900 DROPS
CASTORIA
A Vegetable Preparation for Assimilating the Food and Regulating the Stomachs and Bowels of
INFANTS CHILDREN
Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.
Recipe of Old Dr SAMUEL PITCHER
Pumpkin Seed -
Alx. Senna +
Rochelle Salts -
Anise Seed +
Peppermint -
Bi Carbonate Soda +
Worm Seed -
Clarified Sugar -
Wintergreen Flavor.
A perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and LOSS OF SLEEP.
Fac Simile Signature of
Chas. H. Fletcher.
NEW YORK.
At 6 months old
35 DOSES 35 CENTS
EXACT COPY OF WRAPPER.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of
Chas. H. Fletcher.
The Kind You Have Always Bought.
CASTORIA
THE CENTAUR COMPANY, NEW YORK CITY.

## HINTS ON FALL STYLES

### J. H. HORTON TELLS WHAT THE SEASON'S STYLES ARE

**Just Returned From a Trip to New York—Says the Fur Business Has Greatly Improved in the Last Few Months—Coats and Capes That People Are Going to Wear This Fall.**

Business of all kinds in the East is picking up, according to J. H. Horton, of the fur goods firm of J. H. Horton & Co., 99 East Sixth street. Mr. Horton returned from New York yesterday He has been there on a trip to buy for fall season and he came back with a large stock of new goods and new styles.

"I was in New York in May," he said to a reporter for The Globe, "and then the people there were very much depressed. Fears that the Spanish fleet would bombard the city made them timid, and they would not talk of trade. But now everything is different. The war is ended, there is no Spanish fleet and the merchants feel secure. There is a general feeling there that the Northwest is the best from a business standpoint, in the United States. I met merchants from all over the country, and while they all felt sanguine of the future they seemed to think we had an advantage over them here.

"I have brought back with me a higher class of goods than we formerly had. People are tired of inferior goods and now they demand the best. The fur business has improved in New York from 33 to 100 per cent. Threatened strikes have been promptly settled because the rush of orders made it imperative for the manufacturers to yield rather than stand a loss.

"The cloak makers have introduced a change of styles. They have introduced a short jacket, not over twenty-two inches long, with tight-fitting effect and a higher class kind, showing a cloak from thirty to thirty-six inches long, tight-fitting with cut-away in front. There is also a cloth and velvet cape made with flounce effects, from thirty-six to forty-six inches long.

"It is the general opinion that this season ladies tailor-made suits will be largely sold in all sections. Among the new styles is a suit with a tight-fitting waist twenty inches long and double-breasted front, or else a waist cut twenty-six inches long, tight-fitting with cutaway front. Skirts of suits will be severely plain and will be made from plain cloths, the skirt being cut fully four or five inches higher in the back than in the front. The rough effect in cloths will be shown little, except in cheap suits.

"The fur garments that will be usually worn is a jacket twenty-two to twenty-four inches long in a loose front box coat, or a tight-fitted double-breasted effect. Novelty houses are showing long coats in fur, made tight-fitting with cutaway fronts, styled the Academy coat.

"Fur collarettes will be sold in all sections of the country. Large cities in the East are taking a plain collarette without tabs ten to twelve inches long. Some of the high-class houses are showing tab effects—collarettes with tabs in front, ranging from twelve to thirty inches. Combination effects in fur are made with seal and blue fox and Persian lamb and blue fox are the leading combinations.

"In the medium priced goods Persian lamb, combined with black marten or electric seal with black marten, are the leading styles. Electric seal jackets in various lengths, from twenty-two to thirty inches, promise to be popular priced jackets of the season.

"Western houses all seem to have faith in long capes made of cloth, lined with fur and in Astrakan, electric seal trimmed with black marten. In my judgment twenty-two-inch cloth jackets in various shapes will be the garment of the season in cloth, the long academey coat being shown only in high-priced garments."

SCHOCH

Fresh Peach, Pear, Plum or Grape Pies, home-made, today, each,
3c.

Another shipment of fancy, hard, dry Northern
BLUEBERRIES
16-quart crate
$1.00.
Bushel boxes of ripe
Bartlett Pears.
Should be handled quickly. The price, per bushel box,
$1.00.

| | | |
|---|---|---|
| Plums, | Minnesota, per bushel | $1.25 |
| Crabapples, | Fancy Minnesota Duchess, per bu. | 50c |
| Crabapples, | Iowa, per bushel | 35c |
| Melons, | Minnesota, per bushel | 35c |
| Eggs, | Three dozen | 25c |
| Cocoa Shells, | per pound | 5c |

Washing Powder, "Klondike," 4-lb package 15c
Sweet Potatoes, 10 pounds, Jerseys 25c
Flour, Schoch's XXXX First Patent, per 98-lb. sack $2.50
Made from old wheat—nothing finer milled.
Prunes, half-bushel crate, German 65c
Honey, New, per comb 12½c
Soda Crackers, Fresh, per lb 6c
Whisk Brooms, good solid ones, each 5c
Can Openers, each 5c
Fruit Jars, Mason, quarts, per dozen 48c
Fruit Jars, Mrs. Rorer's, quarts, per dozen 75c
Maple Syrup, Pure, per quart bottle 25c
Tea, Challenge, per package 25c
Tea, Old Dominion Ceylon, per package. 25c

THE ANDREW SCHOCH GROCERY CO.
Cor. Seventh and Broadway.

## GUSTAV ADOLF'S BAZAAR.

**It Was Auspiciously Opened at the Church Last Night.**

Mayor Kiefer made the opening address at Gustavus Adolphus church bazar last evening before a fair gathering of the Swedish people of Arlington hills. Among those attending being noted:

Lawrence Elmquist, Will Edin, Axel Franzen, Miss Annie Hedin, Miss Emma Hedin, Miss Helvin Anderson, Miss Annie Rydstrom, Miss Rydstrom, Miss Nannie Franzen, Mr. and Mrs. Wedin, Carl Sunquist, Christain Johnson, John Bodin, S. Abrahamson, Rev. Mr. Sjolinder, County Treasurer Elmund, Alfred Pearson and others.

The work of this church began in the fall of 1889, with only fifty-three poor members. For the purchase of ground and the erection of a church the members, unavoidably, on account of the high prices of real estate at that time, were induced into a debt average no less than $100 per communicant. And besides this, the general expenses for the support of the work amounted annually to $25 on each member.

Thus with great effort the work was sustained and successfully carried out. But in 1892 a great disaster was met when the church was destroyed by fire. Bereaved of a house of worship they still had the heavy burden of a debt that amounted to about $6,000. Nevertheless they undertook the building of a new church the same year. But again joy in seeing the new comfortable house of worship filling the desolated place of the old one, was suddenly crushed, this time by a hurricane storm which, passing over the place, in its violence changed the newly constructed building into a mass of ruins. At that moment all hope for any further success in the work seemed buried with the ruins of the fallen temple. But they ventured once more to undertake the building, although this highly increased their indebtedness.

So it happened that in consequence of the suffered adversities, it has, in spite of all efforts, been impossible to avoid running into a debt of $12,500, with a great annual interest, all which now rests as a heavy burden upon the congregation. So the ladies' society and Young People's society, assisted by Rev. Mr. Sjorlinder as the head of the work, undertook the bazar, which will be operated until Thursday of next week. Each evening different prominent speakers have been engaged and a programme arranged.

Mayor Kiefer said last night: "Pastor Carlson, I wish you success in your enterprise. It is a glorious idea to bring your people together, and I wish you good luck, for your church, your people, and yourself."

Pastor Carl Carlson responded and gave a short history of the church and a plan of the scheme of the bazar. The latter was held in the lecture room, and every trade in St. Paul was represented on the counters, over which many sales were made. Tonight W. H. Eustis, of Minneapolis, speaks on the "Importance of Public School Education."

*Extra Burlington Suburban Trains.*

During the week of the state fair, commencing Monday, Sept. 5, the Burlington will run extra evening trains on its suburban line. Leave Pullman avenue for St. Paul at 7:25 p. m. Returning, leave St. Paul at 11:20 p. m. This will give the people of Cottage Grove, St. Paul Park and Newport a good opportunity to see the Great Pain's War spectacles and the fair.

*Low Rate for the Grand Army.*

The Burlington will sell tickets to Cincinnati and return at $14.00. Best accommodations, fast time, smooth track. Tickets at 400 Robert street (Hotel Ryan). Call up telephone 36 for particulars and to secure berths.

*Only Fourteen Dollars*

To the G. A. R. National Encampment at Cincinnati and return. Get tickets via Burlington Route and secure the best service. Ticket office, 400 Robert street (Hotel Ryan). Telephone 36.

## OFFICIAL NOTICE.

Be it known that M. de Fleury, a French savant, in a recent treatise on the mind, announces love to be a disease. He claims the symptoms of love bear a wonderful resemblance to those of alcoholism, and that the same treatment—separation—cures both. He thinks all lovers should be put under medical care. As a well-read man, M. de Fleury probably knows

BEECHAM'S PILLS CURE

more than half the sickness in the world, and that nine-tenths of the earth's ills are caused by that dread tormentor constipation, of which Beecham's Pills are, have been and always will be, the one mighty conqueror. Think of the help they can give you, and then think of the price.

BEECHAM'S PILLS,
Price 25 cents a Box.

## CITY DADS GIVEN POINTS

### M. D. GROVER TOLD THEM WHAT MR. HILL WANTS

**He Also Presents Some Legal Nuts for the Attorneys to Crack, and Declares That if Certain Measures Are Passed the Great Northern Road Will Fight Them in the Courts.**

Marcus D. Grover, solicitor for the Great Northern railroad company, held a conference with the special sub-committee from the joint council committee on streets yesterday afternoon.

Present at the conference, which was a short one, were Assemblymen Albrecht, Nelson and Thompson; Ald. Shepard and Bell and Assistant Corporation Attorney Taylor.

Mr. Grover, as the representative of the railroad company, did most if not all of the talking, the members of the committee confining themselves to questioning the attorney as to the erection of the proposed shops. At frequent intervals during the talk made by Mr. Grover as to the several points at issue or difference between the city and the company, he was interrupted by one or the other of the members of the committee with the query as to the building of the proposed shops.

All inquiries in relation to the building of the shops were at first skillfully parried by Mr. Grover, but as the questions became more direct and to the point, the attorney said:

"The expectations of the public and the gentlemen who have been interesting themselves in the matter of adjusting the difference between the city and the Great Northern is that if things were adjusted the shops would be built. I can give your committee no assurances on that point and have no authority to speak. I could not even say that if everything was adjusted the shops would be located and built here. I can make no promises and Mr. Hill simply directed me to take up the matter of the difference between the city and the company."

During the informal talk or rather during Mr. Grover's informal talk, the point on which the committee seemingly desired light was brought adroitly to the surface, but each time Mr. Grover gave the same reply, he was not authorized to say anything about the shops and was not prepared to make even the semblance of a contract or promise that the new shops would be located here.

On the difference between the city and the company Mr. Grover spoke freely in a general way. In the matter of the Broadway bridge he informed the committee that the proceedings which had thus far resulted in the sinking of $90,000 and two or three piers for the structure, were illegal. The legislature had authorized the issuance of bonds and the construction of the bridge, but the city had not taken the proper steps according to the law.

There had been no condemnation proceedings for the land which would be taken or injured by the erection of the structure, and the city had not even provided for a change of grade on the streets which was necessary before the bridge could be built.

The courts had declared that the city owned a sixty-foot strip of Broadway from Third street to the river, which could be used as an easement, and on the supposition that this settled the matter the city had gone on and erected several piers.

The company, however, had commenced injunction proceedings and secured an order restraining the city from building the bridge, and this and the injunction proceedings were still undecided.

The tract of land in question, Mr. Grover stated, had at one time been a slough, and the company had filled the place in to a depth of fifteen feet and made the ground which had been and was now used for railroad purposes. In the neighborhood of $1,000,000 had been expended in making this tract of any use.

At Broadway and Third streets the company had erected its general offices and the building was now in use. At the same time the general office building was erected it was the purpose to build other buildings, including a freight and express building, and have the same connected by archways with the depot grounds.

"The action by the city in insisting on the building of the Broadway bridge had stopped these improvements. The bridge, if built, Mr. Grover said, would result in the general office building being abandoned, as it would be impossible to conduct the business with the bridge running within a few feet of the second and third stories of the structure.

"If it is desirable," continued Mr. Grover, for the city to have the bridge and that part of lower Broadway, we will have to fight it, and I am reasonably sure that in the end we will beat the city."

The next point touched upon by Mr. Grover was the contract made between the city and the railroad companies in 1880. This, he said, was a fair and square agreement made at the time when the city was desirous of securing for the city several important railroad interests, and in effect it provided that the railroad companies, of which the Great Northern was one, were to build such bridges as the city decided necessary, over streets which had been opened before the companies secured right of way.

Acting on the supposition that the contract was a legal one, the Great Northern had built nine or eleven bridges, with the understanding that after the abutments and structures had been put up at the expense of the company, the city was forever afterward to stand the expense of keeping the same in repair. Testimony brought out in court was at variance on the question as to the contract of 1880 being signed by the proper city officers of the city, but it was not until a very recent date that this had been even disputed.

It had been the understanding for many years both by the city and the railroad companies that the contract or agreement was in force, and several bridges built in the meantime had made special reference to the agreement of 1880.

Mr. Grover cited an instance under this agreement where the Great Northern, when plans were submitted by the city for a wooden bridge with a twenty-four foot roadway, had decided the plan proposed was not sufficient, and Mr. Hill had changed the plans so as to provide for an iron structure with a roadway of thirty-six feet.

The company was now called upon to build a bridge over its tracks at Snelling avenue and had proposed to construct one which would answer the demand for travel for many years to come. The city, however, insisted on a bridge the full width of the street, which was, in the opinion of the company, unnecessary.

Mr. Grover admitted that the proposed bridge at Raymond avenue should be a full width structure, but the one on Snelling avenue did not need to be the full width of the street. The Rice street bridge, as well as the Jackson street structure, he stated, had never been formally accepted by the city, and it was out of the question to suppose that the company would have constructed the large number of expensive bridges which it had, if for a moment it was considered that the company would, after building them, be required to keep them in repair, and that the agreement of 1880 with the city was not in force.

Mr. Grover alluded to the trouble which the company had been put to in connection with the vacation of Park avenue in the vicinity of the present shops, and pointed out how inadequate the buildings were at that point to furnish accommodations for the equipment of the road.

Mr. Grover said he would gladly furnish the committee a detailed statement of the differences now existing between the city and the company, and was of the opinion that when the matters were thoroughly understood, as they would be on the presentation by him of the facts in each case, there would be no difficulty in arriving at a settlement.

Chairman Albrecht, of the committee, said he and the other members would be pleased to have a statement such as had been outlined by Mr. Grover, and as soon as this is prepared the city clerk will be notified and the subcommittee called together again.

Mr. Hill was at present out of the city, Mr. Grover said, and it would probably be a week or so before he returned. Should the facts to be submitted to the committee by Mr. Grover be prepared and ready, it is quite probable that the committee on his return will visit Mr. Hill and endeavor to secure from him some assurances that if the matters are adjusted satisfactorily the new shops will be located here.

## SIDEWALK ORDERS ANNULLED.

**Board of Public Works Will Build Less of Wood.**

The board of public works yesterday had under consideration preliminary orders sent to it by the council for wooden sidewalks in the First ward. Something like six miles of the walks in the orders were stricken off by the board, and instead of wooden walks the board will recommend cement or stone walks and gravel paths.

The St. Paul Gas company advised the board that the glass signs for lamps at various street crossings were in the hands of the printers and would be placed in position in a few days.

Owners of property on the old county road between Langford avenue and the city limits have notified the board that there will be no objection made to the opening, widening and boulevarding of the street.

The plan now before the board provides for a widening of the thoroughfare to a width of eighty feet.

In the center are the street car tracks occupying sixteen feet. On either side a roadway of the same width and on both sides of the roadway boulevards of ten feet. The sidewalks on both sides of the street are to be six feet.

The property owners are not only satisfied to have the street made eighty feet wide, but a number of them are willing to contribute sufficient land to make it 100 feet in width.

President Copeland stated that the board was considering the advisability of putting a bicycle path along the road, and if this was decided on the street would be made six feet wider, to accommodate the wheelmen.

## THRESHING IS GENERAL.

**Red River Valley Grain Is Now Going Into the Sack.**

The Minnesota crop bulletin for the week ending Monday, Aug. 29, follows:

The temperatures were very high on the 22d, but after that date they have been moderate. In the southern half of the state there has been practically no rain, but early in the week there was rain in the northern half, with the largest amounts said to be in Polk, Norman and Clay counties. The rains delayed stacking and threshing from Wilkin, Otter Tail, Todd and Morrison counties northward. Threshing is general in the Red river valley, all grains, but small areas of oats and flax being cut. In other sections of the state stacking is finished, or nearly finished, and threshing from the shock is well advanced.

Threshing from the stack will hardly be general for two weeks, as the grain has not had time to dry after the sweating process. In southwestern counties, where the severe storm was reported in the last bulletin, much time has been required to put stacks and shocks in better condition, and it is reported that considerable grain suffered injury by the storm. Corn is approaching maturity satisfactorily, and on light lands some is already being cut; on heavy soils cutting may not begin till Sept. 10. A good deal of corn was blown down by the storm of the 19th in southwestern counties, so that it will be difficult to gather it. Apples are plentiful in southern counties. Rain is needed for pastures and plowing in the southern half. Plowing is going on in many parts of the state.

## CAHILL FOUND GUILTY.

**Attempted to Blackmail Conductor Hart, of the Omaha.**

Clarence Cahill, tried in the police court yesterday on the charge of attempted blackmail, was sentenced to pay a fine of $50 or to spend sixty days in the workhouse. A stay was granted until today, when Cahill expects to be able to pay the fine.

The prisoner was arrested at the instance of Edward Hart, a conductor on the Omaha road, who claimed Cahill had attempted to extort money from him by threatening to make trouble for him with the company.

## RECOVERED THE BODY.

**Remains of a Minneapolis Lad Who Was Drowned Last Friday.**

The body of a six-year-old boy was found floating in the river near the Fort Snelling bridge yesterday morning. The body was taken ashore by Clarence Vollhaber and afterward viewed by Coroner Nelson.

When removed to the morgue the body was identified by E. Benson, living at 2415 Eighth street south, Minneapolis, as that of his son. The boy was drowned last Friday while playing on the river bank at Minneapolis.

The body was taken to Minneapolis for burial.

SOO LINE.

*Pecuniary Popular Prices for Pleasant People.*

One-Way Rates—

| | |
|---|---|
| Victoria, Vancouver, Tacoma, Seattle | $10.00 |
| New York, Albany, Saratoga, Burlington, Vt., Montreal | 13.00 |
| Ottawa, Toronto, Buffalo, Niagara Falls | 13.00 |
| San Francisco, Portland, Boston | 15.00 |
| Flat Rates — No Rebate — Round-Trip Rates— | |
| Cincinnati, Detroit, Toledo | $14.00 |
| Sault Ste. Marie, Mackinac, Port Huron | 14.00 |
| Cleveland | 16.00 |
| Buffalo, N. Y.; Toronto, Canada | 17.50 |
| Niagara Falls | 18.00 |
| Boston, Saratoga, Albany, Burlington, Vt.; Montreal | 20.00 |
| Ottawa, Kingston, Cornwall, Ogdensburg | 20.00 |
| New York | 23.00 |
| Portland, Me. | 24.50 |
| Quebec, Que. | 25.00 |
| Bangor | 31.00 |
| St. Stephen, N. B.; St. Johns, N. B. | 36.00 |
| Moncton, N. B. | 40.00 |
| Halifax, N. B. | 45.00 |

In fact, if you are going any place, one way or return, call and see the Soo Line agent. He has always something up his sleeve. Ticket Offices, 119 Third street south, Minneapolis, and 398 Robert street, St. Paul.

*Only $8.00*

To Chicago via Chicago Great Western, the favorite route. Ticket office, corner Robert and Fifth streets, St. Paul.

Are You Going East?

If you are looking for a comfortable trip, surrounded by most delightful scenery, in going to New York, Philadelphia, or seashore points, you cannot do better than to take the

LEHIGH VALLEY RAILROAD

from Buffalo or Niagara Falls eastward. The route is through a region of

UNRIVALLED SCENERY

including historic valleys, mountain heights, rushing rivers and placid lakes. This is the route of the

BLACK DIAMOND EXPRESS

between Buffalo and New York, Philadelphia—the handsomest train in the world.

All through day trains carry dining cars serving

MEALS à la CARTE.

For illustrated descriptive books on this route, or information as to rates of fare, etc., send your address, with four cents in stamps, to Chas. S. Lee, Gen. Pass. Agent, New York.

## JOBBERS ARE ENLISTED

### THEY WILL HELP TO ADVERTISE THE "CUBA" SHOW

**Chief Cook, at the Request of People Living Near the Amphitheater, Will Provide Special Protection Against Fire on the Nights the Performance Is to Be Given—No Trouble Expected, However.**

Representative jobbers met yesterday and decided to do all in their power to advance the cause of St. Paul's peace jubilee next week by advertising in every consistent way the grand spectacular military drama to be given every evening during the state fair. They were supplied with 20,000 cards, which they will send to their customers all over the country in regular correspondence. One side of this card contains an inspiring picture of Admiral Dewey's destruction of the Spanish squadron in Manila bay. It announces the "grandest open air exhibition in the world; 500 people, 1,200 square yards of beautiful scenery, mammoth lake, $1,500 worth of fireworks display nightly; Pain's famous specialties, ballet of 100 Spanish girls, American, Spanish and Cuban infantry, cavalry and artillery.

The citizens' invitation and announcement to the public appear on the back of the card as follows:

St. Paul Peace Jubilee Week, Commencing Sept. 5.

A CARD.

Citizens of St. Paul have arranged to place before the public during state fair week the grandest pyrotechnical speciacle ever witnessed on this continent. "Cuba," Pain's—the premier pyrotechnest of the world—masterpiece will be presented in all its gorgeous magnificence on the blocks enclosed at University, Grotto, Avon and Aurora streets, St. Paul, occupying over 600 square feet, with an ampitheater seating 10,000 spectators; 12,000 square yards of oil painted canvas will show the city of Havana and its harbor, the picture being over 400 feet long and 35 feet high. A lake of real water over 300 feet in length and a stage 400 feet long. Fully 500 people will take part in the production, which includes American, Cuban and Spanish cavalry, military, naval and battalions, Cuban Habanera ballet, specialties and athletics and Pain's world famous $1,500 fireworks display nightly.

Manager Berry will this morning put up three immense banners at the following places: Between Mannheimer's store and the Boston, Sixth and Robert streets; from Foley Bros. & Kelly's store, across Third and Sibley streets; from the Market house across Seventh and Wabasha streets. These banners will bear this inscription in huge red letters: "St. Paul's Peace Jubilee. Pain's War Spectable "Cuba." State Fair Week. Corner University and Grotto." They will measure 30x9.

At the committee's meeting yesterday it was decided to fix the schedule of admission as follows: 4,000 seats at twenty-five cents each; 2,000 at fifty cents; 3,000 reserved seats in the grand stand at seventy-five cents, and thirty boxes, seating 500 people, at various prices.

Mayor Kiefer has promised to protect the grounds with a squad of twelve special police, or more if necessary. The grounds are now ready for the picture. The amphitheater has been almost completed and contains large spacious aisles, so that there will be no danger of crowding. Thirty or forty experienced ushers will be employed to direct people to their seats.

L. E. Hoffman, state director, has, through the influence of George R. Finch, chairman of the citizens' committee, secured the use of the armory for special drills. An advertisement has appeared in the daily papers calling for 500 soldiers to take part in the war dramas, and so hearty have been the responses that all needed military material has been already secured. Members of the old National Guard want only half a chance to take a shot at Spaniards, even on pictures. The men secured are trained in infantry, cavalry and artillery work. Besides these the management will bring about 200 men, all of whom are trained soldiers. Fully 2,000 shots will be exchanged during each battle, not including the quick-firing by small arms.

Chief H. N. Cook, of the fire department, conferred with the committee to ascertain what extra precautions against conflagrations should be taken. His visit was the result of complaints by citizens living in the neighborhood of the amphitheater. When they saw huge guns and mortars hauled in wagons drawn by four horses and saw tons upon tons of ammunition piled by the roadside, they were worried. The nearest occupied residence is more than two blocks away, but still some of the citizens were nervous and expressed their alarm to the fire department.

Chief Cook was assured that there was practically no danger whatever, even though a strong wind might blow during the show, but it was suggested that as a precautionary measure and to allay completely the fears of all citizens, he might have a couple of engines and a supply of hose in readiness every evening. Chief Cook stated that he would probably be able to spare one chemical, two engines and 10,000 feet of hose and also a hook and ladder rigging.

As far as any danger is concerned the management insists that the spectators need fear none. They will sit beneath the canopy of heaven and the amphitheater will be one mass of exits. The enclosure will consist entirely of canvas, twelve feet high and 1,700 feet around. The heaviest missiles will be shot 300 feet in the air before they explode, and the wrapping paper of which they are made will be burned out before alighting.

## AT THE HOTELS.

ASTORIA—Miss H. Cleveland, Smith Center, Kan.; J. B. Bristol, Connecticut; F. M. Mendenhall, Canton, Ill.; C. A. Webster, Canton, Ill.; S. H. Harrison and wife, Austin; E. H. Robertson and wife, Chicago; Miss Nora Wilson, Earlsville, Ill.; A. W. Moulton, Chicago; George Hickox, Grand Rapids; A. L. Nixon and wife, Blue Earth City; E. J. Freeman, Winona.

* * *

CLARENDON—E. A. Cook, Algona; A. Serttse, Blue City; L. D. Eram, Rochester; E. B. Hazard, Rochester, N. Y.; E. Turiur, Dubuein; W. C. Tuesdail, St. Louis; Mrs. J. Davis, Chicago; Frank Shugart, B. F. Paekey, Chicago; A. Fenwick, Chicago; F. Herrman, Henderson; George Sundford, Red Wing; Fred L. Brown, A. C. Hagemeier, Batavia; A. F. Carlson and wife, Leopold, Minn.; W. L. Amenat, Chicago; Mr. and Mrs. James R. Barton, Chicago.

* * *

METROPOLITAN—Miss May McLaurie, Fort William, Ont.; Mrs. G. A. McLaurie, Savanne, Ont.; Miss Lizzie Howenstein, Duluth; Mrs. Ed McKinnon, West Superior, J. H. Woetstein, New Richmond; George P. Wilson and wife, Helena; E. S. Mirer, Zumbrota; H. W. Hoen, St. Louis; Aug. Shipman, St. Louis; A. M. Bush, Minneapolis; Ellen Crocker, New York; J. A. Peppard, New York; Mrs. T. T. O'Maud, Vancouver, B. C.; Mrs. M. S. Wetsel, H. P. Wetsel, Indianapolis; S. R. McCutcheon, England; H. Mccutcheon, England; George Parrin and family, Crookston; B. F. Barker, Chicago; Nellie Flynn, Mary A. Flynn, Margaret Flynn, St. Louis; J. P. Sahr and wife, St. Cloud; W. R. Rice, Armenia, N. D.

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## AT THE THEATERS.

The Wilbur Opera company will present "Fra Diavolo" at a popular-price matinee this afternoon and, for the last time during this engagement, tonight. Tomorrow evening and for the remainder of the week the romantic opera, "Maritana," will be the bill. Although performed but seldom during the past decade, "Maritana" is one of the most popular of our English operas and contains a number of songs that will live while the English language is spoken. It will be cast with the full strength of the company, with Gus Vaughan as Don Caesar.

In spite of the heat of last evening, a third large audience was in attendance at the Grand to enjoy the funnyisms provided by Murray and Mack in their laughable farce comedy, "Finnigan's Ball." Today at 2:30 the first popular-price matinee will occur.

The announcement that Mathews and Bulger will come to the Grand next week has been sufficient to stimulate an active demand for tickets. They come this season with a new fun vehicle entitled "By the Sad Sea Waves," described as a "rag time opera." The past visits of this duo of comedians established for them here great popularity. Assisting this season are Josie De Witt, Nellie Hawthorne, Will West and others.

*Go to Adam Fetsch's for Cigars.*

Smokers of fine cigars will find a complete stock at Fetsch's.

Hotel Empire, New York, high-class hotel, moderate rates. See advertisement on another page.

*ANNUAL CONVENTION*

*National Association Stationary Engineers, Pittsburg, Pa., Sept. 6-9, and Annual Meeting Great Council U. S. Improved Order of Red Men, Indianapolis, Ind., Sept. 12-17.*

For the above occasions the Chicago Great Western Railway will have on sale tickets to the above points at fare and one-third on the certificate plan. For further information call on agents "Maple Leaf Route."

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Fall term begins Sept. 15. Consult Principal at school, between 10 a. m. and 12 m.
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New Autumn Dress Goods.

Four pointed hints for Wednesday:

50c a yard for 75c fabrics—New Colored Venetians, Bayadere Stripes, Silk-mixed Fancies, Granite Plaids.

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39c a yard for fabrics worth 69c—New Black Tufted Novelties, Bourette Novelties, 46-inch Surah Twills, 50-inch Mohair Sicilian.

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Hosiery Specials.

Ladies' Fine Black Cotton Hose, also our finest Sea Island Cotton Hose, worth 65c and 75c. For Wednesday,
35c a Pair—3 Pairs $1.00.

A small lot of Children's Plaid Stockings, worth up to 90c a pair. While they last.. 29c

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See our new Roman Bayadere Stripe Ribbon—the latest novelty for crushed belts.

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## Announcement.

SALE OF UNCLAIMED BAGGAGE—NOTICE is hereby given that the following described property will be sold at public auction at the freight house of the Saint Paul & Duluth Railroad Company, corner Third and Canal streets, in the city of St. Paul, county of Ramsey, and State of Minnesota, beginning at 9 o'clock a. m., Tuesday, September 20