GEORGE A. PILLSBURY DEAD

PROMINENT AMONG THE CITIZENS OF MINNEAPOLIS

During His Life in the Northwest He Held Many Positions of Trust, Both Political and Commercial, and Was Associated With the Development of the City Which Was His Adopted Home.

The death of George A. Pillsbury occurred at 10 o'clock yesterday morning at the family residence, 225 Tenth street south, Minneapolis, from old age. The deceased was nearly eighty-two years old, and for some time before his death was in a feeble state.

The funeral services will be held Tuesday afternoon from the residence.

Mr. Pillsbury has for many years been prominent in the affairs of this city and was one of the most influential business men, having amassed a considerable estate. It is understood that he leaves a large legacy to Pillsbury academy, Owatonna.

George Alfred Pillsbury was born Aug. 29, 1816, at Sutton, N. H. He married Margaret S. Carlton May 9, 1861. He received a thorough common school education, and at the age of 18 secured employment with a grocer and fruit dealer, doing business under the Boylston market, Boston. After a year's time he returned to Sutton, and engaged in the manufacture of stoves and sheet-iron ware with a cousin, John C. Pillsbury. Feb. 1, 1845, he removed to Warner, becoming a clerk in the store of John W. Pearson, and soon afterwards purchased the business, and continued it for nearly eight years. In November, 1851, Mr. Pillsbury received from the Concord railroad corporation an appointment as purchasing agent of the road, and removing to Concord, entered upon his duties in December, and continued in the same position for nearly twenty-four years. In 1864 Mr. Pillsbury, with others, organized and put in operation the First National bank, of Concord. He was a member of the board of directors, and in 1866 became its president, and continued in that office until his departure from the state. He was also instrumental in procuring the charter and putting in operation the National Savings bank, in 1867.

Mr. Pillsbury was sixty-two years of age when he settled in Minneapolis. With an ample fortune, a lucrative business, and a record of over forty years of active business and civic life behind him he might well have concluded that the time had come when he could enjoy in retirement the fruits of his industrious life. But the event proved that he had only entered a wider field of opportunity, and his indomitable energy declined no call to labor or service. Municipal offices, financial boards, charitable, church and missionary enterprises, directorships and trusts were thrust upon him, while the current of private benevolence flowed in a steady but enlarged stream.

Soon after his arrival in Minneapolis he was made a member of the board of education, and was elected to the city council, of which he became president. In 1884 he was nominated by the Republican city convention as its candidate for mayor. A popular Democrat had long been at the head of the city government, and vehement public sentiment called for a change. It seemed a "forlorn hope," Mr. Pillsbury being pitted against the mayor then in office. This canvass was brief but energetic on both sides, Mr. Pillsbury being elected by 8,000 majority. His administration of the city government was characterized by devotion to detail, economy in expenditure, and rigid control of unruly elements. Not the least pleasant feature of his public duties was the graceful manner in which he received and welcomed the city's guests. As mayor he was ex-officio a member of the board of park commissioners and of water works board, as well as head of the police department. The ancestral motto of the family found in him a truthful exponent. Labor, constant and concentrated, conquered all.

Among the corporate and quasi public trusts which he has filled are president of the board of trade, of the homeopathic hospital, of the free dispensary, chamber of commerce, Pillsbury and Hurlbut Elevator company; vice president of the Minnesota Loan and Trust company, director and president of the Northwestern National bank, director of the Manufacturers' National bank, of the Minneapolis Elevator company and of the Northwestern Guaranty Loan company.

He has also served as president of the St. Paul and Minneapolis Baptist union, of the Minnesota Baptist state convention, as trustee of the Chicago university, and in 1883, at the annual meeting of the American Baptist union, he was elected its president. This organization has its headquarters in Boston, and has charge of all the foreign missionary work of all the Northern and some of the Southern states, distributing annually nearly $500,000 for mission work in foreign fields by the Baptist church.

In 1885 Mr. Pillsbury was chairman of the committee to build the Minneapolis Chamber of Commerce, one of the finest buildings of its kind in the Northwest, and in which more actual wheat is bought than in any other place in the world. The following year he was chairman of the building committee of the First Baptist Church of Minneapolis, in the erection of the third edifice for that church, which, when completed, was the largest and most costly church building of any denomination west of Chicago.

The Minnesota academy, located at Owatonna, Minn., a school opeAn to all, but under patronage of the Baptist state convention, has been a beneficiary of Mr. Pillsbury's bounty. In 1886 he built, at a cost of $30,000, a ladies' boarding hall. In recognition of this magnificent gift the legislature changed the name of the institution to Pillsbury academy. Three years later the academy was again favored by its generous patron by the erection at a cost of $40,000, of a new academic building. He also contributed $25,000 towards the endowment fund.

FIRE IN A PAPER MILL

A LOSS OF ABOUT TWO HUNDRED THOUSAND DOLLARS

The Plant of the Wisconsin River Company at Stevens Point Almost Entirely Destroyed — The Property Owned by a Syndicate and the Mill Is to Be Rebuilt—The Fire Spread Rapidly.

STEVENS POINT, Wis., July 17.—The Wisconsin River Pulp & Paper company's mill was destroyed by fire today. The loss will be between $150,000 and $200,000, fully covered by insurance.

The fire originated in a hot box in the cone room underneath the big paper machine. The floors, pulleys and belting being saturated with oil, the flames quickly spread throughout the whole building and the plant being located outside the city limits, the full complement of the fire department did not respond. W. T. Bliscom, chief of the fire department, sent down to the city for the emergency fire engine, which did good work in saving property.

The mill contained two paper machines, the largest and best in the state, capable of turning out an average of fifty tons of joined paper a day. There was also destroyed a double battery of Holyoke beaters, strains and pulp paper making machines. The finishing room, engine house, boiler house and water wheels were saved.

The mill was owned by a stock company composed of George A. Whiting, Neenah, William Whiting, Stevens Point; C. A. Babcock, Neenah and R. E. Russell, Oshkosh, and was capitalized at $250,000. The plant will be rebuilt.

TROUBLE IN CHINA.

Men Landed From a French Cruiser and Three Natives Shot.

SHANGHAI, July 17.—The Chinese having refused to accept an offer of money by the French and the promise of a new site to replace the Ningpo joss house, the final repository for Ningpoese corpses, the French object being the removal of the nuisance and the improvement of the road, eighty sailors were landed from the French cruiser Eclaieur on Saturday and commenced pulling down the wall of the unused cemetery. Later some stone throwing was indulged in by the population. The sailors and the French police maintained order. It is reported that one native rowdy was bayoneted today.

It is reported that the Ningpo headmen have declared a general boycott against Shanghai. None of the Ningpo shops are open and no Ningpoese are at work. The headmen's orders have been posted. The volunteers paraded this afternoon and were kept in readiness in case of need. Three natives are reported to have been shot. The bridges between the French and English settlements are closely guarded.

ST. PETERSBURG, July 17.—Advices received here report that on July 1 an insurrection occurred in Kansu, the most northwest province of China, arising from dissatisfaction with the new taxes.

TAX ON BANKS.

An Important Ruling by the Commissioner of Revenue.

WASHINGTON, July 17.—The commissioner of internal revenue has held that in estimating the amount of special tax required to be paid by a bank, based as the law requires upon capital and surplus, the amount invested in United States bonds is not to be deducted. It is held that there is no provision of law which warrants such deduction inasmuch as the tax is not upon the bonds, but upon the business of banking, the capital and surplus which may include bonds is taken as a basis for fixing the amount of the tax.

The commissioner has also held that receipts used as checks to draw money from banks are subject to the stamp tax. It is said that several banks in order to avoid the stamp tax are accepting receipts for cash which, according to the letter of the law, are empt. The commissioner, however, has decided that under those circumstances receipts to all intents and purposes are checks, and therefore must be stamped.

SURVIVORS OF DISASTER.

Those Saved From La Bourgogne Arrive Safely at Havre.

PARIS, July 17.—The arrival of the steamer La Touraine from New York at Havre today with the survivors of the wrecked steamer La Bourgogne was the occasion of a sad scene and a sensational demonstration on the part of a great crowd which had assembled. The tears and sobs of the relatives of those who were drowned when they found that the last hope was gone were heartrending, contrasting markedly with the transports of joy of the friends of the saved.

The survivors of the disaster were extremely reticent, and their stories failed to develop any new details.

ADVERTISED LETTER LIST.

List of Unclaimed Letters Remaining in the Postoffice, St. Paul, July 18, 1898.

Free delivery of letters by carriers at the residence of owners may be secured by observing the following rules:

Direct plainly to the street and number of the house.

Head letters with the writer's full address, including street and number, and request answers to be directed accordingly.

Letters to strangers or transient visitors in the city, whose special address may be unknown, should be marked in the left-hand corner "Transient." This will prevent their being delivered to persons of the same or similar names.

Persons calling for letters in this list will please say they are advertised, otherwise they will not receive them. —Robert A. Smith, Postmaster.

Adona, M. M.
Allen, Mrs. 201 W. 3d st.
Allien, Geo.
Anderson, Mrs. Chas. 2.
Anderson, H. E.
Andersson, Miss Hilda.
Arlt, J. F.
Austin, George.
Baily, Mrs. 286 Pleasant av.
Baldwin, Dwight M. 2.
Barton, Mrs. John.
Beattie, David.
Benman, C. H.
Beran, Miss Lizzie.
Bickers, Thos. Percy. 2.
Bedway, Miss Maggie.
Borkelas, Howard.
Brewers, Heer J.
Brown, A. D.
Brown, Miss Collette.
Brown, Mrs. Herbert H.
Brown, Mrs. Sherman.
Browning, J. V.
Bryant, Arthur.
Buffington, Ad.
Burke, Mrs. Cora.
Carlson, Miss Anne.
Carlson, Miss Augusta.
Carlson, H. E.
Carlson, Miss Tilda.
Castleman, Miss Bernice.
Chapel, Guy C.
Chapins, Mrs. Leon.
Chapman, Hattie M.
Chapman, Mrs. Hattie.
Chase, F. E.
Christerson, Miss Carrie.
Chapesaddle, Miss Mary.
Clark, Cyrus.
Clark, J. M.
Clark, Orlando.
Coats, Mrs. W.
Coleman, Mrs. 642 St. Peter st.
Collins, Miss Grace.
Collins, Mrs. Mattie.
Connor, Thos.
Cox, William.
Crandall, Mr. and Mrs. J. H.
Crosman, Hazel.
Daily, W. H.
Davis, F. G.
Davis, Wm.
Dearborn, A.
Delaney, Miss Nellie.
Dennis, Francis.
Descalso, L. M.
Dieter, C. A.
Di Re, P.
Dorman, Mr. and Mrs. Samuel D.
Driscoll, Miss Bessie.
Duncanson, J. L.
Dufault, Miss Nelley.
Dunlap, J. R.
Ebburg, Miss Jennie.
Egleson, W. J.
Electric Automatic Clock Co.
Everett, Mrs. Evelyn Bain.
Enright, John.
Faulkner, Timothy.
Fogg, Louis M.
Foley, B.
Frazmann, Jakob Wilheim.
Freese, Mrs. A.
Fraenning, Mrs. W. C.
Gale, O. R.
Galvon, Miss Mary
Gaton, Miss Mamie.
Glichris, Miss Mary.
Gorham Mfg. Co.
Gray, Harry.
Green, Mrs. Emma.
Green, W. D.
Gross, Mrs. Robert E.
Gurnsey, Miss Hilma
Hagelin, Mrs. Lizzie.
Hamilton, Guy.
Hauser, Miss L. L.
Hazen, Jack.
Heinz, Miss Malvina.
Heywood Carriage Co.
Hill, Jas. R.
Hoffman, Mrs. May
Household Supply Co.
Hubbell, Wm. Cornell.
Hyde, Dr. L. W.
Industrial Union Supply House.
International Enlarging & Copying Co.
Jackson, Geo. H.
Jeffreys, Morrie.
Johnson, Miss Hattie.
Johnson, Miss Huldah.
Johnson, Mrs. 200 Bordman st.
Johnson, Jennie.
Johnson, J. G.
Jones, Leander.
Kahlis, Mrs. 493.
Kaufer, Charley A.
Kirklen, Edmund.
Kunz, G.
Lacrosse, Charley.
Lampman, Wm.
Lasher, Mrs. Mammie.
Lechner, Peter.
Lee, Dr. Harry T.
Letts, Charley.
Livingston, Mrs. A. C.
Lundquist, Miss Adah.
McCaully, Miss Katie.
McClain, F. J.
McCormick, Mr.
McLane, James W. 3.
McMillan, Donald J.
McMillan, Mary.
Main, Mrs. D. C.
Maloney, P.
Markus, Miss M.
Marston, Miss Emma.
Master, Wm. H.
Mathieson, Wm.
Maumtz, Joe.
Meckels, Mrs. Arundle and Iglehart.
Mellon, F. B.
Mesinger, Frau.
Miller, Miss Florence.
Morean, Frank.
Morgan, A. W.
Mutch, W. E.
Nelson, Mrs. K.
Nelson, Peter.
Nickol, Mrs.
Nicholson, Mrs. Rebecca B.
Nielson, Marius.
Northwestern Improvement Co.
Northwestern Stove Co.
Nystrom, Miss Mary.
Olson, Miss Louise.
Olson, N.
Olsson, Ola.
Ossborg, Amanda.
O'Toole, Jack.
Pardee, John Stone.
Parkins, Mrs.
Paul, Charles.
Paul, Mary C.
Peake, Lionel J.
Peterson, Mrs. Ella.
Peterson, James.
Plumer, F. M.
Pratt, C. Bruce.
Price, Mrs. Julia.
Rachae, Emma J.
Raiche, Mary.
Randallbaum, E. C.
Ray, Rev. Geo. A.
Reid, Harvey.
Rhodes, William Edwin.
Richards, Jack.
Richards, John.
Robertson, Chr.
Robinson, Miss Pearl.
Ross, Mrs. Bell.
Royal Tailoring Co.
St. Paul Tailoring Co.
Safford, J. B.
Safety Bottle & Ink Co.
Sagler, J. W.
Salomansson, Axel.
Sawyer, Al.
Scherle, D. T.
Schilb, Jacob.
Scholl, W. A.
Seymour, E. V.
Shaw, E. V.
Shwandt, Miss Emma.
Simpson, J. A.
Sleeper, A. W.
Smith, W. H.
Sneitsinger, George.
Spelbrink, Crist.
Stelek, Miss Lizzie.
Stendal, Miss Cormelia.
Steube, R.
Svensson, Olaf H.
Sweeney, Miss Beezy.
Sweeny, Mrs. Lizzie Horton.
Switz, T. A. 2.
Taylor, Mrs. Mary.
Teskey, Mr.
Thayer, C. E.
Thone, Miss Amelia.
Tottingham, Thomas.
Twin City Adv. Asso.
Vohn, Mr. N. P. R. R.
Walton, Miss Louisa.
Wanke, Miss Emma.
Week, W. S.
Weber, W. S.
Weisten, O. J.
Wellington, Mrs. S. L.
Werner, Theo.
White, Will J.
Wilde, Louis J.
Wilder, Frank.
Willard, Henry.
Woessner, Mrs. F. H.
Wold, Miss Annie.
Wright, Miss Cecil.
Wright, J. G.

Unpaid Letters—
Armstrong, E.
Hills, Mrs. Sarah Jane.
Brimhurst, Mr. Secy. Congressional Committee.
Wieberg, Halga.
Wiklander, Miss Alice.

Second, Third and Fourth-Class Matter—
Ponsonby, Mrs. C. C.

A DULL WHEAT MARKET

STILL UNYIELDING TO BEARISH PRESSURE

Crop Report Favorable — Winter Wheat Yield Not Wholly Satisfactory—Lowering of Figures of Estimate of General Crop—Foreign Situation Cannot Yet Be Analyzed.

The dullness which has existed in the wheat market ever since the collapse of Mr. Leiter continues, and there is little trading for speculative accounts above the dignity of mere scalping on small margins of profit. Monday's opening showed a decline and a general bear sentiment prevailed. This was largely due to the superb conditions which existed throughout the country with reference to the development of the new crop. Prices show a decline from a week ago. July closed in Chicago at 73¾c, as against 69½c the previous week. The closing price of the September option in the markets named below, at the close of the business last Saturday, as compared with the prices of July 9, were as follows:

	July 16.	July 9
Minneapolis	67	68⅛
Chicago	67¾	69
Duluth	68½	69⅜
St. Louis	65⅞	67⅝
New York	72½	73⅞

These figures show a decline at—

Minneapolis of	1⅛
Chicago	1¼
Duluth	⅞
St. Louis	1¾
New York	1⅜

There is practically no feature in the market beyond that which attaches to the harvesting period, already far advanced, so far as the winter wheat is concerned, and shortly to begin in the spring wheat belt. There is no doubt that some disappointment has been experienced in the Southern and Western sections as the result of the threshing thus far.

Considerable damage was also inflicted upon the shock and wheat from the heavy rains. In a general way, however, the winter wheat yield will be moderately large in comparison with the statistics of a year ago. The shrinkage in the volume of the yield comes chiefly from the deficiency of wheat in the ear. In many sections where the drouth of last fall prevailed and where rains in the earlier weeks of the present season caused an abnormal growth of the plant on the one hand and a lodging on the other, there has been slack filling of the ear. In a few localities rust and the chinch bug did some damage, and in others the hot weather breaking in suddenly at a time when the grain was in the milk caused some damage by the shrinking of the heads. The sections thus injured are, however, in the extreme Southwest. In the Southern states there has been little depreciation in the general character of the grain. The crops of Ohio, Michigan, Tennessee and Kentucky are reported to be more nearly up to expectations than those in any other localities.

In the spring wheat region the same condition exists which prevailed a week ago, and even a fortnight ago, except that during the past four or five days excessive heat has fallen upon the grain in its approach to the ripening period and hot winds have been experienced, causing some apprehension, particularly in localities where rain has not been so abundant as in others. This is particularly true in both North and South Dakota. Report, however, from these sections do not indicate any alarm as yet. There has been considerable rainfall in Northern Minnesota, through the Red River valley and North Dakota and the moisture afforded has been regarded as timely. Southern Minnesota crops are reported to be in prime condition. South Dakota, for a distance of 100 miles west of the Minnesota border, promises a good yield, but the dry weather and hot winds there usually have the effect of shrinking the grain, especially where the plant is not very strong. The general reports received from the heads of railways traversing this territory, however, are to the effect that the straw is stronger and more healthy and possessed of a larger degree of resistance to all weather conditions than for the past several years.

Little can be said of a reliable nature in regard to the condition in Europe. Prices in Liverpool have been sluggish and trading inactive. It appears to be evident that the dealers at the principal ports are assured that the American crop will be very large and abundantly able to meet any European deficiency that may develop when the harvesting period arrives. Meanwhile, however, what seemed to be the exorbitant estimates of our home crop, namely 700,000,000 bu, are gradually being reduced until they have reached 604,000,000, but even this estimate will represent a yield of approximately 80,000,000 bu in excess of that of 1897. The average condition as reported by the government experts indicates an improvement in the crop over that of last year. As evidence of the fact that supplies are growing short, the statement is made that many of the railroads running into the spring wheat sections have already forwarded large numbers of cars and distributed them at different points with a view to prompt shipments of new wheat upon its delivery to the interior elevators.

Exports are growing less week by week with a general feeling of uncertainty as to just what the outlook may prove to be by the time the wheat begins to come to market.

The following is from the review of the Northwestern Miller in its issue of July 15:

Prospects are favorable for a good wheat yield in the Northwest. Of course, the weather during the next few weeks will have a great deal to do with the final outcome. At present conditions are very favorable. Reports from all parts of the Northwest show good general indications for the growing wheat and other crops. In a large part of South Dakota, wheat that had been injured by hot winds two weeks ago was helped out by rains, which contributed largely to restore lost prospects. The larger part of that state was not seriously injured by hot weather, it being the drier portions, and more especially on sandy ridges, where the damage was done. Many portions promise the finest crop in many years, while the prospect, on the whole, appears to justify expectations of more than an average yield for the state. In Minnesota and North Dakota prospects are good. There are a few places that suffered from heat and hail, but these conditions were merely local, and will not greatly change the general prospects.

Supplies of wheat in the Northwest are about 5,000,000 bu less than a year ago, and amount to some 10,500,000 bu, of which about 7,000,000 are in public and private elevators in Minneapolis. About 3,000,000 bu are at Duluth, and less than 300,000 in country elevators. Local mills have been grinding at the rate of about 775,000 bu per week, lately, which is only about half capacity. If the mills should work at the usual capacity for this season of the year, the quantity of wheat now in store would not carry them through August.

Prices in England continue weak, owing to free offerings of new winter wheat for August shipment and new spring wheat for be shipped during September. Foreigners regard the prospects in this country for a large yield as being almost an assured fact, owing to the low prices at which the wheat is offered now for future delivery. They are backward about taking hold, in consequence causing foreign markets to be about as lifeless as those on this side. More wheat has come out than had been expected, which, with high prices and diminished consumption, leaves enough to finish the season. Foreign buyers, as well as home consumers, have gone through rather easier than was anticipated would be possible.

The following is the review of the Price Current:

The dry weather has favored harvesting conditions where in progress, and also has facilitated threshing operations, which are being carried on to considerable extent in the central regions. The indications are that while occasionally the results are fully up to or better than expectations, the prevailing condition is one of disappointment in quantity and quality of the wheat.

The average condition of winter wheat is officially reported at 85.7, of spring wheat at 95, and for the whole at 89.4—the latter being 3.8 points higher than a year ago. The previous returns as to acreage sown indicated 105.7 for winter wheat, and 110 for spring wheat, compared with the preceding year—implying an average increase of about 7 per cent. The June report placed the area at 43,000,000 acres. The present indication implies about 14¼ bu as the average yield, suggesting about 615,000,000 bu for the crop, or 85,000,000 in excess of last year. It is likely the later estimates will be on a lower basis.

The Orange Judd Farmer has this to say in regard to the condition of spring wheat:

The spring wheat condition is a little lower than a month ago. This is the result of some damage from drouth and hot drying wind in South Dakota and in a few counties of North Dakota. The drouthy condition was not general, nor was it severe enough to permanently impair the good prospect of the crop, and should the present condition be maintained until harvest the rate of yield will rank with the best ever made. The crop is heading out in the southern and central part of the Northwestern belt, and up to date the impression is general among correspondents that the heads are fully in keeping with what the growth of straw has promised. The crop throughout the greater part of the belt is now reaching the critical stage in its history, and the weather condition of the next few weeks will decide the result of the year. Up to the present time the promise is very high.

COMPARATIVE WHEAT RECEIPTS.

The receipts of wheat at primary markets for the week ending July 11 compare with the preceding week and corresponding week last year as follows:

	Past Week.	Preceding Week.	Last Year.
St. Louis	191,000	87,000	169,000
Toledo	20,000	33,000	21,000
Detroit	7,000	8,000	21,000
Kansas City	92,000	40,000	109,000
Cincinnati	8,000	....	14,000
Chicago	11,000	24,000	30,000
Milwaukee	69,000	53,000	132,000
Minneapolis	199,000	97,000	844,000
Duluth	150,000	236,000	141,000
Totals	747,000	578,000	1,781,000

LIVE STOCK MARKET.

UNION STOCK YARDS, South St. Paul.—There were 117 carloads of live stock received at the Union stock yards, South St. Paul, last week, as against 70 the week previous, being a gain of 47 cars. The receipts were: Cattle, 1,230; calves, 729; hogs, 3,736; sheep, 1,115, and horses, 86. The receipts during the previous week were: Cattle, 899; calves, 336; hogs, 1,963; sheep, 942. These figures show a gain of cattle, 331; calves, 393; hogs, 1,773; sheep, 173.

During the week Swift & Co. killed of cattle, 337; calves, 27; sheep, 500, and hogs, 2,095. The killings of the week previous were: Cattle, 571; calves, 15; sheep, 285; hogs, 2,500. These figures show a decrease for the week in cattle, 234; hogs, 405; and a gain in sheep of 215, and calves, 12.

It is the period of mid-summer dullness, and the offerings of stock, as will appear by above report, were very limited. The market throughout the entire week, however, was fairly strong for all classes of stock. There were a few lots of fat cattle, but the numbers of all qualities were insufficient to meet the requirements of the packing plant alone. The same may be said of hogs, of which there were very light arrivals. There were some good lots among those received, but in the main the quality was inferior. There is a good demand existing for stockers, and quite a number of yearlings were offered, but the individuals amongst the number, with a few exceptions, show signs of very poor breeding. Preparations are completed for the receipt of the first installments of ranch cattle, which are expected to make their appearance within the next fortnight. Large interest attaches to the shipments in view of all that has been reported regarding the shortage of range cattle, but more especially in view of the excellent condition of pasture in the section of the country whence this stock is derived. There will unquestionably be a large demand for feeders in the territory tributary to this market. There is a general awakening of a purpose on the part of farmers hereabouts to go more extensively into the feeding of cattle. The past season has demonstrated the fact that the South St. Paul market is a permanent fixture, and that sufficient competition already exists there to insure the equivalent of the Chicago prices for everything, of corresponding quality, that may be offered. Minnesota farmers for the last four or five years have not had the capital to enable them to branch out into this particular industry, but the good crops and high prices of last year, with the probable repetition of that experience the present year, will have the effect of supplying them with means with which to embark more extensively in this line. The fact has been impressed upon them that, with the high prices that must rule for cattle for a considerable time to come, the industry will prove profitable, especially in view of the climatic conditions which exist in this section of the country.

There are indications that an improvement in the quality of hogs is likely to be realized. Since the opening of the Swift & Co. plant last October, there has been a very good average run of hogs, but not nearly enough to meet the demand of this market. It must be borne in mind by farmers who are turning to the raising of hogs that the stock forwarded to South St. Paul is not wholly absorbed by the packing plants established there or by the butchers who supply the local trade for pork, but that, owing to the generally healthy condition of the hogs of the Northwest, barring the unpleasant advent of hog cholera, which made ravages in the West last summer and fall, the hogs of this section are sought for other markets. With the coming of the cold season of the year there will be many buyers, not only for Milwaukee and other localities where the hogs are slaughtered, but for shipment to the far East. This was the experience last year and there are indications that it will be repeated in a large measure the coming season.

Sheep will begin to come forward very shortly. At present the market is very deficient in its attempts to supply the demand. The South St. Paul yards have a promising outlook for the coming season and with their doubled capacity for handling stock the importance of this center will be materially emphasized.

LIVE CATTLE EXPORTS.

During the first five months of the year our exports of live cattle to Great Britain amounted to 179,092 head. During the same period Argentine sent 46,145, and Canada 15,907. British importations of fresh beef were 1,227,104 cwt. as compared with 1,114,057 cwt last year. The total value of all live animals imported into Great Britain for food was approximately $22,762,810, and of meats, $10,950,255.—Orange Judd Farmer.

RANGE CATTLE.

In connection with the decadence of ranges, noticed elsewhere, the falling off in the comparative receipts of range cattle, including what are distinctively known as Texans, makes an interesting study. The figures given are for Chicago, but they truthfully indicate the situation: In 1890 the total receipts of such catte were 886,547; in '91, 1,059,530; '92, 988,280; '93, 984,519; '94, 758,998; '95, 790,569; '96, 595,347; '97, 436,228, while '98 is so far showing a still further falling off of receipts.—Farm, Stock and Home.

EARLY BREEDING OF SHEEP.

As young lambs bring more in winter and early spring than even they or mature sheep bring at any later age, it is an object to breed early, says Dr. Galen Wilson, in Farm and Fireside. The general time of breeding sheep is in the fall; but this brings lambs too late for best prices. July and August are the months to mate the sexes. Ewes to be selected are those which are in excellent condition, and which have nursed a lamb for a month or two. Then let them be kept on good pasture where there is plenty of shade and cool drinking water convenient. Turn with them a strange vigorous ram. But with all of these precautions a share of these ewes will not breed until late, unless they have previously been accustomed to breed early. It is natural for sheep to breed at a year from the time they are last bred. A good way to get early breeders is to grow them. Keep the ewe lambs of this spring from breeding until July or August of next year, and then there will be little trouble about it, and one will have a flock of naturally early breeders. Some claim success in early breeders by feeding grain in summer, until bred; and others starve their sheep a day or two just previous to mating; but from observations I can say neither is reliable. The early lamb business is worthy the attention of every farmer who keeps sheep, unless he grows sheep for breeders. One can manage to get twice as much for a two months' lamb as he can for a lamb or the mature sheep for mutton any time after the age of two months.—Evening Wisconsin.

EXPORTS OF LARD.

The London Meat Trade Journal says: "A product deserving of attention just now is lard, of which our source of imported supplies is almost exclusively the United States. Whilst there are almost identity of total in our imports of this article in the first five months of 1896 and 1897, respectively, the quantity has this year gone up no less than 50 per cent, our import thus far amounting to 1,022,163 cwts."

SOUTH ST. PAUL HORSE EXCHANGE.

George W. Wentworth & Co., of the South St. Paul horse exchange, report a fairly good market for the past week considering the extreme heat and the fact that the would-be buyers are occupied just now with farm work incident to the season. They expect an improvement in trade during the present week. Their barns are well stocked to meet the demand and fresh supplies are expected. The following are their representative sales for the past week:

	Wt.	Price.
One pair of drafters	3,100	$240
One pair of chunks	2,600	190
One pair of drivers	2,300	200
One delivery horse		70
Five head farm stuff		300

MIDWAY HORSE MARKET.

At the Midway horse market there was comparatively little business doing, the dealers meanwhile preparing for the trade that is expected within the coming month. A number of Canadians are inspecting the stock, and some sales for the northern trade have already been made. The dealers at Midway report some advance in prices at different points in the country, from which the stock must be drawn. There was a good demand during the week for heavy drafters and general purpose horses by local dealers. The wholesale trade was particularly stagnant. Receipts of stock were light, but the average was a good quality, selected with a view to meeting the demands for a better stock. Barrett & Zimmerman report representative sales as follows:

Drafters Ranging 1,700—

	Price.
Choice to extra, from	$130 to $155
Common to good	90 to 105

Farm Horses Ranging 1,500—

	Price.
Choice to extra, from	$110 to $125
Common to good, from	60 to 100

Brown & Dickey report a rather inactive market. Common to the season of the year. A better trade is expected this week. H. A. Winslow makes a similar report with some Canadian buyers inspecting stock. The latter expects the arrival of three lots the present week. The following are the representative sales of Brown & Dickey:

	Wt.	Price
Gray team	3,300	$275
Bay team	3,000	210
Bay mare	1,400	95
Black horse	1,500	110
Roan horse	1,500	115
8 head farm stock	1,350	720
2 black drivers	2,300	250
1 bay driver	1,200	150
1 pony	900	35
1 colt	1,400	70
1 sorrel delivery	1,400	110

D. W. Ringler & Co. report a quiet week, a few good buyers and a small retail trade. These are some of their representative sales:

	Wt.	Price.
1 pair bay geldings	2,800	$235
1 pair brown mares	2,900	250
1 brown mare	1,600	157
1 bay gelding	1,600	127
1 bay gelding	1,500	110
1 pair plugs	2,400	100
1 driver	1,100	125
1 driver	1,100	85

THE IDEAL ROAD HORSE.

The 15½ to 16-hand horse of solid color, with broad forehead, ears of good size and well proportioned, good length from base of ear to eye, eyes full and expressive, with lids free from meatiness, face straight, nostrils well rounded, full, large and thin lips, not thick and well closed, neck of good length, shapely, clean cut at jowl and fitting well at shoulders, which can hardly be too sloping, the point of the withers being back of the saddle, chest of good width, forearm lon— and heavily muscled, knees firm, broad, straight and strong, cannons short, flat, broad and flinty, pasterns good length, muscular and nervy, free from meatinesss, the ankle from toe to ankle joint being about thirty-five degrees, feet round, of size proportionate to the animal, free from contracted heels, of good material and with elastic frog, barrel-shaped like an inverted egg, deep at girth as well as waist, allowing full use of lungs without infringing upon other organs, back short, the point of coupling on a line with that of hip, thus allowing for the extension of the muscles of attachment well forward over the kidneys, giving greater strength to the weakest spot in the animal anatomy as well as in man, quarters of good length, not too sloping, thus affording room for the free stifle action so necessary in the ideal driver, stifles and gaskins long, of good width, abounding in muscular attachements, hocks free from meantiness, sound, strong, neither straight nor having a decided angle, and not cut under too sharply at base.

Such a horse, going smooth and true, neither paddling nor toeing in forward, nor, as we say, straddling behind, will always command a top price in the market, provided he has been educated, and abounds in nervous energy. Form, size, color, symmetry and substance are essentials, but these do not insure the road horse. To these must be added individuality, the result of breeding. It manifests itself in what we term nervous energy, the up-and-get-there power. It is the power of heredity, so desirable, so necessary. To secure this there must be a high ideal and a fixed determination in breeding.—G. M. Twitchell in Iowa Homestead.

ONE MAN'S PREFERENCE.

I prefer a compact, short-legged horse, weighing from 1,300 to 1,500 pounds. There is no practical difficulty in producing such horses even from our miscellaneously bred mares, as well bred draught stallions have proved themselves successful sires of this class of stock. Such a horse can be raised almost as cheaply as a steer of the same age, the only additional cost being the stallion fee, which is now a very reasonable figure. There will be little or no expense for training or breaking, and as soon as old enough such a horse will sell readily unless seriously blemished.

We have made mistakes in the past in being anxious to produce horses of extreme size, and have bred for that regardless of quality. The product was not very satisfactory; they lacked endurance, were apt to have poor feet or unsound joints—especially the hock joint—with legs round and beefy, and predisposed to scratches and other ailments. The depressed horse market and the consequent close discrimination exercised by buyers have shown us the necessity of endeavoring to produce useful animals of superior quality, and to produce such we must select our breeding stock with more care.—Exchange.

ST. PAUL. PRODUCE.

The produce market has been generally active throughout the week. Butter has been in good demand, but receipts were light, a condition attributable to the fact that farmers are occupied with their work of harvesting. Everything is readily taken up that is offered. The demand for firsts and seconds has increased, due, probably, to the limited supply of extras. Eggs were in good demand, but the offerings were quite limited and prices were firm, with a tendency to higher values. The demand came largely from jobbers, and there were a number of shipping orders. Green vegetables are increasing in volume of receipts, and fruits of all kinds are plentiful, of very good quality, as a rule, and exceedingly low-priced.

APPLE CROP PROSPECTS.

The following is a summary of the Orange Judd Farmer report on the apple crop prospect:

In no state is there uniform prospect of a full apple crop. The July condition is apparently best in New England, parts of Canada, Wisconsin and a few other sections of the Northwest; nowhere is there a more general complaint of severe deterioration than in the heavy apple section of Central and Western New York, which is always such a factor in supplying the markets. Should the shortage there, due to unfavorable weather, insects and fungous pests, prove as great as this preliminary report would seem to indicate, it must mean an added outlet for favored apple-growing sections in New England, the Canadian provinces and the West.

The important orchard districts in the states of our Middle West and the Southwest do not promise well for a good crop of winter fruit. Reports received up to the present time from Nebraska, subject to modification after receiving later returns, point to fair promise; this is also true of Wisconsin, where a state official high in authority, says the present outlook is for a full crop, and for three times as much as the small yield of '97, in spite of some dropping. In the important apple sections of Eastern Kansas the fruit has dropped badly.

Disappointment has come to orchardists in the rapidly developing apple belt of Arkansas, where the outlook is for a crop only half to two-thirds of a full one. Missouri has its share of insect and fungous pests, and the crop will be very short of a full one. County correspondents in Illinois indicate about half a crop, subject to later modifications, or much the same as the Missouri outlook. The promise in Iowa is fair, as a whole, and the relatively few counties in Minnesota and South Dakota growing winter apples promise well. The situation in Indiana is far from satisfactory, our county returns hinting at less than half a crop, with like conditions in Ohio. On the Pacific coast apples as a whole are doing well, pointing to a full yield. Returns afford further testimony to what we have frequently pointed out, that our fruit growers in the Middle West do not devote as much attention to spraying as they should, and for that matter less than some of the older and equally important fruit sections. In general there is a fairly good outlook for summer apples, and the early varieties are already appearing in Chicago and other markets.

THE POTATO OUTLOOK.

If favorable weather conditions continue with no serious development of blight, there is every reason to believe the '98 crop of potatoes will prove a liberal one, and considerably in excess of that of last year.

The encouraging outlook in the West is common to nearly every state, yet it is altogether too early to forecast probabilities. There is plenty of time for rapid decline in condition if surroundings are not propitious. A general increase is the rule in Wisconsin, well-posted men in the heavy potato belt placing this at 15 per cent over last year. In general, the crop looks well, although some fields on late flat land have been injured by excessive rains, and should a season of drouth follow the wet weather of early summer, fears are entertained of deterioration. These conditions hold true largely in Minnesota and the Dakotas, which have a full acreage and a promising condition; we get no complaints of blight up to the present time. Nebraska has had much rain, and the belief prevails that this may eventually hurt the quality, although this expression of some of our correspondents is merely surmise; weather in early spring was unfavorable in Kansas because it was cold and wet, and heavy rains have since so packed the ground in some counties that reports indicate a drawback of this character. The crop promises fairly well in Missouri, and conditions are generally high in Iowa, Illinois, Indiana and Michigan.

In the heavy potato sections of the Middle states farmers have little cause for complaint up to the present time. The acreage is large, the crop condition fair to fine.—Orange Judd Farmer.

A GREAT HAY CROP.

The acreage devoted to the hay crop this year, 44,000,000 acres, is practically the same as that of '97, a small decrease in the area of meadows in the South and in portions of the Ohio valley being offset by an increase in the area of grass lands in the district west of the Mississippi river. Last year a heavy hay crop was gathered, but the condition of the crop this year at the time of haying is better than a year ago, the acreage slightly larger, and the indication now is that the hay crop of '98 will break all records. The estimated acreage and the present condition of the crop is reported by states as follows:

	Acres	Cond.		Acres.	Cond.
N. E.	3,543,000	99	Minn.	1,765,000	101
N. Y.	4,281,000	98	Iowa	4,989,000	105
Pa.	2,637,000	96	Mo.	2,283,000	96
Tex.	347,000	96	Kan.	3,613,000	104
Ark.	163,000	104	Neb.	2,057,000	103
Tenn.	319,000	90	N. D.	459,000	90
W. Va.	475,000	93	S. D.	2,160,000	98
Ky.	362,000	94	Cal.	1,631,000	70
Ohio	1,693,000	92	Ore.	591,000	101
Mich.	1,286,000	90	Wash.	298,000	107
Ind.	1,611,000	97	Other	3,766,000	97
Ill.	2,099,000	102			
Wis.	1,593,000	104	Total	44,021,000	98.1

—Orange Judd Farmer.

THE CORN CROP.

This year Minnesota has 957,000 acres planted to corn, and the reports to the Orange Judd Farmer place the condition at 100. Wisconsin has 1,339,000 acres also rated at 100. South Dakota reports 1,045,000 acres with a rate as to condition of 98, while North Dakota, with 15,000 acres is rated at 95. Iowa has 8,200,000 15,600 acres, is rated at 95. The total corn acreage of the country is 81,603,000 acres, with an average rating of 91.

CORN EXPORTS.

The United States exported for the fiscal year ended June 30, 1898, $73,502,237 worth of corn. This shows an increase of nearly twenty million dollars in value over the largest exports of any previous year, and is one of the most encouraging features of the remarkable statistics of the past twelve months.

THE OAT CROP.

The oat crop of 1897, as officially given by the department of agriculture, was 698,768,000 bu. The estimates for 1898 indicate a yield of 725,000,000, but this, in some quarters, is regarded as excessive. The average condition is rated at 92.8, as against 87.5 last year.

LONDON STOCK REVIEW.

LONDON, July 17.—Stocks remain inactive, the surrender of Santiago to the Americans not having had the expected influence. Except for investment buying of Illinois Central, New York Central and Pennsylvania and speculative purchases of Atchison securities, on the understanding that the full interest hereafter would be paid, American stocks were dull. Atchison preferred, Illinois Central, New York Central fell ½ point; St. Paul ⅜ and several others ¼. Spanish securities were benefited, going up ¼ on Paris buying, but fears caused a reaction.

There is plenty of idle capital, though last week's gold withdrawals caused hesitation. Call loans were as low as ¼ and short fixtures as low as 1 per cent. The discount rate was raised to 3 1-16.

STOCKS WERE NEGLECTED.

Lower Prices Prevailed Despite the Victory at Santiago.

FINANCIAL SUMMARY.

Bar silver, New York	59⅛	59¼
Call money, New York	1½	1¼@1½

NEW YORK, July 16.—Wall street apparently remained unconvinced today that values of securities had been increased by the capitulation of Santiago and prices stubbornly refused to advance in the face of that event. The upward tendency of Americans in London was viewed with apathy, and the few advances at the openeing hour were not up to the London parity. The accumulated orders in commission houses were of very small volume, the outside public being apparently taken up with other interests than speculation in stocks. The bears were confident and aggressive, and were prompt to take advantage of the absence of buying demand to attack the market. Sugar was the first point of attack, and the price yielded quite readily, but only small quantities of stock were dislodged by the decline. The weakness of the coalers, which had persisted all week, continued a marked feature. There is no doubt there has been liquidation of long stock in these companies on account of accumulated troubles of trade. There is but sluggish demand for even the curtailed output, and the companies find themselves at odds over the maintenance of prices and division of territory. The plans for the construction of a new road from the anthracite region to the tidewater had a further unsettling effect. Delaware & Hudson was easily forced down 2½ points, and Reading 1st preferred and New Jersey Central also suffered material declines. The bears were also busy with Manhattan. There was obvious increase in the short account, and no apparent effort to cover it over Sunday. The bank statement is not readily analyzed. The decrease in cash of $4,049,900 is practically all accounted for by the gains of the subtreasury during the week, on account of the bond subscriptions. The government's gains on this account are not reflected in the depsti average of the banks, as was the case last week. The loan expansion is considerably curtailed but still reflects a good business situation. The legal reserve requirements is very little changed by reason of the small decrease in deposits, so that the decline in cash is almost all reflected in the decrease of surplus.

The government crop report caused some depression, owing to declines in condition compared with the previous month, in spite of a high average compared with former years, and on estimated crop exceeding 600,000,000 bu of wheat. The hesitation of the stock market is due in no small part to the enormous exports and the high prices of last year, with which comparisons for this year will have to be made. United States old 4s, coupon, declined 1¼; the new 4s, coupon, 1; the 5s, coupon, ⅞; the 5s registered, and new 4s, registered, 1, and the old 4s, registered, ¼ in the bid price.

Total sales of stocks today were 103,800 shares including 6,810 Atchison pfd; 5,270 Burlington; 6,060 Manhattan; 6,005 Metropolitan; 7,290 Reading pfd; 3,120 Rock Island; 4,715 St. Paul; 9,530 Sugar.

The following were the fluctuations of the leading railway and industrial shares furnished by C. H. F. Smith & Co., members New York stock exchange and Chicago board of trade:

	Opening.	Highest.	Lowest.	Closing.
Am. Tobacco	118⅜	118¼	117¾	118¼
Am. Spirits	12½	12½	12¼	12⅜
do pfd	34	34	34	34¼
Atchison	13⅛	13⅛	13⅛	13⅛
do pfd	34½	34½	34⅛	34⅛
Am. Cotton Oil				20
Bay State Gas	3¼	3¼	3⅛	3
B'klyn Rp'd T'sit	54	54⅜	52¾	54¼
Balt. & Ohio	13¾	13⅞	13⅜	13½
C., B. & Q	105½	105⅝	105	105⅛
C., C., C. & St. L.	40¾	40¾	40¾	40¾
Ches. & Ohio	22⅓	22½	22⅜	22¼
Chicago Gas	97¾	98	97¾	97¾
Canada Southern				51½
Col. Fuel & I				20
C. G. W	14	14¼	13⅞	13⅞
do pfd A				32
Delaware & Hud	105	105	103	104½
Duluth				4⅛
Erie	13	13	13	13
do pfd	33⅜	33⅜	33⅜	33⅜
Illinois Central	109¼	109¼	109	108¾
Jersey Central	89⅜	89⅜	88¼	88¼
Kansas & Texas				11
do pfd	34	34	34	33½
Lead	33⅜	33⅜	33¼	33½
Linseed Oil	13⅛	13⅛	13	13
Laclede Gas				50
Louisville & Nash	52⅞	53	52⅝	52¾
Leather pfd				66¼
Lake Shore				188
Manhattan Con	106⅛	106¼	104⅞	105⅛
Met. Traction	153	153¾	152¾	153
Minn. & St. Louis				28½
do 1st pfd				88
do 2d pfd				38⅛
Missouri Pacific	35½	35½	34⅞	34⅞
Michigan Central	105	105	105	104½
N. P. common	28⅜	28⅜	28⅜	28⅛
do pfd	69⅞	69⅞	69⅛	69⅜
New York Central	117⅛	117⅛	117⅛	117
Northwestern	127¾	127⅞	126½	126½
New York Gas	195	195	195	195
North American				6⅜
Norfolk & Western				51⅛
Omaha	81½	82	81⅜	81¼
do pfd				150
Ontario & Western				14⅝
Pennsylvania R'y				116
Pullman	209	209½	209	209
Reading	16⅞	16⅞	16	16
do 1st pfd	40⅛	40⅛	38½	38¾
do 2d pfd	20	20	19½	19½
Rock Island	95½	96	95⅜	95½
Southern R'y				8½
do pfd	30⅜	30⅜	30¼	30¼
S. R. & T. Co				6
Sugar Refinery	133	133	131⅞	132¼
St. Paul	98¾	98⅞	98⅜	98⅜
Tennessee Coal	24½	24⅝	24½	24½
Texas Pacific				12⅜
U. P., D. & G				6¾
Union Pacific	23½	23½	23⅜	23½
do pfd	60	60⅛	59⅞	60
U. S. Rubber	28⅛	28½	28⅛	28½
Western Union	92⅛	92⅜	92⅛	92
Wabash				7¼
do pfd				18¾
W. & L. E	1	1⅛	1	1

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TRAVELERS' GUIDE.

Trains leave and arrive at St. Paul as follows.

UNION DEPOT, SIBLEY STREET.

GREAT NORTHERN RAILWAY. TICKET OFFICE, 199 East Third Street. 'Phone 1142.

Leave.	a Daily, b Except Sunday.	Arrive
b9:05am	....Breck. Div. & B'ches....	b5:35pm
b8:20am	..F'gus Falls Div. & B'ches.	b4:35pm
b8:20am	...Willmar, via St. Cloud...	b6:15pm
a7:00pm	Breck., Fargo, Gd. F'ks, W'pg	a7:45am
a1:30pm	...... Alaska Limited	a6:15pm
b4:35pm	..Excelsior & Hutchinson..	b11:45am
a8:00pm	.... Crookston Express	a7:30am

EASTERN MINNESOTA RAILWAY.

b8:30am a11:15pm	Duluth & West Superior.	a7:10am b6:20pm

NORTHERN PACIFIC. TICKET OFFICE 5th & Robert Sts. Union Station, St. Paul. Milwaukee Station, Minneapolis. Dining and Pullman Cars on Winnipeg & Coast Trains.

	Leave	Arrive
Pacific Mail, Daily; Fargo, Bozeman, Butte, Helena, Missoula, Spokane Tacoma, Seattle and Portland	1:30pm	5:10pm
Dakota and Manitoba Express, Daily; Moorhead, Fargo, Fergus Falls Wahpeton, Crookston, Grand Forks, Grafton and Winnipeg	7:30pm	7:15am
Fargo Local, Daily except Sunday; St. Cloud, Brainerd and Fargo	8:30am	6:00pm

"North-Western Line"—C., St. P., M. & O. Office, 395 Robert St. 'Phone 480.

Leave.	a Daily. b Except Sunday.	Arrive.
a8:15am	..Chicago "Day Express"..	b9:55pm
b6:30pm	..Chicago "Atlantic Ex."..	a11:30am
a8:10pm	.Chicago "N. W. Limited".	a7:50am
b9:25am	.Duluth, Superior, Ashland	b5:05pm
a11:00pm	.Duluth, Superior, Ashland.	a6:50am
a9:35am	..Su City, Omaha, Kan. City.	a7:05pm
b4:50pm	Mankato, New Ulm, Elmore	b10:00am
a7:45pm	Su City, Omaha, Kan. City	a7:25am

ST. PAUL & DULUTH R. R. From Union Depot. Office, 396 Robert St.

Leave.	a Daily. b Except Sunday.	Arrive.
a9:00am b2:15pm a11:15pm	DULUTH WEST SUPERIOR	a7:15am b2:50pm a6:30pm

Trains for Stillwater: a9:05 am, a12:10, a2:15, a5:35, a7:30 pm. For Taylor's Falls: a9:05am, a2:15pm, b5:35pm.

M., ST. P. & S. S. M. RY.

Leave.	EAST.	Arrive.
7:20pm	...Atlantic Limited (daily)...	8:45am
9:05am	.Rhinelander Local (ex. Sun.).	5:05pm
	WEST.	
1:25pm	....Pacific Limited (daily)....	7:05pm
	St. Croix Falls Local Except Sunday. From Broadway	
6:00pm	.......Depot, foot 4th St........	9:15am
6:30pm	Dakota Express. Lv. Minneapolis, Except Sunday....	10:00am

BURLINGTON ROUTE. FINEST TRAINS ON EARTH.

Lv. For	STATIONS.	Ar. From
8:15am	.. Chicago, except Sunday..	12:15pm
8:15am	..St. Louis, except Sunday..	....
8:05pm	.Chicago & St. Louis, daily.	7:45am

Ticket office, 400 Robert St. Tel. 36.

CHICAGO GREAT WESTERN RY. "The Maple Leaf Route."

Ticket Office: Robert St., cor. 5th St. Phone 150. Trains leave from St. Paul Union Depot.

*Daily. †Except Sunday.	Leave.	Arrive.
Dubuque, Chicago, Waterloo, Marshalltown, Des Moines... St. Joseph and Kansas City..	†8.10 am *8.10 pm *8.10 pm	†8.30 pm *7.45 am *12.50 pm
Mantorville Local	*3.55 pm	*10.45 am

Chicago, Milwaukee & St. Paul Railroad. Ticket Office, 365 Robert St. 'Phone 98.

a Daily. b Except Sunday	Lv. St. P.	Ar. St. P.
Chicago "Day" Express..	b8:15am	b10:10pm
Chicago "Atlantic" Ex....	a2:55pm	a11:30am
Chicago "Fast Mail"	a6:55pm	a1:00pm
Chicago "Pioneer Limited".	a8:10pm	a7:10am
Chic. via Prairie du C. div.	b4:40pm	b11:15am
Peoria via Mason City	a4:40pm	a11:15am
Dubuque via La Crosse..	b8:15am	b10:10pm
St. Louis and Kansas City.	a8:35am	a6:25pm
Milbank and Way	b8:20am	b6:30pm
Aberdeen and Dakota Ex..	a7:05pm	a8:15am

WISCONSIN CENTRAL. City Office, 373 Robert St. 'Phone No. 694.

Leave St Paul	All Trains Daily.	Arrive St Paul
8:00am	Eau Claire, Chippewa Falls. ....Milwaukee and Chicago....	8:15am
7:40pm	Ashland, Chippewa Falls, Oshkosh, Milwaukee and Chicago.	4:10pm

M. & St. L. Depot—Broadway & 4th.

MINNEAPOLIS & ST. LOUIS R. R. "ALBERT LEA ROUTE."

Leave.	a Daily. b Except Sunday.	Arrive.
b9:15am	Mankato, Des Moines, Cedar Rapids, Kan. City.	b6:30pm
b8:45am	...Watertown, New Ulm...	b4:55pm
b5:00pm	.....New Ulm Local.....	b10:20am
a7:00pm	Des Moines & Omaha Lim.	a8:10am
a7:00pm	Chicago & St. Louis Lim.	a8:10am
b4:45pm	Albert Lea & Waseca Local	b10:35am