



40 DOZEN LEFT.

They Are Going Fast. Come In.



The Boston St. Paul



APPROVES THE SITE

PRESIDENT PLOUGH OF THE SUGGESTED UNION DEPOT

Thinks the Location Would Be an Admirable One, but Says Some Roads Would Have to Make Concessions to Others—Opinions of More Wholesalers and Retailers.

Some additional views in regard to the proposed change of site of the union depot are presented below. It is evident that there is no element in the wholesale community opposed to the proposition, and from a conversation with A. E. Plough, vice president and general manager of the St. Paul & Duluth, and president of the union depot board of directors, there is ground for believing that the plan, if it should be found practicable in its development, would be regarded as of much advantage to St. Paul even by the railroad people themselves.

Emphasis is always laid upon the fact of the remoteness of the present union depot from the improving portions of the city; also upon the fact that the tracks cannot climb the hills, and the utter lack of street car facilities in the interests of the retail trade.

The location suggested, at East Seventh and Kittson streets, meets with universal favor, but in order to bring all lines together at that point, concessions must necessarily be made by the lines now there, while the distance between the present site at the foot of Sibley and the proposed new site at East Seventh and Kittson streets is not great, the fact must be borne in mind that no railroad company likes to pay tribute to another in the way of trackage rights. This feature would doubtless enter largely into consideration in the perfection of a plan for effecting a change.

The Milwaukee, the Burlington, the Chicago Great Western, the St. Paul & Duluth and the "Street" line would all be affected in this respect by the change.

Even Mr. Plough admits that the location would be an admirable one for a central depot if the points could be satisfactorily arranged among themselves, although he says the subject has never been presented to the board of directors.

"I used Dr. Bull's Cough Syrup in my family and found it work marvelous. No household is complete without it. Cha. Schober, 12 Norris street, Baltimore, Md."

Seventh and Cedar Sts. Meat Market, 739.

- 10 cents For a lot of Halfpint Tomato Sauce. These goods were shipped here to retail at 25c per bottle. We have instructions to close them out at the rate of 10c.
- 6 1/2 cents A pound for Fresh Smoked Picnic Hams.
- 3 cents A pound for Best Lima Beans.
- 1 1/2 cents A pound for Cleaned Navy Beans, new and sweet.
- 12 1/2 cents A pound for Best Evaporated Raspberries. Just half price.
- 5 cents A can for Unseasoned Evaporated Cream.

- Coffee Good Rio Coffee, per lb., 9c
- Coffee "Hilo" Blend Coffee, per lb., 11c
- Coffee Fancy Golden Rio, per lb., 15c
- Coffee "Maita" Blend, per lb., 17c
- Coffee The Peerless "Hoffman" Brand Coffee, per lb., 27c
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- 25 cents A box for plums Ripe Florida Strawberries.
- 11 cents A comb for Fish Golden Rod Honey.
- FISH IN PAILS. Round Shore Herring, per pail, 45c
- Extra Whitefish, per pail, 45c
- Fancy Whitefish, per pail, 45c
- No. 1 Lake Trout, per pail, 75c
- Golden Eye Split Herring, per pail, 65c
- No. 1 Shore Mackerel, per pail, 45c
- Fancy Mackerel, per pail, 45c
- Georgia Bay Split Herring, per pail, 65c
- Hamberg Speed Herring, per pail, 65c
- J. K. R. Norway Fat Herring, per pail, 75c
- Goldend Herring, per kg., 45c
- Full Miltchener Herring, per kg., 45c
- Anchovies, 3-lb. pails, 45c
- Russian Sardines, 3-lb. pails, 45c

- ORANGES. Good California, per doz., 10c
- Fancy California Navel, per doz., 12c
- Good Mexican, large size, per doz., 14c
- Extra large Mexican, per doz., 15c
- Extra large Fancy, Heavy Navel, per doz., 15c
- Good Florida, per doz., 10c
- Good Fruit, each, 10c
- Fancy Lemons, from 5c to 20c per doz.

directors of the Union Depot company officially. In a manly fashion, Mr. Plough said yesterday: "I do not approve of being quoted as approving of this proposed site as one admirably adapted to the uses of a central union depot. I think it would be a splendid thing for St. Paul, and that its location would be of great benefit to the retail community. It is unquestionably true that the present site at the foot of Sibley street is a congested spot, and becoming more so, year by year, as the city continues to enlarge and the traffic requirements multiply.

"When the depot was located there the city was very small. Its rapid growth has taxed the railroads to provide proper accommodations. But they are located there now, and it would entail heavy expense to make a transfer. The new location would be well enough for the Great Northern, the Northern Pacific and the Omaha, but you can readily see at a glance at the map that the St. Paul & Duluth, for instance, would have to run down and back into the new depot at great inconvenience and delay; while any change of its line would involve a heavy expenditure of money. The same is true of the Milwaukee, the Burlington and other lines. This place at Seventh and Kittson streets would be accessible by street car lines to all parts of the city. That is a very necessary thing in connection with the retail trade. Certainly, the present union depot property could be utilized advantageously for exclusively freight purposes, and there is no doubt that the transfer of the passenger business to the locality mentioned would be of much benefit.

"The consummation of such a plan, however, must necessarily depend upon the concessions which certain roads are willing to make to other roads in the matter of trackage and right of way. I am sure that the board of directors of the Union Depot company or considered by them, and I am not prepared to say whether the proposition is likely to be favorably considered by them or not."

Grand Thing for St. Paul. Albert Lindeke, of Lindeke, Warner & Schumeler, wholesale dry goods dealers, is probably as capable as any one in that district of speaking with reference to its general interests and its fancies and dislikes. Mr. Lindeke said yesterday: "I have been interested in the location of the union passenger depot at East Seventh and Kittson streets would be a grand thing for St. Paul—the grandest thing that has happened here since undertaken during the past twenty years. I have always regarded the present union depot as a very bad location. It is no longer any place there for the extension of the city and increase of public accommodation. By locating a union passenger depot at East Seventh and Kittson streets, the whole question of a downtown loop would be solved. The facilities for reaching the depot are certain to be reached by street cars from all parts of the city. And, furthermore, there would be no interference with the business of the jobbers if two tracks should be laid down on Sibley street, for instance. It would not rest in the hands of the jobbers who are not interested in the real estate which they occupy. They would go elsewhere. The retailers would all welcome this change. It would be a great advantage to the retail trade, and it would be a great difficulty or expense. The location is certainly a splendid one; indeed, it seems like a very ideal place should be selected. I am much pleased to see this plan carried out.

Retail Trade Needs Change. S. S. Crooks, of Sharrod & Crooks, shoe manufacturers, Broadway and Fifth streets, said: "The retail trade of St. Paul will never be what it ought to be until our depot and street car facilities are such that passengers can be easily and quickly transferred from the depot to the retail stores. There is no city in the country, so far as I know, that has so poor depot and street car facilities as St. Paul. The fact is, that the retail trade of St. Paul is second to none in the country. They reach the outlying population not only by the street car, but by the electric car routes. The fact is, that thousands and thousands would come into St. Paul just for the pleasure of coming to the depot facilities and the street car facilities, when they reach what they call the jobbers side, and the retail trade depends upon these aids, and some arrangement must soon be made by which the people who want to come here to do their shopping may be enabled to travel between the retail stores and the depot as easily and quickly as they can in any city in the country. It is not only an advantage to the retail trade, but it is an advantage to the country south and east of here, could land with their street cars right in front of them, and waiting to take them anywhere they wanted to go. I estimate that St. Paul would get one-third more of the patronage of these sections than she now receives. I am certainly in favor of this general proposition for a change of site. It would settle this whole question of a street car loop through this section.

An Excellent Suggestion. George Freeman, president of the Whittier Shoe company, said: "I have been away from home and have not had time to study the matter at

all, I have heard considerable talk concerning the plan outlined in The Globe last Sunday, and in my judgment the location of a new depot at the point named would be an excellent thing for the entire city. It would certainly settle the question of the street car loop and avoid the introduction of additional tracks in this section of the city, which would certainly interfere gravely with the business of the jobbers. I think the change would be of immense benefit to the retail trade of St. Paul.

Favors Two Depots. D. R. Noyes, of the firm of Noyes Bros. & Cutler, wholesale druggists, said: "I think the street cars should run to the depot, and for years I have publicly held and privately urged that the lines should be extended to the depot. I have no objection to running on Sibley street, and would like very much to see the cars run on Sibley street in front of our depot. My idea is, as it has always been, that a line should come up Sibley and connect with other lines on Eighth street, say.

"As to the proposed removal of the depot, I do not think it likely to occur, and believe it is a waste of time and money to urge it now. St. Paul trade has long been and is heavily by the foot of Sibley street, and I think it is better to have the cars run on Sibley street in front of our depot. My idea is, as it has always been, that a line should come up Sibley and connect with other lines on Eighth street, say.

"The plaintiff's attorney, Judge W. F. Bailey, is said to be representing the client's claim. There are a number of people now living who attended Carson's first wedding who will testify. Carson, an old steamboat captain, will be on the stand. Mrs. Carson is the wife of Baron Proctor, of Minneapolis. Her former home was in Stillwater, where she was married to Mr. Proctor, being at that time a widow. Since then the family had resided in St. Paul and recently took up residence in Minneapolis. The old homestead will be returned to Mrs. Proctor yesterday in the afternoon. When asked about her prospects for realizing so great a fortune Mrs. Proctor said: "I do not say anything more about the matter. I hoped the whole affair would be kept out of the papers. There is simply nothing more to say beyond what the newspapers have already stated. My lawyer has warned me not to make any statement till the case comes up, and the whole matter is very painful to me.

Johnston wanted time to investigate, and said he had been informed on reliable authority that the ordinance had been recommended for passage under false representations. The committee had arrived at this conclusion about a week ago, but when the ordinance was brought up for passage in the assembly last Monday night, Messrs. Daly and Johnson were in doubt as to the financial condition of the new company, and said he had been informed it was a stock-jobbing concern.

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Commercial Club Smoker. The members of the Commercial club will have a smoke social at the club rooms. There will be vocal and instrumental music, readings, athletic exhibitions, and a number of interesting novelties. The people who will contribute are Carroll S. Snyder, W. J. Tompkins, F. H. Tenney, G. Johnson, Henry Dellefield, Al Capser, Charles H. Johnson, and Herman, and members of the St. Paul Athletic club, and Twin City Mandolin club.

at Chickering Hall, New York, Tuesday night, with the famous Seid's orchestra, created the great success of the season.

HERR RUMMEL comes direct from his late triumphs at the Twin Cities to give two concerts. He will play at the METROPOLITAN OPERA HOUSE MARCH 5.

Prices—50c, 75c, \$1.00 and \$1.50.

Mr. Rummel, who is admitted to be one of the world's greatest pianists, is using the CHICKERING PIANO EXCLUSIVELY during his present tour of the United States and Canada.

An instrument that during three-quarters of a century has met the extraordinary demands made upon it by such great masters as Liszt, Von Bulow, De Pachman, Rummel, Hoffman, Sullivan, Maurel and Henschel deserves the consideration of public who wish to secure a durable and artistic piano.

Location Would Be Grand. Levi Herz, of Herz Bros., clothiers, 235 East Seventh street, said: "The location suggested would be one of the grandest that could be selected. It would be convenient for the Seventh street cars, and would carry or transfer them to every part of town. The railroad companies would have all the space they need to get to come down there, whereas at the present time they are cramped for room. I think a great improvement or enterprise of this kind in St. Paul would be to have a passenger road company would be of more advantage to them and to this city than if they enlarged the local depot. They have five times its present capacity at only half the cost. If it helps to build up the Seventh street line in the right place in the city, and whatever helps the city helps the railroads. I only hope the railroad companies will agree to meet the St. Paul houses all need encouragement such as this would give.

Making of St. Paul. Andrew Schoch, president of the Anderson Schoch Grocery company, No. 298 East Seventh street, said: "I think this proposition is the greatest thing for St. Paul and its interests that has ever been offered. I do not think the present union depot in the right place in view of the growth of the city away from the center, and every year makes it more inconvenient. Nobody can reach it by the street cars. I have talked with a great many people in regard to this suggested improvement, and they all unite in

the opinion that if the railroad companies would agree to meet the St. Paul houses all need encouragement such as this would give. The ordinance was adopted by a vote of 7 to 1. Assemblyman Daly voted against the measure and Assemblyman Johnson being absent. The ordinance was given its first reading at the city hall yesterday, the rules were suspended and the measure read by its title. Mr. Daly said he had been unable to be present at the committee meeting, but that the ordinance was given its first reading at the city hall yesterday, the rules were suspended and the measure read by its title. Mr. Daly said he had been unable to be present at the committee meeting, but that the ordinance was given its first reading at the city hall yesterday, the rules were suspended and the measure read by its title.

Best Suggestion Yet Made. Otto H. Arosin, jeweler, No. 187 East Seventh street, talked very sensibly on the subject. He said, among other things: "I think this is the best suggestion that has ever been made. Unquestionably the location named is the best place for a union depot. Seventh street is the street in the city that has held its own during the last years, and that business has remained right here. Everything ought to be done to keep this street as it is, and to avoid the introduction of additional tracks in this section of the city, which would certainly interfere gravely with the business of the jobbers. I think the change would be of immense benefit to the retail trade of St. Paul.

CLAIMANT FOR A FORTUNE. But Mrs. Henrietta Proctor Declines to Discuss Her Claim or Prospects.

A telegram from Eau Claire, published in Tuesday's Globe, stated that Mrs. Henrietta Proctor, who is now residing in St. Paul, had entered a claim for a portion of the property of William Carson, of Eau Claire. The claim was entered for probate in Eau Claire, and the estate will aggregate at the lowest calculation \$1,250,000. Under this will Mrs. Proctor gets \$200,000. She, however, claims to be the true owner of the property, and affirms that she is Carson's daughter by a former wife, a son by the same marriage having died in his youth.

Mrs. Proctor claims that Mr. Carson had extended to her a large sum of money, which she had used to purchase the property in Eau Claire. She claims that Mr. Carson had been a partner in the business, and that she had been the sole owner of the property. She claims that Mr. Carson had been a partner in the business, and that she had been the sole owner of the property. She claims that Mr. Carson had been a partner in the business, and that she had been the sole owner of the property.

HELLO FRANCHISE GOES ASSEMBLY PASSES THE CENTRAL COMPANY'S ORDINANCE

Only One Vote Cast in Opposition to It—Other Members Satisfied the Company Was All It Represented Itself to Be—Some Other Business Done by the Assembly.

The assembly at its meeting last night passed the Minnesota Central Telephone company's ordinance by a vote of 7 to 1. Assemblyman Daly voted against the measure and Assemblyman Johnson being absent. The ordinance was given its first reading at the city hall yesterday, the rules were suspended and the measure read by its title.

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Mr. Kirke said that Mr. Cairns, attorney for the company, was present and would enlighten Mr. Daly on that point. Mr. Cairns said he was at a loss to know what proof Mr. Daly wanted. The company had officers and a headquarters in Wilmar. The business men back of the company were prominent business men and bankers, and the stockholders included prominent men along the lines of the company in the various cities and towns. The business men of Wilmar were vitally interested.

The ordinance, so far as possible, could not talk from Hastings to Rose Wing, while the map they presented under it by providing that this could not be done except by the consent of a three-fourths vote of the council. The object of the company was not to get, but to secure terminal rights in the Twin Cities.

Mr. Daly said Mr. Cairns was the attorney for the company, and his statements were all right, what he desired, however, was to hear from some member of the assembly as to the financial condition of the company. Mr. Albrecht called for the question. Mr. Kirke said he was satisfied that the company was all right. Mr. Reardon said, after attending the meeting of the committee, he was satisfied that the objections made by Mr. Freedy would be a benefit to the city.

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Beides Hudson, the prisoners are Webb Graham, colored, and Harry Hagenmiller and Minnie Smith, both white. From them little can be learned concerning the trouble. Hagenmiller and the Smith woman are both badly pounded up. Hagenmiller having several cuts on his head, while his clothing is saturated with blood, but Graham and Hudson, arrested several hours after the affray, show no evidence whatever of an encounter.

From the conflicting stories told it appears that all of the prisoners lived at Hudson's home, 193 Norris street. On the night of the affray, Peters, who was visiting at the house, became engaged in a quarrel with Hagenmiller over the Smith woman. The only connection with the hostilities taken by himself and Hudson, Graham says, was to separate the belligerents. Graham says that about 9 o'clock Peters, who was visiting at the house, became engaged in a quarrel with Hagenmiller over the Smith woman. The only connection with the hostilities taken by himself and Hudson, Graham says, was to separate the belligerents.

Hudson's story is to the effect that he and Graham went to a hydrant near his home for a pail of water, and found Peters lying on the sidewalk. Peters, the wounded man was carried into the house, and when asked the trouble said he was drunk. Later, when it was discovered that Peters was wounded, Hudson says he notified the police.

P. K. DALY LOSES HIS BOY. Death Results From a Swelling Following the Extraction of a Tooth.

The St. Paul friends of P. K. Daly, of Rosemount, will learn with regret of the death of his thirteen-year-old son, Johnnie Daly, which occurred at the family residence at Rosemount at 8 a. m. yesterday.

The boy's death resulted from strangulation, which was occasioned by a swelling said to have resulted from the extraction of a tooth about a week ago. He died after a few hours of painful and severe suffering. The funeral will take place from St. Joseph's church, Rosemount, at 9:30 Saturday morning, when solemn requiem mass will be celebrated by the pastor.

Mrs. Munson's Damage Suit. The personal injury suit of Mrs. Rosa Munson against the St. Paul city railway company is on trial before Judge Lewis and a jury. Mrs. Munson was a passenger on an interurban car one day last April. At Wabasha and Tenth streets, Mrs. Munson testified, she was forced off the car and precipitated upon the pavement against her will, she having no intention of alighting at that place. Mrs. Munson estimates her damages at \$1,000.

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Think it over—then buy a Gordon Hat.

Largest Mfrs. of Fine Clothing in the World.

A Poor Millionaire

is the most pitiful sight on earth. Paradoxical? Not at all. He exists and vegetates, but doesn't live. He loves money, not for what it will buy, but for itself. Soiled linen, tattered clothes and other signs of indigence bespeak his poverty of wisdom. Is he not poor, indeed?

Richer by far is the man of small means and a wholesome regard for good linen—our shirts.

Men's Fancy Shirts, New Patterns \$1.00
Men's White Unlaundred Shirts, \$1.50
Our SPECIAL WHITE SHIRT, regular \$2 quality, \$1.50

Hats. Clothes. Furnishings. Satisfaction.

SHOP BY MAIL BROWNING, KING & CO. Seventh and Robert.

had a service in the Twin Cities that was hard to talk over to a neighbor in the adjoining block, to raise the question about connections. The Northwestern company charged \$6 per month for a most outrageous service, and now it was endeavoring to shut off competition. The ordinance, or one similar, had been passed in Minneapolis after a thorough investigation, and the same charges had been made in that city, but after an investigation were exploded.

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Hudson's story is to the effect that he and Graham went to a hydrant near his home for a pail of water, and found Peters lying on the sidewalk. Peters, the wounded man was carried into the house, and when asked the trouble said he was drunk. Later, when it was discovered that Peters was wounded, Hudson says he notified the police.

P. K. DALY LOSES HIS BOY. Death Results From a Swelling Following the Extraction of a Tooth.

The St. Paul friends of P. K. Daly, of Rosemount, will learn with regret of the death of his thirteen-year-old son, Johnnie Daly, which occurred at the family residence at Rosemount at 8 a. m. yesterday.

The boy's death resulted from strangulation, which was occasioned by a swelling said to have resulted from the extraction of a tooth about a week ago. He died after a few hours of painful and severe suffering. The funeral will take place from St. Joseph's church, Rosemount, at 9:30 Saturday morning, when solemn requiem mass will be celebrated by the pastor.

Mrs. Munson's Damage Suit. The personal injury suit of Mrs. Rosa Munson against the St. Paul city railway company is on trial before Judge Lewis and a jury. Mrs. Munson was a passenger on an interurban car one day last April. At Wabasha and Tenth streets, Mrs. Munson testified, she was forced off the car and precipitated upon the pavement against her will, she having no intention of alighting at that place. Mrs. Munson estimates her damages at \$1,000.

Think it over—then buy a Gordon Hat.

DO IT AGAIN That's what they all told us last week—and here we are.

BARGAIN DAY Friday, March 4.

We want everybody to come to our store today, and for that reason offer articles to attract every one. Last week's prices were vertiginous, and these are lower in proportion.

You needn't think we make money on these goods. We have our reasons. Prices for bargain day only.

Genuine Hunter FLOUR SIFTERS. Some sell the light imitation at 7c. We sell these genuine goods regularly at 15c.

BARGAIN DAY SALE 5c Real Asbestos STOVE MATS. Regular price, 10c. BARGAIN DAY SALE 4c 3 for 10 Cents. PADDING PANS Heavy 4-quart, stamped, retined. A thoroughly good article at a low regular price, and that's lower than most stores sell it.

BARGAIN DAY SALE 6c BROOM BOOM. A good 3-string Parlor Broom, sold at the cheap price of 10c. BARGAIN DAY SALE 11c We have a limited stock of genuine GOLE'S AIR-TIGHT WOOD HEATERS. Just the thing to taper off with this spring or start up with next fall, and save the expense of furnace. You need them, and we have no place to store