CLUBS AT ST. CLOUD

ANNUAL MEETING OF THE STATE FEDERATION OF WOMEN ON THIS WEEK

WELL ARRANGED PROGRAMME

Interesting Features for Each Day of the Gathering, With Papers on a Wide Range of Topics for All Available Time—St. Paul Will Be Well Represented—The News of the Northwest.

ST. CLOUD, Minn., Oct. 14.—(Special.)—The fifth annual meeting of the Minnesota Federation of Women's clubs will be held here next week, opening on Tuesday, Oct. 17 and closing on Friday. The sessions will be at Unity church and an elaborate programme has been prepared for the occasion. The federation meeting proper will be called to order Tuesday afternoon, after a meeting of the executive board. The invocation will be by Mrs. George R. Kleebery, while Mrs. C. L. Atwood will welcome the delegates to St. Cloud. Reports of standing committees will then be made as follows: Programme, Mrs. W. B. Mitchell, St. Cloud; reciprocity, Mrs. C. S. Crandall, Owatonna; education, Miss Isabel Lawrence, St. Cloud; town and village improvement, Mrs. J. H. Lewis, Hastings; town and country clubs, Mrs. E. H. Loyhed, Faribault. At the evening session there will be addresses by Mrs. Sarah Platt, of Denver, vice president of the general federation; Miss Margaret Evans, of Northfield, president of the state federation, and Miss Laura Jones, of Duluth, the state vice president.

The greater part of Wednesday will be given to the reading of papers. The informal ballot for state officers will be taken in the afternoon. In the evening there will be a reception of the federation by the St. Cloud clubs at the home of Mrs. N. P. Clarke.

Thursday's programme will open with a visit to the state normal school, followed by an interesting programme. Officers will be elected in the afternoon. In the evening the new officers will be introduced. Miss Lily Long, of St. Paul, will read an unpublished story, and Miss Grace Whitridge, of St. Paul, two manuscript plays.

The executive board will meet Friday morning and later the delegates will be driven to the state reformatory to visit that institution.

The St. Paul women who are on the programme for papers are: Mrs. W. C. Chapin, Mrs. Mary P. Hunt, Mrs. H. C. Burbank, Mrs. W. M. Liggett, Dr. Jean McLaren and Mrs. Cerde Hamlin.

The present officers of the association are: President, Miss Margaret J. Evans, Northfield; vice president at large, Miss Laura A. Jones, Duluth; vice presidents, First district, Mrs. M. B. Webber, Winona; Second district, Mrs. H. A. Tomlinson, St. Peter; Third district, Mrs. H. C. Thcopold, Faribault; Fourth district, Mrs. Denis Follett, The Albion, St. Paul; Fifth district, Mrs. H. F. Brown, 326 Seventh street south, Minneapolis; Sixth district, Mrs. A. E. Giddings, Anoka; Seventh district, Mrs. L. C. Lord, Moorhead; corresponding secretary, Mrs. Chas. E. Conant, Wells; recording secretary, Mrs. J. L. Washburn, Duluth; treasurer, Mrs. E. G. Butts, Stillwater; auditor, Mrs. G. H. Ranney, St. Paul; historian, Mrs. W. S. Woodbridge, Duluth; programme committee, Mrs. W. B. Mitchell, St. Cloud; Mrs. A. E. Giddings, Anoka.

The chairmen of the local committees are: Arrangements, Mrs. G. W. Stewart; music, Mrs. A. H. Reinhard; transportation, Mrs. George H. Reynolds; entertainment, Mrs. R. L. Gale; reception, Mrs. George R. Kleeberger; press, Mrs. Alvah Eastman; decration, Mrs. Charles A. Cooper.

For the gathering a railway rate of one and one-third fare for the round trip has been made provided one hundred certificates are presented to the secretary for signature at the meeting. Tickets cannot be purchased more than three days prior to the meeting and certificates must be procured at the same time of the ticket agent, or no rebate will allowed.

Each club is entitled to two delegates and each delegate must bring credentials from her club. Club dues must be paid before a club vote will be allowed.

RESOLUTION AGAINST ROBERTS

Adopted by the Baptist Convention in Session at Mankato.

MANKATO, Minn., Oct. 14.—Among the resolutions adopted by the Baptist state convention at this forenoon's session was the following:

Resolved, That we regard the election of B. H. Roberts to congress by the state of Utah as an indignity offered to every American citizen and an insult to the sanctity and purity of the Christian's home; that we are in hearty sympathy with every effort to expell him from the house of representatives, and call upon every member of congress to use their utmost endeavors to accomplish this end.

The committee on place of next meeting presented a report recommending that the matter be left to the state convention board. This was agreed to. St. Paul, Owatonna and Rochester are reputed candidates for the honor. Rev. R. C. Mosher, of Albert Lea, was selected to preach the annual sermon a year hence, with Rev. C. Hallowell, of Park Rapids, as alternate. W. W. Dawley, of Minneapolis, was elected a member of the board of trustees of the ministerial aid.

The committee to nominate directors for Pillsbury academy recommended the following, and the report was adopted: Mrs. S. P. Butler, of Owatonna; M. H. Dunnell, of Owatonna; S. G. Cook, of Minneapolis; W. R. Kenyon, of Minneapolis; Bert Townsend, of St. Paul. All were elected for three years.

Directors chosen for the Minnesota Baptist Educational association were: W. W. Everts, of St. Paul, and J. S. Hill, of Worthington. The board of visitors to Pillsbury academy will be Rev. R. C. Mosher, of Albert Lea; F. P. Leach, of Rochester, and G. F. Holt, of Minneapolis.

The annual report of Treasurer Ridgeway, of Minneapolis, showed the receipts for the year to be $19,781.23. The expenditures were $15,667.49. Liabilities outstanding are $4,500.56, leaving a deficit of $442.26. A debt of $3,000 has been wiped out, and there was also received from the late Mr. Pillsbury, not included in above report, the sum of $8,000.

The Baptist Educational society met at noon and elected the following officers: President, Carey Emerson, of Minneapolis; vice president, W. B. Riley, of Minneapolis; secretary, Rev. R. C. Mosher, of Albert Lea; treasurer, S. S. Green, of Owatonna; 1902 directors, Rev. H. F. Stilwell, of St. Paul; Rev. E. S. Van Ness, of Winona, and J. W. Ford, of Owatonna.

This afternoon was devoted to the Baptist Young People's union work. There were reports and an address by the president, Rev. F. P. Leach. The presentation of state and international banners was made by Rev. W. W. Everts. The election of officers of this society also occurred this afternoon.

The evening was devoted to the reports of the visitors to Pillsbury academy, with addresses on the academy by E. S. Vaness, F. Peterson and Dr. J. W. Ford.

The programme will be concluded Sunday evening. Baptist ministers not otherwise engaged will occupy the pulpits of the local churches tomorow.

ST. CLOUD'S SOLDIER SONS.

Formal Welcome for the Men of Company M, Thirteenth Minnesota.

ST. CLOUD, Minn., Oct. 14.—This afternoon St. Cloud gave the soldiers of Company M, Thirteenth Minnesota, a formal welcome home. There were crowds of people in the city from all the neighboring towns. All the larger manufacturing institutions gave their men a half noliday for the afternoon,, and in some of them no work at all was done today. The court house, banks, postoffice and other semi-public institutions were likewise closed in honor of the celebration.

The parade was formed at 2 o'clock at the Union school campus and was largely composed of school children. Nearly 2,000 of the children were in line, and each carried a diminutive flag, which became the property of the proud possessor when the parade was over. The parade drew up at 3:30 at Empire park, where Judge Collins presided.

The address of welcome on behalf of the mayor was delivered by Fred Schilplin, acting for his honor, and Judge D. B. Searle, department commander of the G. A. R., made the principal address. The chief incident was the presentation by Company M to the James M. McKelvy post, G. A. R., of the flag which they carried through the Luzon campaigns.

At 4 o'clock the company gave an exhibition drill. The ladies of the city, from 5 to 7, gave a banquet to the men of the company, their parents and the wives of such as are married. A score or more of pretty young women in evening dress served the good things, and the returning heroes had such a menu as has not been set before them for many a day.

The chief interest, however, centered about the demonstration in the evening. This had as accompaniments the roar of cannons, clanging of bells, blowing of whistles and the display of several hundred dollars' worth of fireworks. The order of parade for this evening was as follows: Marshals of parade, juvenile rough riders, platoon of police, Granite City band, St. Cloud fire department, mayor and city council, county officials, James M. McKelvy post, G. A. R.; St. Joseph band, Company M, normal school students, the granite workers, cigar-makers, car shop and other railroad employes, fraternal societies.

Fred W. Ames arrived this morning and was the guest of honor. He was met by the mayor and a delegation and spoke at the park this afternoon. He said he could not stay away for the men of Company M were always his friends.

BANKS OF DAKOTAS.

An Abstract of Their Condition Given Out by the Controller.

WASHINGTON, Oct. 14.—Comptroller of the Currency Dawes today gave out an abstract of the reports of the condition of the national banks in North and South Dakota Sept. 7. A comparison with the returns of the North Dakota banks on June 30 shows that the total resources increased from $7,438,169 to $7,727,899. Loans and discounts increased from $4,321,513 to $4,911,030, and the cash reserve decreased from $441,171 to $407,219, of which the gold holdings increased from $196,115 to $198,870. Individual deposits advanced from $4,958,877 to $5,057,210, and the average reserve held fell from 28.35 to 20.07 per cent.

The South Dakota statement shows an advance in total resources from $8,236,484 to $8,399,720, and in loans and discounts from $3,464,224 to $3,761,598. The cash reserve decreased from $696,882 to $587,955, and the gold holdings increased from $327,680 to $332,535. Individual deposits increased from $5,026,461 to $5,281,568, and the average reserve held fell from 37.24 to 33.90 per cent.

ORE TRAINS COLLIDE.

Conductor Killed by an Accident on the Iron Range Road.

CLOQUET RIVER, Minn., Oct. 14.—(Special.)—A "rear-end" collision between two ore trains on the Duluth & Iron Range occurred here, in which Conductor Isaac Mullen, of Two Harbors, was caught in his caboose by the engine of the second section and instantly killed. The first ore train was standing on the main line, taking water, and was run into by the one following, which could not be stopped, because of some failure in the action of the air brakes. Mullen's parents reside in Dubuque, Io., where he will be taken for burial.

DAUPHIN DISTRICT SWEPT.

Heavy Damage Done by Prairie Fires in Manitoba.

WINNIPEG, Man., Oct. 14.—Prairie fires have swept over the Dauphin district in Northwestern Manitoba. Hundreds of settlers were surrounded by flames before they had time to realize their danger and avert it, and in a twinkling houses, grain and hay stacks and fences went up in flames, and the accumulation of years of toil disappeared from the face of the earth. The fire swept over a territory many miles in extent.

Reception for Soldiers.

HASTINGS, Minn., Oct. 14.—(Special.)—The Red Cross society, Miss Martha L. Rich, president, tendered a reception to the Hastings boys who were in the Thirteenth regiment at the W. C. T. U. hall this evening. The hall was decorated with the national colors. Hundreds of people were present to extend a cordial greeting to the young soldiers.

New Postmasters.

WASHINGTON, Oct. 14.—Postmasters were appointed today as follows: Minnesota—Donaldson, Kittson county, Martin Lund, vice Daniel Morrison, resigned; Upton, Blue Earth county, Carl Nibbe, vice Sarah A. Partridge, resigned. North Dakota—Addison, Torgus B. Torguson. South Dakota—Dunlap, Hugh Harris. Wisconsin—Leeds, George J. Schnicker.

Presbyterian Synod.

BLUE EARTH, Oct. 14.—The Presbyterian synod of Minnesota is in session here. Rev. Dr. Covert, of Merriam Park, St. Paul, retiring moderator, presided at the opening session and preached a sermon.

Will Sue the City.

WEST SUPERIOR, Wis., Oct. 14.—The police and firemen whose salaries were reduced three years ago are preparing to sue the city for the balance alleged to be due them on that account.

Road Is Open.

MADELIA, Minn., Oct. 14.—The Fairmont road was opened today for traffic and passenger trains will be run regularly hereafter.

Women Little Esteemed.

The Korean woman is so little esteemed that she has not even a name. In childhood she has a nickname bestowed upon her, by which she is known to her family and intimate friends, but after she arrives at maturity she is called thus only by her parents. To the rest of the world she is simply "the daughter" or "the sister" of So-and-So.

Island of Lakes.

Nearly one-third of the surface of Newfoundland is covered with fresh water, mostly in the form of lakes.

"77"

Will "break up" a Cold from the first touch to the most stubborn case of

GRIP

It's all very well for people of leisure to "lay up" with a Cold—to keep in doors—to go South—but work-a-day, active people cannot spare the time. To this vast majority "Seventy-seven" appeals; it is a small vial of pleasant pellets; fits the vest-pocket, a ladies' portmonnaie, card case or child's school box. The prompt use of "77" will "break up" a Cold from the first touch to the most stubborn case of Grip.

For sale by all druggists, or sent on receipt of price, 25c. and $1.00. Humphreys' Homeopathic Medicine Co., Cor. William & John Sts., N. Y.

NEWS OF RAILROADS

GENERAL MANAGER BIRD, OF ENGLAND'S GREAT EASTERN, IN THE CITY

IS STUDYING OTHER SYSTEMS

Surprised at the Progress Made in China and Amazed at the Building in Japan—American Roads in Many Respects He Admits to Be in Advance of Those in Great Britain.

One of the most prominent railroad men in Great Britain was in St. Paul yesterday, returning to England after a trip almost around the world, made for the purpose of inspecting the railway systems of other countries and partially for rest and pleasure. General Manager E. S. Bird, of the Great Northern railway, has his headquarters in London and is considered one of the best posted and at the same time one of the most progressive of English railway men. He left St. Paul last night for Chicago and will spend several days inspecting the yards and transfer facilities there, afterwards going to New York, where he will make a study of the immense terminals at Whitehall station and of the methods of operation in vogue with the Eastern roads.

Though the Great Eastern manager is a firm believer that English roads are very near perfection, he readily admitted that the systems over which he has traveled during his stay in the United States have many features which English roads would do well to copy. In speaking of the results of his trip, he said:

"Many new ideas have been brought to my attention during my trip, which will be of great service to me in future work at home. I spent some time in China before coming to this country, and while of course railroad development in that land is in its first stages, I was surprised at the work which has been done. I found American engineers holding positions of responsibility and many American men in charge of the business of such roads as have already been built. Many Englishmen have also found employment there.

"While the development in China surprised me, what I learned of railroad building in Japan, where I spent some time, has been a constant source of amazement. Americans probably have little idea of what that little nation has done since it first took up civilized ways. I found several lines of road which would be considered unusually good in either the United States or England. American and English engineers have projected roads through many different parts of the empire and I have seen roadbeds and tracks there built in as substantial and scientific a manner as any in the world. Several of the Japanese lines have American and European equipment and their service is excellent. Some of the railroad engineering work which has been done in the mikado's kingdom would stand on a par with some of the famous achievements of your own engineers in the Rockies.

"Concerning your own American roads, I have seen enough to convince me that we in England have yet much to learn. Your train service, methods of operating, equipment and rolling stock is as good and in many instances better than that of the English roads. I have been greatly impressed with the tremendous achievements of your Western railroad magnates in successfully operating lines running half way across the continent and successfully crossing sections of country presenting engineering obstructions and problems more difficult to solve than any which we old world railroad men have had to meet with. There seems no situation too difficult to be met, and your railroad engineers are certainly marvels of ingenuity and skill. In some particulars however, I have found chance for criticism. Your roads are not equipped with block systems in many instances and lack safety appliances which would be considered imperative in England. I am astonished that with such evidences of skill shown in some particulars, your roads are not better equipped in others.

"I understand that I have yet much to see and am making the trip east in expectation of finding roads on which these defects which I have mentioned have been remedied. We English have yet much to learn from you in many particulars, yet I think there are some things in which we can yet give you instruction. An instance of this occurs to me now. I have recently traveled over a road which is just putting in the semaphore system. It was considered a great improvement, I was told. Yet I can call to mind English roads which have had the same system in use for twenty years. The carelessness of your companies in protecting your terminal tracks also astonished me. In England there is hardly a mile of road which does not have a guarded right of way. We have very few crossings and in most instances roadways intersect the line of our tracks with bridges. I think we have fewer accidents than American roads and exercise a greater regard for the safety of the public and their protection from moving trains.

POOL'S EYES OPENED.

Thinks It Discovers Why Business Has Been Falling Off.

The North Atlantic steamship pool has just discovered that for more than a year the Soo, Canadian Pacific and Duluth South Shore & Atlantic have been paying advanced commissions on west-bound passenger business handled in connection with ocean lines, and that these roads have been using split orders for such business, paying $6 commission. During this period the commission paid over other lines has been only $1.25.

The information was announced in St. Paul yesterday by a circular issued by the pool giving notice that until orders discontinuing the commission are issued the three lines will be met, and a $6 commission given on all business.

The information that the Soo, Canadian Pacific and Duluth, South Shore & Atlantic have been making secret rates to their agents for more than a year has caused considerable of a flurry. The action of the pool in taking steps to fight the roads is considered the first signal of a general disruption of rates, unless concessions are made at once. The New York immigration bureau seems determined to give the Canadian line and its connections a hard fight, and announces that it will go after this business, even if cut rates are necessary to procure it. The new commission to be paid will no doubt have the tendency to drive immigration business south, coming in through the port of New York. During the past year the lines entering American ports have lost a tremendous amount of business without knowing why. The railroads have also lost their share, and no reason was assigned for the difference.

Statistics from the bureau of immigration in Washington show that the business during the year through St. Lawrence river ports has increased more than 50 per cent, while the increase through American ports has been hardly noticeable. This is now accounted for by the knowledge that during this period the Canadian Pacific and its connecting lines have had secret commissions in effect, more than sufficient to draw the bulk of the business.

The present situation will lead to a cut. It is thought probable that a nominal basing rate will be put in and that an open war will ensue. Information received yesterday from Dakota points indicate that secret rates have been made from there also.

Take Out Colonist Rates.

The Great Northern has decided to take out the round-trip colonist rate of $30 to the coast on Nov. 1. At that time an advance will be made, the tariff becoming $40 one way. The low rates have been in effect for some time, and special colonist rates to coast points since the early summer.

The advance of the Great Northern is a move in the direction of bolstering up rates and forcing them back to the old figures.

HEAVY PARK TRAFFIC.

Last Season's Business Was in Excess of Last Year.

The Northern Pacific has completed a detailed report of travel into the Yellowstone National park for the summer season, showing an unusually heavy increase over previous years. Though the total figures have been previously given in the Globe, the details of the report which follows give additional information concerning tourist travel:

	1896.	1897.	1898.	1899.
June	429	377	363	474
July	871	2,480	680	1,277
August	680	1,563	786	1,163
September	429	452	378	303
Totals	2,409	4,872	2,207	3,217

The number of tourists arriving via the Monida stage line, registered at Fountain hotel, during the season of 1899, was 420, against 129 for the season of 1898.

The number of campers through the park for 1899, compared with 1898, was:

	1898.	1899.
Wylie (permanent camping ground)	316	975
Others (licensed)	474	703
Others (private)	3,457	4,264
Totals	4,247	5,942

The park season was unusual from the fact that the number of foreign tourists making the trip through Wonderland was greater than ever before. The list of the visitors from the United States shows that the park is yearly becoming more widely known, and people from every state in the union were numbered among the visitors last season.

INSPECTED THE LINE.

Duluth Officials Return From a Trip Over Their Road.

President R. Somers Hayes, of New York, General Manager Plough, Directors Leggett and Day, of the St. Paul & Duluth, returned yesterday from an inspection trip over the line. Every mile of track owned by the company was gone over, and the party returned much pleased with conditions as they found them and with the outlook for the future. President Hayes expressed himself as perfectly satisfied with the showing made by the road during the past year. He commented on the construction work which has been done, pointing out that the road has been immensely improved during the year and is now in as good condition as any in the state. Regarding the work for the coming year, he stated that extensions and spurs would be built at Rice Point and West Superior, enabling the road to reach the large elevators at these points with improved facilities. Material increases in rolling stock and motive power will be made.

USING DETECTIVES.

North Atlantic Steamship Pool Watching Its Agents.

The North Atlantic steamship pool has made a change in its methods of conducting business through its Twin City agents and has employed the Thiel Detective agency to operate in St. Paul and Minneapolis in securing evidence of infraction of rules.

The pool is rapidly strengthening its position on the tariff question, and the system heretofore used in securing evidence against agents through members of the pool is discontinued. It has been found that the system gave the members of the pool too great opportunity for spite work, and that many bogus charges have been made.

W. C. T. U. Special.

The Wisconsin Central brought in a special train at 2:15 yesterday afternoon carrying 185 delegates bound West to attend the annual convention of the W. C. T. U., which is to be held at Seattle. The visiting ladies were met in St. Paul by local members of the organization and left in a second special train over the Great Northern at 3:30. The train consisted of ten coaches, with dinner and library car, solid vestibuled throughout. District Passenger Agent Lowry, of Chicago, accompanied the special.

District Passenger Agent Turner, of the Northern Pacific, arrived in the city during the afternoon with a special car brought up from Chicago by the Milwaukee, containing thirty-five additional delegates, which were taken out last night over the Northern Pacific on its coast train. The special car will run through to the coast, and will be held for the return of the party.

Cape Nome Gold Fields.

The Great Northern has on exhibition in its advertising department an excellent collection of views of the new beach diggings in the recently discovered gold fields at Cape Nome, Alaska. A photograph of the first gold shipment from the region, amounting to twenty-six boxes of dust worth $2,034,569, is also shown.

To Advance Flour Rates.

The lines running from the eastern seaboard to the head of the lakes have announced that on Nov. 1 flour rates will be advanced to seaboard points, to correspond with the increase announced from points east of Chicago. The all rail rate will be advanced 2 cents per hundred, and the lake and rail rate 3 cents.

Strike Is Off.

WINNIPEG, Man., Oct. 14.—The Canadian Pacific machinists' strike was declared off at noon today, the company having recognized the machinists' union. Details of the proposed schedule will be discussed at a meeting between a committee of the union and General Master Mechanic Croos.

Former Railroad Man Dead.

BRIDGEPORT, Conn., Oct. 14.—John T. Moody, ex-master of transportation of the Chicago, Milwaukee & St. Paul railroad, is dead, aged eighty-two.

RAILWAY NOTES.

E. L. Somers, general freight agent of the West Shore, with headquarters in Chicago, is in the city.

Vice President Miller, of the Great Northern, is in Sioux City.

C. S. Fee, general passenger agent of the Northern Pacific, left last night for Boston to attend the passenger agents' convention.

District Passenger Agent Turner, of the Northern Pacific, with headquarters at Indianapolis, was in the city yesterday.

District Passenger Agent Lowry, of the Great Northern, Chicago, was in the city yesterday afternoon.

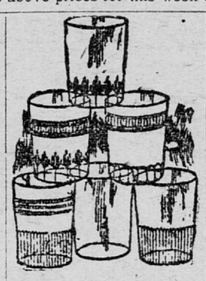
THE TALE IS TOLD

In this list of prices. We are getting our new goods on the floors as rapidly as possible. To entertain the public meanwhile we will prove by our prices that we sell goods cheaper than any house in St. Paul. ALL HOUSEFURNISHINGS ON TIME WITHOUT INTEREST.

Carpets. We can't say too much in praise of our stock of Carpets. The beauty and excellence of our Axminsters, Velvets, Brussels and All-Wool Ingrains stamp them as the most desirable collection in the city. These are a few of the ruling prices. Just to show that our claim to be the cheapest in the city is justified:

Axminsters, borders to match, per yard 95c
Velvets, best grade, borders to match, per yard 89c
A good Tapestry Brussels, per yard 49c
Best All-Wool Ingrains, two-ply 48c
The above prices for this week only.

MANTEL FOLDING BEDS. In antique finish like cut. This week, $12.50. Others want $18.00 for it.



SPECIAL TUMBLER SALE this week. Your choice of half a dozen kinds, each ... 1½c

SPECIAL THIS WEEK ON ALL TRUNKS. 30-inch size, either square or oval ..... $2. Others want $3 for same kind.

SCRUB BRUSHES. Just like cut, our price, only 5c

LACE CURTAINS. Special This Week. 500 pairs, samples, will be sold this week at 50c on the dollar in our drapery department.

GALVANIZED IRON PAILS. 10-quart size ..... 14c; 12-quart size ..... 16c; 14-quart size ..... 18c. A complete line of Galvanized and Granite-ware.

ALARM CLOCKS. Full nickeled, just like cut. Our price this week, 58c

Stoves and Ranges.

The celebrated JEWEL Stoves and Ranges have no equal in America. Read about their economy on another page. Heaters, base-burners, self-feeders, $18.50. Ranges, $24.50.

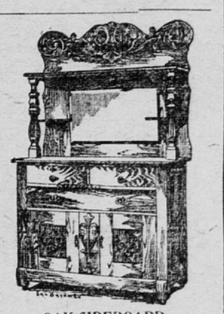
Air-Tights, Round Oaks, Oil Stoves. Cheapest in the city.

JEWEL STOVES AND RANGES — LARGEST STOVE PLANT IN THE WORLD

COBBLER SEAT ROCKERS. Oak or mahogany finish, like cut; others want $4.00 for them. Our price this week $1.98.

PARLOR BROOM. Best quality. Our price 14c

CUSPIDORS. Glazed with Rookwood colors, worth 50c. Our price this week, 19c



OAK SIDEBOARD, just like cut, worth at other stores $20.00. Our price this week, $12.65.

GEM TOASTERS. Just like cut 19c

COMBINETS. Just like cut. Our price this week only, 75c.

DINNER PAILS. Like cut, our price, this week 18c

The American Housefurnishing Company,

22 and 24 East Seventh Street, St. Paul.

PIANOS

Hallet and Cumston Square ..... $30 ($6.00 monthly.)

Weber Upright ..... $100 ($5.00 monthly.)

New Upright ..... $165 (Fully warranted, $7.00 monthly.)

Gilmore Upright ..... $175 ($8.00 monthly.)

New Chickering, Fischer, and Franklin Pianos. They lead all others. 200,000 in use. Cash or $10 monthly.

HOWARD FARWELL & CO. 20-22-24 W. 6TH ST. RELIABLE MUSIC DEALERS.

TAKING VENISON.

When Silas Polk wants venison
He doesn't get his gun,
And go into the forest
To have a lot of fun.

He just takes his old hat-rack
And ties it to a tree;
His method is a clever one,
As it is plain to see.

For it is true that every buck
His fellow bucklet scorns,
And when they meet they straightaway
Proceed to lock their horns.

FEATHERS FOR TRIMMING.

Majority From Food Birds—Song Birds' Feathers Not Much Used.

New York Sun.

The amount spent by American women on two articles of their headgear, viz., flowers and feathers, is estimated at about $10,000,000 a year. The center of the industry in the United States is New York, where it engages the services of 10,000 women. Of this number over 2,000 are employed by the thirty importers of feathers in New York at an average weekly wage of from $10 to $15. In collecting statistics on this industry, a fact pleasing to those who sympathize with the Audubon crusade against the use of birds' feathers in women's hats, was brought out. Many feather houses will not permit the use of a single song bird. The song bird is not bright and attractive enough to make his killing worth while without artificial coloring. The feather-makers rely very largely on what may be termed waste material, i. e., the skins and wings of game birds, plover, partridge, grouse, woodcock and other edible varieties, the color of which is so desirable for walking hats, that there is little need to change it. But one of the most interesting things about the industry is the fact that the great mass of the material used in constructing the beautiful little birds, downy breasts, pompons and other modish articles which appear on women's hats is simply chicken feathers, which are dyed and shaped into brightly tinted breasts, blackbirds or ostrich plumes, as the case may be. The feathers of which a breast of rich plumage of apparently a white and brown bird is composed may originally have been a drab brown from a very common type of chicken, growing under the wings and around the breast and back. The feathers of the blackbird are generally from a pigeon. The long, fine cock feathers are taken from the tail of the bird. One of the novelties of the year in the trade is a feather designed as a substitute for an ostrich plume. It is long, rich and lustrous, with curled edges, and it is difficult to believe that it is made from the neck feathers of certain breeds of roosters. There is scarcely any difference in the thousands of strands composing the plume, and each is put in place by skilled fingers. The great bulk of the crude material comes from Germany, France and Italy. Texas sends large numbers of gulls into the market, and Japan and China contribute pelican and turkey quills. Russia and California supply immense quantities of South American grebes, and tropical countries export bright-plumed birds in great quantities. The ostrich feather production seems to vary little in years. The entire crude output of Africa, which is exported from the Cape of Good Hope, is $3,000,000 a year, and the additional $1,000,000 worth produced by Egypt, constitutes the whole ostrich crop of the world. The importation of ostrich feathers in their crude state into the United States probably does not exceed a value of $1,250,000. While some ostrich plumes sell as high as $30 each in this country, many houses find there is scant sale for any feather worth more than $7.

Adulterated Beer.

An English chemist recently examined 3,165 samples of beer, of which 421 were found to have been adulterated, and the fact was also discovered that he adulteration of beer is almost exclusively confined to London. Of 157 samples of tobacco analyzed twenty-six were found to be adulterated.

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