

IT IS PROSPEROUS

T. PAUL, MINNEAPOLIS & MANITOBA HAS PAID \$1,200,000 IN DIVIDENDS

IN ITS LAST FISCAL YEAR.

EIGHTEENTH ANNUAL REPORT WAS RECEIVED FROM THE PRINTERS YESTERDAY.

SOME LAND GRANT OPERATIONS.

Extensive Ones Are Reported by Land Commissioner Babcock—Big Bond Issues.

The eighteenth annual report of the St. Paul, Minneapolis & Manitoba Railway company, submitted at the annual meeting some weeks ago, was received from the printer yesterday.

Almost directly after the list of officers and directors of the old company, whose organization is still maintained, comes its financial statement for the fiscal year ending June 30. It is as follows:

DISBURSEMENTS. Interest on bonds \$3,482,787.39 Dividends on stock 1,200,000.00 Expense of maintenance 1,710.57

Transferred from land department to sinking fund 256,387.22

RECEIPTS. Rental under lease to the Great Northern Railway company \$4,800,579.32 Land department 256,387.22

Accrued interest on consolidated mortgage bonds issued during the year in exchange for firsts, collected to date of issue 378.61

Amount of deferred payments due this company on land contracts, bearing interest at 7 and 6 per cent 81,295,244.55

Amount of deferred payments due this company on town lots, bearing interest at 7 and 6 per cent 5,290.35

Total \$11,724,374.17

LIABILITIES. By capital stock \$20,000,000.00 Funded debt 8,000,000.00

First mortgage bonds 8,000,000.00 Second mortgage bonds 5,075,000.00

Consol. mortgage bonds, 6 per cent 13,244,000.00 Consol. mortgage bonds, 4 1/2 per cent 21,262,000.00

Montana extension bonds \$19,400,000.00 Less bonds in hands of trustees 11,202,000.00

Pacific extension mortgage \$7,907,000.00 Less bonds in hands of trustees 242,424.24

Profit and loss 1,936,651.19

Total \$11,724,374.17

Continuing, the report sets forth the following: This company has, during the year, under the provisions of the lease of the Great Northern Railway company, completed an extension of 100 miles from Ancker, N. D., 28.97 miles, and an extension of the Halstad branch to a junction at Carman, Minn., with the Great Northern.

Under the provisions of the consolidated mortgage were exchanged during the year \$1,200,000 of first mortgage bonds for registered bonds for the same amount (\$2,000,000). The total exchange of this character up to the close of the last fiscal year have been \$2,964,000.

During the year the company has issued in full as follows: \$84,000 consolidated mortgage 4 1/2 per cent bonds; \$100,000 Montana extension mortgage 4 per cent bonds.

Of the Consols—\$25,000 were issued on account of the construction of the two branches above mentioned and of additional main trunks in Minnesota, referred to in previous reports; \$1,200,000 were issued in exchange for first mortgage land grant bonds of equal amount, and \$13,400 were issued on account of additions to property.

The Montana extension bonds were issued to pay for a large tract of land at Great Falls, Minn., of the close of business June 30, 1897, for which the company's shops, etc., are situated.

By the operation of the sinking fund \$353,469 first mortgage land grant bonds were redeemed by the trustees during the year just ended, and a large portion of this amount has since been redeemed. The funds to take up these bonds were presented having been deposited with the trustees, the first mortgage now becomes a first mortgage upon the original 62,348 miles of road in Minnesota. The consolidated mortgage becomes the first mortgage on the company's lands grant, and, subject to the second mortgage and Dakota extension mortgage, upon all the company's lines in Minnesota and the Dakotas.

Land Commissioner Babcock submits the appended report of operations of his department for the year:

Acres. Total acreage of land grant comprised of ten sections of each title of road, as formerly construed by the state of Minnesota 3,848,000.00

Total acreage of land grant as construed by United States general land office 3,479,611.33

Total acreage to company under June 30, 1897 3,212,265.19

Less decreed to Northern Pacific 1,000,000.00

The germs of consumption are everywhere.

There is no way but to fight them.

If there is a history of weak lungs in the family, this fight must be constant and vigorous.

You must strike the disease, or it will strike you.

At the very first sign of failing health take Scott's Emulsion of Cod-liver Oil with Hypophosphites.

It gives the body power to resist the germs of consumption.

Scott & Bowne, Chemists, New York.

RATES ARE TORN UP

SITUATION AT THE PRESENT TIME SAID TO BE THE WORST IN YEARS.

IS JUST THE RIGHT SEASON

FOR BUSINESS TO BE DEMORALIZED BECAUSE OF LAKE AND RAIL TRAFFIC.

WANT THEIR SHARE OF FREIGHT.

Certain Contracts in Force That Prevent a Stiffening Up of Charges.

Local freight officials are almost in a position to envy the Eastern lines, which every now and then expect another "rates must be restored" order from the Joint Traffic association. The situation is the worst for many years, and it is considered very doubtful if the meeting, which will be held in New York on the 16th, of the presidents of the roads in the association will avail to help matters.

The object of the meeting is to consider the situation both west-bound and east-bound and, at the same time, effect such measures as will tend to reduce the present demoralization in nearly all classes of freight. The freight men at this end assert that the congratulatory letter sent out by Commissioner Blanchard was received with an amused smile by those who knew that Eastern lines were slashing the west-bound rates to pieces, to say nothing of the east-bound figures.

The freight men, usually reticent under the circumstances, admit that the situation is pretty bad. They assert that at this time, with the navigation season almost at an end, it is almost impossible for the lake and rail lines to get business, owing to the fact that the all-rail lines have rates in quite as low as theirs. With the rate on first-class business of \$1.15, it is an open secret that contracts have been made which go to the first of the year at about the lake and rail rate.

YET IT CURES THE WORST CASES OF DYSPEPSIA AND INDIGESTION.

Dr. Jenkinson, who has made a life study of dyspepsia, says: "All forms of indigestion really amount to the same thing, that is, failure to completely digest the food eaten; no matter whether the trouble is dyspepsia or sour stomach, belching of wind, nervous dyspepsia or loss of flesh and appetite; a person will not have any of them if the stomach can be induced by any natural, harmless way to thoroughly digest what is eaten, and this can be done by a simple remedy which I have tested in hundreds of aggravated cases with complete success. The remedy is a combination of fruit and vegetable essences, pure aspicin and golden seal put up in the form of pleasant tasting tablets and in pill form, under the name of Stuart's Dyspepsia Tablets. One or two of these tablets should be taken after meals and allowed to dissolve in the mouth and mingling with the food in the stomach digests completely before it has time to ferment, decay and sour.

On actual experiment one grain of Stuart's Dyspepsia Tablets will digest three thousand grains of meat, eggs and similar wholesome foods. It is safe to say if this wholesome food is given to a child, the child will generally, as we are a nation of dyspeptics and nine-tenths of all diseases owe their origin to imperfect digestion and indigestion.

Stuart's Dyspepsia Tablets are not a secret patent medicine, but a fifty-cent package will do more real good for a weak stomach than fifty dollars worth of patent medicines and prescriptions which he does not know, when widely advertised patent medicines are used.

All druggists sell Stuart's Dyspepsia Tablets. Full sized packages 50c.

Leave St. Paul and mail to the office of the Stuart Co., Marshall, Mich.

STEAMER HELPLESS.

Drifting Down Lake Huron Before a Furious Gale.

DETROIT, Mich., Nov. 9.—A special to the News from Sand Beach says: With her rudder gone and a northwest gale blowing, the steamer John C. Pringle is drifting down the lake at the mercy of the waves. The steamer with three barges in tow, bound down, was noticed outside of the harbor this morning flying signals of distress. The tug Boynton with life savers went to her assistance.

The tug got a line to the disabled steamer and then, this morning, a heavy sea then became so heavy that the Boynton was forced to give it up. The life savers are staying with the Pringle. The barges are apparently all right and have sailed on down the lake. The Pringle and tow are lumber laden.

NEW EPISCOPAL PRELATE.

Successor to Bishop Ruess to Be Chosen Today.

BETHLEHEM, Pa., Nov. 9.—A new bishop of the Episcopal church will be chosen here tomorrow to succeed the late Bishop Ruess. The election convention opened tonight when an impressive choral service was held. Tomorrow Bishop Satterlee, of Washington, will preach the memorial sermon, after which the election will take place. Among those mentioned for the office are Rev. Dr. Bodine, of the Church of Our Saviour, Philadelphia; Rev. Dr. A. Mackay Smith, of St. John's church, Washington; Rev. Dr. R. H. McKim, of Epiphany, Washington; Rev. Dr. Stone, of St. James, Chicago; Rev. Dr. Swentzel, of Brooklyn; Rev. Rogers Israel, of St. Luke's, Philadelphia, and Rev. Dr. Talbot, missionary bishop of Wyoming and Idaho. Over ninety parishes were represented tonight.

TO CALIFORNIA WITHOUT CHANGE

Via "The Milwaukee."

On every Saturday an elegant Pullman Tourist Sleeper will leave Minneapolis (8:35 a. m.), St. Paul (8:35 a. m.), and arrive Los Angeles, California, at 8:30 a. m., following Wednesday.

Via "The Milwaukee's" famous "Hedrick Route" to Kansas City, thence via the A. T. & S. P. Ry., through South California.

A most delightful winter route to the coast. This car is "personally conducted" in immediate charge of an official and attendant through the division.

Rate per berth, \$6.00 from St. Paul and Minneapolis.

Leave St. Paul and Minneapolis every Saturday morning, arriving Los Angeles every Wednesday morning.

For berths, complete information, and lowest rates, apply to "The Milwaukee" agents, St. Paul or Minneapolis, or address

J. T. CONLEY, Ass't. Gen'l. Pass. Agent, Los Angeles, Cal., St. Paul, Minn.

RATES ARE TORN UP

SITUATION AT THE PRESENT TIME SAID TO BE THE WORST IN YEARS.

IS JUST THE RIGHT SEASON

FOR BUSINESS TO BE DEMORALIZED BECAUSE OF LAKE AND RAIL TRAFFIC.

WANT THEIR SHARE OF FREIGHT.

Certain Contracts in Force That Prevent a Stiffening Up of Charges.

Local freight officials are almost in a position to envy the Eastern lines, which every now and then expect another "rates must be restored" order from the Joint Traffic association. The situation is the worst for many years, and it is considered very doubtful if the meeting, which will be held in New York on the 16th, of the presidents of the roads in the association will avail to help matters.

The object of the meeting is to consider the situation both west-bound and east-bound and, at the same time, effect such measures as will tend to reduce the present demoralization in nearly all classes of freight. The freight men at this end assert that the congratulatory letter sent out by Commissioner Blanchard was received with an amused smile by those who knew that Eastern lines were slashing the west-bound rates to pieces, to say nothing of the east-bound figures.

The freight men, usually reticent under the circumstances, admit that the situation is pretty bad. They assert that at this time, with the navigation season almost at an end, it is almost impossible for the lake and rail lines to get business, owing to the fact that the all-rail lines have rates in quite as low as theirs. With the rate on first-class business of \$1.15, it is an open secret that contracts have been made which go to the first of the year at about the lake and rail rate.

YET IT CURES THE WORST CASES OF DYSPEPSIA AND INDIGESTION.

Dr. Jenkinson, who has made a life study of dyspepsia, says: "All forms of indigestion really amount to the same thing, that is, failure to completely digest the food eaten; no matter whether the trouble is dyspepsia or sour stomach, belching of wind, nervous dyspepsia or loss of flesh and appetite; a person will not have any of them if the stomach can be induced by any natural, harmless way to thoroughly digest what is eaten, and this can be done by a simple remedy which I have tested in hundreds of aggravated cases with complete success. The remedy is a combination of fruit and vegetable essences, pure aspicin and golden seal put up in the form of pleasant tasting tablets and in pill form, under the name of Stuart's Dyspepsia Tablets. One or two of these tablets should be taken after meals and allowed to dissolve in the mouth and mingling with the food in the stomach digests completely before it has time to ferment, decay and sour.

On actual experiment one grain of Stuart's Dyspepsia Tablets will digest three thousand grains of meat, eggs and similar wholesome foods. It is safe to say if this wholesome food is given to a child, the child will generally, as we are a nation of dyspeptics and nine-tenths of all diseases owe their origin to imperfect digestion and indigestion.

Stuart's Dyspepsia Tablets are not a secret patent medicine, but a fifty-cent package will do more real good for a weak stomach than fifty dollars worth of patent medicines and prescriptions which he does not know, when widely advertised patent medicines are used.

All druggists sell Stuart's Dyspepsia Tablets. Full sized packages 50c.

Leave St. Paul and mail to the office of the Stuart Co., Marshall, Mich.

STEAMER HELPLESS.

Drifting Down Lake Huron Before a Furious Gale.

DETROIT, Mich., Nov. 9.—A special to the News from Sand Beach says: With her rudder gone and a northwest gale blowing, the steamer John C. Pringle is drifting down the lake at the mercy of the waves. The steamer with three barges in tow, bound down, was noticed outside of the harbor this morning flying signals of distress. The tug Boynton with life savers went to her assistance.

The tug got a line to the disabled steamer and then, this morning, a heavy sea then became so heavy that the Boynton was forced to give it up. The life savers are staying with the Pringle. The barges are apparently all right and have sailed on down the lake. The Pringle and tow are lumber laden.

NEW EPISCOPAL PRELATE.

Successor to Bishop Ruess to Be Chosen Today.

BETHLEHEM, Pa., Nov. 9.—A new bishop of the Episcopal church will be chosen here tomorrow to succeed the late Bishop Ruess. The election convention opened tonight when an impressive choral service was held. Tomorrow Bishop Satterlee, of Washington, will preach the memorial sermon, after which the election will take place. Among those mentioned for the office are Rev. Dr. Bodine, of the Church of Our Saviour, Philadelphia; Rev. Dr. A. Mackay Smith, of St. John's church, Washington; Rev. Dr. R. H. McKim, of Epiphany, Washington; Rev. Dr. Stone, of St. James, Chicago; Rev. Dr. Swentzel, of Brooklyn; Rev. Rogers Israel, of St. Luke's, Philadelphia, and Rev. Dr. Talbot, missionary bishop of Wyoming and Idaho. Over ninety parishes were represented tonight.

TO CALIFORNIA WITHOUT CHANGE

Via "The Milwaukee."

On every Saturday an elegant Pullman Tourist Sleeper will leave Minneapolis (8:35 a. m.), St. Paul (8:35 a. m.), and arrive Los Angeles, California, at 8:30 a. m., following Wednesday.

Via "The Milwaukee's" famous "Hedrick Route" to Kansas City, thence via the A. T. & S. P. Ry., through South California.

A most delightful winter route to the coast. This car is "personally conducted" in immediate charge of an official and attendant through the division.

Rate per berth, \$6.00 from St. Paul and Minneapolis.

Leave St. Paul and Minneapolis every Saturday morning, arriving Los Angeles every Wednesday morning.

For berths, complete information, and lowest rates, apply to "The Milwaukee" agents, St. Paul or Minneapolis, or address

J. T. CONLEY, Ass't. Gen'l. Pass. Agent, Los Angeles, Cal., St. Paul, Minn.

RATES ARE TORN UP

SITUATION AT THE PRESENT TIME SAID TO BE THE WORST IN YEARS.

IS JUST THE RIGHT SEASON

FOR BUSINESS TO BE DEMORALIZED BECAUSE OF LAKE AND RAIL TRAFFIC.

WANT THEIR SHARE OF FREIGHT.

Certain Contracts in Force That Prevent a Stiffening Up of Charges.

Local freight officials are almost in a position to envy the Eastern lines, which every now and then expect another "rates must be restored" order from the Joint Traffic association. The situation is the worst for many years, and it is considered very doubtful if the meeting, which will be held in New York on the 16th, of the presidents of the roads in the association will avail to help matters.

The object of the meeting is to consider the situation both west-bound and east-bound and, at the same time, effect such measures as will tend to reduce the present demoralization in nearly all classes of freight. The freight men at this end assert that the congratulatory letter sent out by Commissioner Blanchard was received with an amused smile by those who knew that Eastern lines were slashing the west-bound rates to pieces, to say nothing of the east-bound figures.

The freight men, usually reticent under the circumstances, admit that the situation is pretty bad. They assert that at this time, with the navigation season almost at an end, it is almost impossible for the lake and rail lines to get business, owing to the fact that the all-rail lines have rates in quite as low as theirs. With the rate on first-class business of \$1.15, it is an open secret that contracts have been made which go to the first of the year at about the lake and rail rate.

YET IT CURES THE WORST CASES OF DYSPEPSIA AND INDIGESTION.

Dr. Jenkinson, who has made a life study of dyspepsia, says: "All forms of indigestion really amount to the same thing, that is, failure to completely digest the food eaten; no matter whether the trouble is dyspepsia or sour stomach, belching of wind, nervous dyspepsia or loss of flesh and appetite; a person will not have any of them if the stomach can be induced by any natural, harmless way to thoroughly digest what is eaten, and this can be done by a simple remedy which I have tested in hundreds of aggravated cases with complete success. The remedy is a combination of fruit and vegetable essences, pure aspicin and golden seal put up in the form of pleasant tasting tablets and in pill form, under the name of Stuart's Dyspepsia Tablets. One or two of these tablets should be taken after meals and allowed to dissolve in the mouth and mingling with the food in the stomach digests completely before it has time to ferment, decay and sour.

On actual experiment one grain of Stuart's Dyspepsia Tablets will digest three thousand grains of meat, eggs and similar wholesome foods. It is safe to say if this wholesome food is given to a child, the child will generally, as we are a nation of dyspeptics and nine-tenths of all diseases owe their origin to imperfect digestion and indigestion.

Stuart's Dyspepsia Tablets are not a secret patent medicine, but a fifty-cent package will do more real good for a weak stomach than fifty dollars worth of patent medicines and prescriptions which he does not know, when widely advertised patent medicines are used.

All druggists sell Stuart's Dyspepsia Tablets. Full sized packages 50c.

Leave St. Paul and mail to the office of the Stuart Co., Marshall, Mich.

STEAMER HELPLESS.

Drifting Down Lake Huron Before a Furious Gale.

DETROIT, Mich., Nov. 9.—A special to the News from Sand Beach says: With her rudder gone and a northwest gale blowing, the steamer John C. Pringle is drifting down the lake at the mercy of the waves. The steamer with three barges in tow, bound down, was noticed outside of the harbor this morning flying signals of distress. The tug Boynton with life savers went to her assistance.

The tug got a line to the disabled steamer and then, this morning, a heavy sea then became so heavy that the Boynton was forced to give it up. The life savers are staying with the Pringle. The barges are apparently all right and have sailed on down the lake. The Pringle and tow are lumber laden.

NEW EPISCOPAL PRELATE.

Successor to Bishop Ruess to Be Chosen Today.

BETHLEHEM, Pa., Nov. 9.—A new bishop of the Episcopal church will be chosen here tomorrow to succeed the late Bishop Ruess. The election convention opened tonight when an impressive choral service was held. Tomorrow Bishop Satterlee, of Washington, will preach the memorial sermon, after which the election will take place. Among those mentioned for the office are Rev. Dr. Bodine, of the Church of Our Saviour, Philadelphia; Rev. Dr. A. Mackay Smith, of St. John's church, Washington; Rev. Dr. R. H. McKim, of Epiphany, Washington; Rev. Dr. Stone, of St. James, Chicago; Rev. Dr. Swentzel, of Brooklyn; Rev. Rogers Israel, of St. Luke's, Philadelphia, and Rev. Dr. Talbot, missionary bishop of Wyoming and Idaho. Over ninety parishes were represented tonight.

TO CALIFORNIA WITHOUT CHANGE

Via "The Milwaukee."

On every Saturday an elegant Pullman Tourist Sleeper will leave Minneapolis (8:35 a. m.), St. Paul (8:35 a. m.), and arrive Los Angeles, California, at 8:30 a. m., following Wednesday.

Via "The Milwaukee's" famous "Hedrick Route" to Kansas City, thence via the A. T. & S. P. Ry., through South California.

A most delightful winter route to the coast. This car is "personally conducted" in immediate charge of an official and attendant through the division.

Rate per berth, \$6.00 from St. Paul and Minneapolis.

Leave St. Paul and Minneapolis every Saturday morning, arriving Los Angeles every Wednesday morning.

For berths, complete information, and lowest rates, apply to "The Milwaukee" agents, St. Paul or Minneapolis, or address

J. T. CONLEY, Ass't. Gen'l. Pass. Agent, Los Angeles, Cal., St. Paul, Minn.

RATES ARE TORN UP

SITUATION AT THE PRESENT TIME SAID TO BE THE WORST IN YEARS.

IS JUST THE RIGHT SEASON

FOR BUSINESS TO BE DEMORALIZED BECAUSE OF LAKE AND RAIL TRAFFIC.

WANT THEIR SHARE OF FREIGHT.

Certain Contracts in Force That Prevent a Stiffening Up of Charges.

Local freight officials are almost in a position to envy the Eastern lines, which every now and then expect another "rates must be restored" order from the Joint Traffic association. The situation is the worst for many years, and it is considered very doubtful if the meeting, which will be held in New York on the 16th, of the presidents of the roads in the association will avail to help matters.

The object of the meeting is to consider the situation both west-bound and east-bound and, at the same time, effect such measures as will tend to reduce the present demoralization in nearly all classes of freight. The freight men at this end assert that the congratulatory letter sent out by Commissioner Blanchard was received with an amused smile by those who knew that Eastern lines were slashing the west-bound rates to pieces, to say nothing of the east-bound figures.

The freight men, usually reticent under the circumstances, admit that the situation is pretty bad. They assert that at this time, with the navigation season almost at an end, it is almost impossible for the lake and rail lines to get business, owing to the fact that the all-rail lines have rates in quite as low as theirs. With the rate on first-class business of \$1.15, it is an open secret that contracts have been made which go to the first of the year at about the lake and rail rate.

YET IT CURES THE WORST CASES OF DYSPEPSIA AND INDIGESTION.

Dr. Jenkinson, who has made a life study of dyspepsia, says: "All forms of indigestion really amount to the same thing, that is, failure to completely digest the food eaten; no matter whether the trouble is dyspepsia or sour stomach, belching of wind, nervous dyspepsia or loss of flesh and appetite; a person will not have any of them if the stomach can be induced by any natural, harmless way to thoroughly digest what is eaten, and this can be done by a simple remedy which I have tested in hundreds of aggravated cases with complete success. The remedy is a combination of fruit and vegetable essences, pure aspicin and golden seal put up in the form of pleasant tasting tablets and in pill form, under the name of Stuart's Dyspepsia Tablets. One or two of these tablets should be taken after meals and allowed to dissolve in the mouth and mingling with the food in the stomach digests completely before it has time to ferment, decay and sour.

On actual experiment one grain of Stuart's Dyspepsia Tablets will digest three thousand grains of meat, eggs and similar wholesome foods. It is safe to say if this wholesome food is given to a child, the child will generally, as we are a nation of dyspeptics and nine-tenths of all diseases owe their origin to imperfect digestion and indigestion.

Stuart's Dyspepsia Tablets are not a secret patent medicine, but a fifty-cent package will do more real good for a weak stomach than fifty dollars worth of patent medicines and prescriptions which he does not know, when widely advertised patent medicines are used.

All druggists sell Stuart's Dyspepsia Tablets. Full sized packages 50c.

Leave St. Paul and mail to the office of the Stuart Co., Marshall, Mich.

STEAMER HELPLESS.

Drifting Down Lake Huron Before a Furious Gale.

DETROIT, Mich., Nov. 9.—A special to the News from Sand Beach says: With her rudder gone and a northwest gale blowing, the steamer John C. Pringle is drifting down the lake at the mercy of the waves. The steamer with three barges in tow, bound down, was noticed outside of the harbor this morning flying signals of distress. The tug Boynton with life savers went to her assistance.

The tug got a line to the disabled steamer and then, this morning, a heavy sea then became so heavy that the Boynton was forced to give it up. The life savers are staying with the Pringle. The barges are apparently all right and have sailed on down the lake. The Pringle and tow are lumber laden.

NEW EPISCOPAL PRELATE.

Successor to Bishop Ruess to Be Chosen Today.

BETHLEHEM, Pa., Nov. 9.—A new bishop of the Episcopal church will be chosen here tomorrow to succeed the late Bishop Ruess. The election convention opened tonight when an impressive choral service was held. Tomorrow Bishop Satterlee, of Washington, will preach the memorial sermon, after which the election will take place. Among those mentioned for the office are Rev. Dr. Bodine, of the Church of Our Saviour, Philadelphia; Rev. Dr. A. Mackay Smith, of St. John's church, Washington; Rev. Dr. R. H. McKim, of Epiphany, Washington; Rev. Dr. Stone, of St. James, Chicago; Rev. Dr. Swentzel, of Brooklyn; Rev. Rogers Israel, of St. Luke's, Philadelphia, and Rev. Dr. Talbot, missionary bishop of Wyoming and Idaho. Over ninety parishes were represented tonight.

TO CALIFORNIA WITHOUT CHANGE

Via "The Milwaukee."

On every Saturday an elegant Pullman Tourist Sleeper will leave Minneapolis (8:35 a. m.), St. Paul (8:35 a. m.), and arrive Los Angeles, California, at 8:30 a. m., following Wednesday.

Via "The Milwaukee's" famous "Hedrick Route" to Kansas City, thence via the A. T. & S. P. Ry., through South California.

A most delightful winter route to the coast. This car is "personally conducted" in immediate charge of an official and attendant through the division.

Rate per berth, \$6.00 from St. Paul and Minneapolis.

Leave St. Paul and Minneapolis every Saturday morning, arriving Los Angeles every Wednesday morning.

For berths, complete information, and lowest rates, apply to "The Milwaukee" agents, St. Paul or Minneapolis, or address

J. T. CONLEY, Ass't. Gen'l. Pass. Agent, Los Angeles, Cal., St. Paul, Minn.

RATES ARE TORN UP

SITUATION AT THE PRESENT TIME SAID TO BE THE WORST IN YEARS.

IS JUST THE RIGHT SEASON</