not necessarily mean that they are going to cut rates. They are the weaker lines, however, and claim that if they go into the association their chances to secure a proper division of business will be very slim.

One of the objects of the local association is to look after the scalpers. This class of individuals of late have been keeping very quiet. The new mileage bureau which Western roads have placed in operation has effectually stopped the traffic in mileage books. By the new system, a commercial traveler buys a book and signs a receipt for it in the office of the selling agent. If the agent does not use all the book, and wants to recover the money on the unused portion, he no longer goes to the scalper, for the scalper is afraid to buy. The drummer sends his receipt to the mileage bureau, which institution has collected all the mileage strips torn from the book by the conductors. The signatures on these strips are compared with the signature in the inside of the book, the signature on the agent's receipt, and the signature on the application for a refund on the unused portion. If all is correct the mileage bureau sends a draft for the amount to the local agent who originally sold the book. No scalper's customer will apply for the refund, even if he had the book in his possession at one time, for he is not willing to forge the real owner's name to a draft, even though he might have been willing to forge the mileage book. Local agents said yesterday that the scheme works to a nicety and that the work of the local secretary has been reduced to a minimum.

C. P. R. STAYS OUT.

Road Will Not Join the Western Passenger Association.

CHICAGO, May 20.—It has been definitely decided that, for the present at least, the Canadian Pacific will not become a member of the Western Passenger association. General Passenger Agent McNicoll, of that road, has declared that, in his opinion, the association is a failure so far as the maintenance of rates is concerned, and that the Canadian Pacific cannot enter the association until it is assured that tariffs will be maintained.

The freight officials of the Western roads are very sanguine over the prospects for traffic this fall. The reports they have received from their agents throughout various parts of the West lead them to the assertion that they will have more business this fall than they have had for some years back.

No action has been taken by the Western roads regarding the action of the Soo line in reducing the rates between St. Paul and Minneapolis and Detroit, but it is likely that all of the interested roads will meet the reduction within a short time. It is also probable that a meeting will be called in the near future for the purpose of considering means to bring the Soo line into a better frame of mind, or to fight if conciliatory measures do not have the desired effect.

KICKS ON ONE CENT.

Anoka Hospital Boomer's Groan Against Injustice.

The members of the railroad and warehouse commission returned from Ada yesterday. The citizens of the town held a meeting at the town hall Wednesday evening to complain against the present train service on the Great Northern. In addition to better passenger, mail and baggage facilities on week days, the citizens want a Sunday train each week. They aver that when the Great Northern used the Ada branch as a main line, there were two exclusive passenger trains each way seven days in the week. The commission is of the opinion that under the Sunday laws, it has not the power to make an order requiring the running of Sunday trains. The balance of the complaints will be duly considered by the commission.

I. A. Caswell, of Anoka, has filed a complaint with the commission to the effect that the Northern Pacific, Great Northern and the Eastern Minnesota roads are charging illegal passenger fares to St. Paul. Mr. Caswell says the distance from Anoka to this city is 26.61 miles, and that the railroad fare is 81 cents, which is in excess of the rate allowed by law. The commission will forward the complaints to the roads interested.

CAR FERRY MEETS THE CUT,

Forty-Cent Rate to Central Traffic Territory.

The Lake Michigan Car Ferry Transportation company has kept up its end of the rate situation by meeting the reduction of the Western lines on freight originating in Central Traffic territory. Recently the latter territory, which includes the district west of Buffalo and Wheeling and east of Chicago, was opened to a 40-cent scale to St. Paul, Minneapolis, Stillwater, etc.

The Car Ferry company has met the rate, and still claims its differential of 35 cents. The rates quoted by the Car Ferry company under its differential are 35c, 29c, 21c, 15½c, 14½c and 12c.

ROCKEFELLERS TO CONTROL.

Twelve Million Said to Be Back of the Winnipeg Air Line.

Special to the Globe.

WINNIPEG, Man., May 20.—It is reported here that the Rockefellers are prominently identified with the Air line railway from Winnipeg to Duluth. It is said to be their intention to extend a line running to the Northern Minnesota iron mines. A company has been formed with a capital of $12,000,000.

Premier Greenway has left Ottawa for home, going by the way of Chicago and St. Paul for the purpose of meeting the promoters of the company.

NOT HOPEFUL NOW.

Revival of the Old Transcontinental Association.

General Traffic Managers J. M. Hannaford, of the Northern Pacific, and F. B. Clarke, of the Great Northern, returned from Chicago yesterday. An effort was made Wednesday by the representatives of several transcontinental lines to reorganize the old Transcontinental association, but the effort was not successful. Another trial will be made later. The meeting developed one thing, and that is that the effort to reorganize the association will probably fail until the Union Pacific is out of the control of receivers. It seems impossible to get the receivers to sign any kind of an agreement, for the reason that the government is so closely connected with the affairs of the road at the present time. No association will be a success without the Union Pacific, and until this system can enter into the agreements of such an organization, it is not likely that one will be formed.

The discussion of rates and the general situation disclosed a satisfactory condition of affairs.

STEAM GOOD ENOUGH

For the Duluth's Service to White Bear.

President Hayes, of the St. Paul & Duluth, returned to St. Paul from Duluth yesterday afternoon and left last evening with his family for New York. He will make another trip to St. Paul during the summer.

President Hayes says he is thoroughly satisfied with the condition of the road. Yesterday he made the trip from Duluth on a special with Vice President and General Manager A. B. Plough, and much of the time the train was making sixty to sixty-five miles an hour. Mr. Hayes says the track is in fine condition. Only two heavy grades yet remain on the system, and these will be reduced this summer. President Hayes says the company will not buy any new rolling stock this year, as the road is already equipped heavier than any other road of its size in the country, except, perhaps, the Iron range roads. The president was asked if the report was true that the St. Paul & Duluth would equip its White Bear line with electrical service. Mr. Hayes replied that such a proposition had never been seriously considered.

CHICAGO & N. P. PLAN

Approved at a Meeting of Bond-Holders Held at New York.

NEW YORK, May 20.—It was announced today that at the meeting of the Chicago & Northern Pacific railroad, 85 per cent of the outstanding bonds were represented, and that the plan of reorganization and settlements with the Northern Pacific were unanimously adopted. The settlement made between the Chicago & Northern Pacific company, and managers of the Northern Pacific reorganization, provides that $2,500,000 of Chicago & Northern Pacific bonds, together with all securities of the Calumet road, consisting of $6,000,000 bonds and $7,000,000 of stock, shall be returned to the committee for delivery to the new company. The Northern Pacific managers received securities of the proposed new company equal in amount to those deliverable under the reorganization in exchange for $5,000,000 of Chicago & Northern Pacific bonds.

Into the Heart of New York.

Passengers via Pennsylvania Short Lines may enter that city at three convenient points in the heart of the great metropolis. The New York stations of this route are located at Cortlandt street, Desbrosses street and Twenty-third street, the latter having been opened May 16th. Six trains from Chicago every day over this route. For details apply to H. R. Dering, Assistant General Passenger Agent, No. 248 South Clark St., Chicago, Ill.

The Western Resort Book.

A finely illustrated book, describing the vast Union Pacific system. Every health resort, mountain retreat, watering place, hunter's paradise, etc., is depicted. This book gives a full and complete detail of all tours over the line, starting from Sioux City, Council Bluffs, Omaha, St. Joseph, Leavenworth, or Kansas City, and contains a complete itinerary of the journey from either of these points to the Pacific coast.

Christian Endeavorers going to San Francisco in July should send for a copy which will be sent on receipt of 6 cents for postage.

E. L. Lomax,
General Pass. and Ticket Agent.
Omaha, Neb.

About Summer Trains.

General Passenger Agent W. B. Kniskern, of the Chicago & Northwestern; Assistant General Superintendent W. A. Gardner, of the same system, and C. H. Hughes, general superintendent of the Fremont, Elk Horn & Missouri Valley railroad, were in the city yesterday consulting with General Manager W. A. Scott, relative to a new summer train schedule which will be placed in effect soon.

The Northwestern Spiritualists will hold a picnic near Orono, Lake Minnetonka, Sunday. The Great Northern will run a train from the union depot at 9:30 o'clock in the morning, leaving the lake at 5 in the afternoon.

General Passenger Agent Calloway, of the Soo, was a happy man yesterday. Four men called at his offices and showed him a string of bass which were caught yesterday morning at the lake near Kimball Prairie. There were forty-two black bass, which weighed eighty-two pounds.

EXCURSION RATES TO MILWAUKEE.

Buy Your Tickets Via "The North-Western Line,"

Which is the only road that can offer you absolute comfort and the best of service. The National Educational association will hold its annual meeting at Milwaukee, Wis., July 6, and the fare from Minneapolis or St. Paul is $12.20 for the round trip, including N. E. A membership fee.

Tickets on sale July 3, 4 and 5. Ticket offices: 13 Nicollet House Block, Minneapolis; 395 Robert street, corner Sixth (opposite Hotel Ryan), St. Paul.

CLEVELAND TALKS.

W. S. Cleveland, the Well Known Minstrel Manager, Tells of the Most Critical Moment of His Life.

A Matter That will be of Interest to all Sufferers from Nervous Prostration and Similar Troubles.

W. S. Cleveland, the great Minstrel Manager is probably one of the best known men today in his profession. He, like many others in his line of business, overworked and broke down a short time ago. A very few words will describe his predicament, and how he got out of it. He says:—

"After a season of hard work, with three companies on the road I nearly wrecked myself with a series of disorders—loss of appetite and loss of sleep and numerous other troubles, until my friends and enemies alike had me booked for the Happy Hunting Grounds. I began to take Kickapoo Indian Sagwa. I surprised them. I recovered rapidly, and am now on the war-path as well as ever. No nervous prostration, and landlords everywhere will agree that I have a most excellent appetite."

Such troubles as Mr. Cleveland's, begin in a small way. Loss of appetite, dizziness after eating, pains in the head, sleeplessness, feeling of oppression, moments of deep depression, followed by exhilaration, an inability to compose oneself, and many other similar symptoms, which continue to grow worse and worse, until at last the patient finds himself afflicted with that most dreaded of all maladies—Paresis—a disease that is veritably a living death, and for which, once firmly established, there can be no cure. The only means of treatment is the insane asylum, where the patient, unable to think for himself, is unable to even bear the irritating effect of the clothes on his back, becomes an object of loathing, even to his friends, until death releases him from his misery.

To all such sufferers, we would advise the use of Kickapoo Indian Sagwa, it is the best blood purifier and stomach, liver and kidney regulator known to man. Keep these organs right, and good health, both of body and mind, will be the result, accompanied by a good appetite, the power to sleep and enjoy sleep.

Kickapoo Indian Remedies are sold by all druggists. Kickapoo Indian Sagwa is sold at $1 per bottle.

FOR BEST AND QUICKEST RETURNS,

TRY "GLOBE" WANTS

Look for the Real Estate Agents' Lists in Sunday Globe.

Look for Rental Agents' Lists in Sunday Globe.

THEY ALL USE THE "GLOBE" WANT COLUMNS TO GET BEST RESULTS.

WANTS MAY BE LEFT

At the following locations for insertion in the Daily and Sunday Globe, at the same rates as are charged by the main office.

DAYTON'S BLUFF.
Sever Westby .....679 East Third st.

ST. ANTHONY HILL.
Emil Bull .....Grand av. and St. Albans
W. A. Frost & Co.....Selby and Western av.
Straight Bros.....Rondo and Grotto sts.
A. A. Campbell .....235 Rondo st.
A. T. Guernsey .....171 Dale st.
Brackett's .....Victoria and Selby av.

MERRIAM PARK.
A. L. Woolsey.....St. Anthony and Prior avs.

ARLINGTON HILLS.
C. R. Marelius.....Cor. Bedford and Decatur
A. & G. A. Schumacher.....954 Payne av.

LOWER TOWN.
William K. Collier .....Seventh and Sibley
Joseph Argay.....Cor. Grove and Jackson sts.
M. D. Merrill .....442 Broadway

WEST SIDE.
The Eclipse .....S. Robert and Fairfield av.
George Martl.....Wabasha and Fairfield av.
Concord Prescription Store...State & Concord
A. T. Hall .....Cor. S. Wabasha and Isabel

WEST SEVENTH STREET.
A. & G. A. Schumacher..499 West Seventh st.
J. J. Mullen....Cor. James and West Seventh

UNION PARK.
C. A. Monchow.....University and Prior avs.

UPPER TOWN.
S. H. Reeves.....Moore Block, Seven Corners
C. T. Heller.....St. Peter and Tenth sts.
B. J. Witte.....29 East Seventh st.
F. M. Crudden .....496 Rice st.
W. E. Lowe.....Robert and Twelfth sts.
R. T. Wincott & Co...Cor. Rice & Iglehart sts.

RELIEF SOCIETY

Employment Register.

Office 141 East Ninth st. Telephone 183.

BOY—A good, smart boy, aged fifteen, wants work of any kind.
FIREMAN—Having a large family depending upon him, and no work, is very anxious to secure employment.
JANITRESS—A widow with a family wishes employment as janitress, etc.
JANITOR—Very reliable, with good testimonials, wants a position. Has an aged invalid wife.
WOMAN—A colored woman with a small child to support wants work at housecleaning, etc.
WE HAVE several men who are anxious to secure places to clean yards, take down storm windows, etc., as well as wood sawyers in abundance.

M. L. HUTCHINS, Secretary.

SITUATIONS OFFERED—MALE.

A YOUNG MAN to leave the city; $40 or $50 salary per month; must have three years' experience. Address C 41, Globe.

BARBER—Wanted, barber; a good man for Saturday. 204 West Seventh st.

SALESMEN WANTED in Minnesota, Wisconsin and the Dakotas to sell our fruit, shade and ornamental trees, shrubs, roses, timber claim seedlings; three plans; town or country canvass; pay every week to men who can sell goods. The Jewell Nursery Co., Lake City, Minn.

STONECUTTERS wanted for railroad work; free fare. Moore & Co., 179 East Third st.

WANTED—Men to learn barber trade; only eight weeks required to become competent workmen; full set of tools given each student free; constant practice; proper instructions; more learned in two months than in shop in two years; catalogue mailed free. Moler Barber College, 223 Washington av. south, Minneapolis.

WANTED—An idea. Who can think of some simple thing to patent? Protect your ideas; they may bring you wealth. Write John Wedderburn & Co., Patent Attorneys, Washington, D. C., for their $1,800 prize offer, and list of 1,000 inventions wanted.

SITUATIONS OFFERED—FEMALE.

COOK—Wanted, a first-class cook, with good references. Apply to 229 Summit av.

DINING ROOM GIRL wanted at 202 West Seventh st.

HOUSEWORK—Girl for general housework. 639 Sherburne av.

HOUSEWORK—Wanted, general servant for family of three adults; house has modern conveniences; good wages and comfortable home for neat and competent girl. 161 Cambridge av., two blocks from Groveland Park car line.

HOUSEWORK—Girl wanted for general housework in small family; good location. Call 2641 Emerson av. south, Minneapolis.

KITCHEN WORK—Wanted, girl to work in kitchen. 350 Minnesota st.

NURSE—Wanted, an experienced and reliable nurse for child of six; must be good seamstress; references required. Mrs. W. F. Tucker, 407 Holly av.

WANTED—Young lady to play piano; one who can read at sight popular music. Conover Music Company.

MEDICAL.

BATHS—Magnetic, medicated, Spanish, tub; manicuring; select massage. Anna Mack, from Chicago, 186 East Seventh st.

BATHS—Vapor, medicated and electric; massage treatment. Room 9, 303 Jackson st.

MRS. DR. DE LAITTRE, scientific massagist, medicated and vapor treatment, removed to 56 East Seventh st.

BUSINESS CHANCES.

$2,200, $3,500 AND $6,000 STOCKS; strictly first-class general country merchandise; mostly all new goods and all clean and salable; also have stocks hardware, groceries and shoes for sale and exchange. If you want merchandise, any kind or amount, write MacRae & Buxton, merchandise brokers, Guaranty Bldg., Minneapolis.

PARTIES WITH $50 or more can double their money weekly out in fresh country air. American Patent Market and Novelty Works, 279 Williams st.

WANTED—Partner with $3,000 to $5,000 in profitable business; will bear close investigation. P 42, Globe.

$200 INVESTED earns $80 weekly; no stock speculation or gold mine investment; you control capital; fifth successful year; particulars free. Chase & Campbell, 12 Union Square, New York.

HORSES AND CARRIAGES.

FOR SALE—A good delivery horse, weight about 1,100; cheap. Inquire 149 York st.

HORSES, HORSES—At Barrett & Zimmerman's horse auction and commission stable, Midway Minnesota Transfer, St. Paul, Minn. Auction every Wednesday and Saturday, private sales daily. From 200 to 300 head constantly on hand; part time given if desired.

WANTED—Horses to pasture; fine meadow, timber and water; horses called for and returned. T. L. Morgan, 533 Wabasha st.

SCHOOLS AND COLLEGES.

ST. AGATHA'S CONSERVATORY Of Music and Art.

26 East Exchange St., St. Paul.

Piano, violin, guitar, banjo and mandolin taught. Lessons given in drawing and painting. Call or send for prospectus.

SITUATIONS WANTED—MALE.

AN HONEST young man would like to get employment of some kind. Address 236 East Seventh st.

A BOY of sixteen years would like position in wholesale or retail house; three years' experience; good references. Address W. B., 235 West Fifth st.

BOOKKEEPER—Competent penman and experienced bookkeeper would like situation at moderate salary. Best city references furnished, W., 327 Second av. south, Minneapolis.

BOOKKEEPER—Reliable young man wants situation as bookkeeper or any other office work; best of references, and moderate salary. O. J. H., 578 Wabasha st.

COMPOSITOR—A young man nineteen years of age, would like situation; can set type, feed and make ready on job presses; also feed cylinder presses. Address A. L. P., 584 Pleasant av.

COLLECTOR—Elderly man wants position; good collector or office man; A 1 references and well acquainted. Address E 26, Globe.

CLERK in general store wants work; city references; German-American; nine years' experience; work on trial. Address P. O. Box 205, Shakopee, Minn.

OFFICE BOY—A young man eighteen years old would like a position as office boy or elevator boy; can work any kind of typewriter or elevator. Address G. H. C., 156 East Congress st.

ENGINEER—Wanted, a position as engineer or running ice machines or any place of trust; best of city references. Address F. P., 51 East Eleventh st., in rear.

ENGINEER and machinist wishes a position, city or country; twenty-five years' experience; good references. Engineer, 294 Carroll st.

ERRAND BOY—A good and honest boy of sixteen would like a position in some office as errand boy around the place. Address E. W. M., 374 Duke st.

GROCERYMAN—Young man would like to work in a grocery store; can take care of horses. Address 925 Marion st.

HOSTLER—A strong young man of eighteen wants work of any kind; is willing to leave the city, or would like to take care of horses and do chores around the house; can make himself useful. Address J. M., 477 Banfil st.

HOSTLER—A sober, trustworthy man would like position of some kind; driving or caring for horses or driving delivery wagon, or any general work offered; best of references; well acquainted in city. Address T. N., 219 Nash st.

HOUSECLEANING—A young man, thoroughly reliable, is fully experienced in housecleaning, laying, refitting and renovating carpets, wishes a few engagements; can furnish references if desired. Call or address C. R. Sledge, 121 East Summit av.

MAN AND WIFE, no children, would like to have the place of taking care of house and yard; can give city reference. Call and see the right parties. 304 East Seventh st. corner Broadway.

MAN AND WIFE—Wanted, by an experienced man and wife, work in restaurant or hotel. Call or address 468 Temperance st., Room No. 3.

PAINTER—An experienced painter wants a contract for house or carriage painting; will take board in exchange. Harrison C. Wilson, General Delivery.

SHIPPING CLERK—Young man wants situation as shipping clerk; rapid marker; or in any capacity in office or warehouse; thoroughly competent. 151 East Third st.

STENOGRAPHER—Experienced male stenographer desires position; will work for moderate salary; first-class references. Address Steno, No. 67 Park Place.

STENOGRAPHER—Young man, accurate, competent stenographer, with experience and best references, desires work. No. 1 Selby terrace, city.

WORK—A young man wants work around some store or work beating carpets or work around house for some private family. Address 456 East Sixth st.

WANTED—Boy of 17 years would like a position of any kind; experienced in grocery store or drug store; can furnish first-class references. Address H. A., 117 West Winifred st. West St. Paul.

WANTED—Work by an honest young man; work of any kind; will work cheap. Address G. W. J., 51 Atwater st.

WANTED—Young man wants work of any kind. Address 1143 Lincoln av.

YOUNG MAN wants day work of some kind. Address S. N., 1143 Lincoln av.

SITUATIONS WANTED—FEMALE.

A WOMAN would like to get work of any kind. Please call at 49 West Fourth st.; come to side door.

BOOKKEEPER—Lady desires a position as bookkeeper or any kind of office work. Address J. S., 411 Fort st.

BOOKKEEPER—Lady desires a position as bookkeeper in not too responsible a place. Address 411 Fort st.

DAY WORK—A woman would like to secure situation doing day work. 49 Manitoba st.

DINING ROOM GIRL—Experienced dining room girl would like to work half a day or do light housework by the day. Address Miss Clara Burk, 514 St. Peter st.

HOUSEWORK—A girl wants a place to work in a family by the week at once. 83 West Tenth st.

HOUSEWORK—Situation wanted by two first-class girls for second work; also maid who speaks French perfect. Call 183 Western av.

NURSE—A thoroughly professional nurse wishes a few engagements; best of city references; prices to suit the times. Call or address 98 West Tenth st.

NURSE—Wanted, by a wet nurse, infant baby to board at home. Mrs. Durand, 49 Manitoba st.

NURSE—Competent nurse desires situation; confinement cases preferred. Call 429½ St. Anthony av., rear house.

STENOGRAPHER—Young lady stenographer desires a situation; has had experience. H. C., 20 West College av.

STENOGRAPHER—Expert stenographer, willing to leave the city. Address Room 61, Germania Life Bldg.

STENOGRAPHER—Competent lady stenographer desires position; first-class references. Address 403 Pioneer Press Building.

STENOGRAPHER—Lady stenographer and assistant bookkeeper desires a position, or any kind of office work. Address J. S., 411 Fort st.

STENOGRAPHER—First-class stenographer and typewriter desires a position; excellent penman and good bookkeeper; best references; no objection to leaving city. Address A. A., 66 East Third st.

STENOGRAPHER—Wanted, position as stenographer and typewriter by a well educated young lady, with recommendations. C., 254 East Tenth st.

WASHING and ironing to do at my home cheap; called for and delivered; mending neatly done. Mrs. Feeley, 192 Martin st.

WASHING—Wanted—To go out washing and ironing. Call at 591 Sherburne av.

WASHING AND IRONING—A woman would like to take washing and ironing; plain clothes, 25 cents a dozen. Call or address 254 East Fourteenth st.

WANTED—A young lady would like work of any kind by the day, where she can go home nights. Call or address 514 St. Peter st.

WORK—A widow with children would like work on farm or in city. 412 Oneida st.

WORK BY THE DAY—Wanted, by a lady, work by the day; wages 75 cents per day. Call or address 468 Temperance st., Room No. 3.

FOR RENT.

Houses.

HOUSE—For rent, 877 Fuller st., two-story, eight room house, with modern improvements, and barn.

Flat—936 Earl st., corner Sims, lower flat; city water.

Flat—752 Payne av., six-room flat; city water and sewer.

Inquire the State Savings Bank, Germania Life Building.

HOUSE—For rent, house No. 65 Central av.; furnace, bath, etc. J. C. Shandrew, Fire Insurance, 220 Endicott Building.

HOUSE—For rent, five-room house, in good order, Arkwright st., near Lafayette cars; $5 to good tenant. Smith & Taylor, Manhattan Building.

HOUSE No. 427 Case st.; furnace, bath, etc. D. D. Smith, 220 Endicott Building.

J. W. SHEPARD, 94 EAST FOURTH ST., RENTS HOUSES, STORES, OFFICES, STEAM-HEATED APARTMENTS; COLLECTS RENTS; ACTS AS OWNERS' AGT.

HOUSE—Five-room house for rent; $10 per month. 149 Martin st.

HOUSE—Ten-room house; modern; rent, $25. 201 East Tenth st.

HORSNELL'S RENTING AGENCY, Over Yerxa's—Houses, stores, offices; good repair.

UPHOLSTERERS—Schroeder & Dickinson, 16 East Sixth st.

Rooms.

PLEASANT AV., 542—For rent, four rooms, suitable for housekeeping; plumbing; will rent singly.

THIRTEENTH ST., 311, EAST—Two suites of four rooms each.

THIRD ST., 257, WEST—Corner Smith Av.—Furnished rooms en suite for light housekeeping.

Stores.

STORE—For rent, store No. 959 East Seventh st.; cheap. D. D. Smith, 220 Endicott Building.

Offices.

OFFICES—THE WASHBURN BUILDING, 15-19 EAST FIFTH ST. A FEW GOOD OFFICES AT A LOW RENTAL.

Suburban.

COTTAGE AND BARN—For rent, my cottage and barn on Manitou Island, White Bear lake; the cottage has twelve rooms, with bath room on second floor, two closets and washbowls on first floor, and is partially furnished; laundry in basement; pier, bath house, row boats, etc.; the barn has stalls for four horses; room for three carriages, with water on the floor and coachman's housekeeping rooms above. J. B. Tarbox.

BOARD WANTED.

BOARD wanted by lady and two children on farm; state terms. C. H. Jorgensen, 206 La Salle st., Chicago.

BICYCLES.

BICYCLES—We want to buy two second-hand ladies' wheels in good condition. Twin City Cycle House, 436 Jackson st.

FRANK F. JEWETTE, of 546 Selby av., gets the gold watch for making the most words from the sentence, "Every Ide bicycle is made like a fine tool." He made 5,609 words. Korns' Cycle Rental Emporium, 393 Selby avenue.

THE PATEE BICYCLE is a winner; ride one if you want to get there quick; also five good second-hand wheels cheap. Twin City Bicycle house, 436 Jackson st.

LOST AND FOUND.

BOA LOST—Feather boa lost yesterday on St. Anthony hill, between St. Anthony av. and Snelling av.; an ostrich feather boa; suitable reward will be paid if returned to Mrs. J. A. Weatherby, 9 Kenwood terrace.

COW LOST—Lost, cow, dark brown and white spots, no horns; had halter on. Return to 748 Iglehart st. for reward.

EYE GLASSES LOST—Lost, eye glasses and