

In Labor's Fied.

"The question is frequently asked," said Labor Commissioner Martin McHale yesterday, "in what industry are the best wages paid? Looking over the wage schedules of 50,000 employees in a hundred or more industries throughout the state we find that in the industry in which the highest average wages prevail is the one in which the employees of electric lighting, power, heating and water plants have been grouped. Under this head we have the wage return of nearly 500 employees, from which we find that more than one-half receive from \$10 to \$15 per week, which is more than the returns for any other industry is capable of showing. Taken in another way the reports show that only 79 of a total of 488 receive less than \$9 per week and that 235, or nearly one-half of the whole number, receive in excess of \$12 per week.

The exact number receiving a specified sum per week is shown in the following table:

\$3 but under \$4.....	1
4 but under 5.....	10
5 but under 6.....	6
6 but under 7.....	11
7 but under 8.....	28
8 but under 9.....	56
9 but under 10.....	123
10 but under 11.....	143
11 but under 12.....	151
12 but under 13.....	151
13 but under 14.....	151
14 but under 15.....	151
15 but under 16.....	151
16 but under 17.....	151
17 but under 18.....	151
18 but under 19.....	151
19 but under 20.....	151
20 and over.....	22

Total.....488
In connection with this, however, must be taken into account the fact that nearly all of these people work twelve hours per day and seven days per week for the pay shown above. Comparing this time with that of the eight-hour and six-day per week employee, it is found that the pay is in reality no better in this industry than in most others, the sole advantage, if any, consisting in the fact that the employee is given an opportunity to put in more time for pay in a given period than is afforded employees in most other occupations. There is a vast difference between a 48-hour or even a 54-hour week and a week of 48 hours. Two dollars per day for a 12-hour day is in reality no more than \$12.5 for an 8-hour day, and \$12 per week for an 8-hour week is equivalent to \$18 for a 48-hour week, or \$7.72 for a week of 54 hours. Therefore, although employees in this group of occupations are apparently the best paid of any in the state, there is none in which so many complaints are made by the laborers as in this. In fact, the labor bureau is frequently appealed to for redress, which, however, it is unable to do, because the ten-hour law is circumvented by a clause which permits the laborer to work as many hours as he receives pay for, and the latter feature is of course, covered by the weekly or monthly wage system.

Plasterers' Spring Wage Scale.

The following is a copy of a letter which is being sent out by Plasterers' Union No. 20 of St. Paul to all boss plasterers and all those concerned in the scale of the Journeymen Plasterers' union for 1900. The new scale will go into effect on and after Monday, April 2 next.

Dear Sir: Plasterers' International Association No. 20, of St. Paul, Minn., being leave to inform you that the following schedule of hours for the year commencing Jan. 1, 1900, and the scale of wages hereto attached shall take effect on the full force from and after Monday, April 2, 1900.

First—Eight hours shall constitute a day's work and shall be between the hours of 8 a. m. and 5 p. m.
Second—That the minimum rate shall be \$3.00 per day; time and a half for overtime; double time for Sundays and all holidays.

Third—And the rate for going out of Twin Cities will be 50 cents per hour and railroad fare both ways, and time from

when we get at the work until completed.

—Val Brockings, President.
—John F. Purvis, Secretary.
Operative Plasterers' International Association No. 20.

Society Paragraphed

The Woman's Foreign Missionary Society of the Central Presbyterian Church held its twenty-third annual meeting yesterday afternoon in the church parlors. Officers for the coming year were elected as follows: President, Mrs. De Bruyn Kops; first vice president, Mrs. A. B. Medrum; second vice president, Mrs. R. P. Lewis; secretary, Mrs. Blaine; treasurer, Mrs. Andrew Cattauch; secretary of literature, Mrs. Mary Schriber. In return for her earnest efforts on behalf of the society Mrs. De Kops was presented by the women of the society with a life membership in the board of missions of the Northwest. Preceding the business meeting yesterday afternoon there was a short programme. "Africa" was the subject. Mrs. B. H. Schriber gave a map talk and articles were read by Mrs. Davis and Mrs. Davidson.

The Woman's Aid Society of the Dayton Avenue Presbyterian Church held its regular monthly meeting yesterday afternoon at the home of Mrs. E. M. Prouty on Summit avenue. The members had an old fashioned quilting bee. Refreshments were served by the hostess, assisted by Mrs. Merrill and Mrs. Weldon. The society will give a silver fork social the latter part of the month in the church parlors. Mrs. W. A. Higberger is arranging the programme.

The Woman's Foreign Missionary Society of the First Baptist Church met yesterday afternoon in the church parlors.

How Is This?

If you have been told that meat is high, you will certainly change your mind when you read a few of the many low prices that prevail at the right-priced market.

Fancy Turkeys.....	12½c
Fancy Chickens.....	12½c
Loin.....	9c
Legs of Lamb.....	12½c
Sirloin Steak.....	12½c
Round Steak.....	10c
Porterhouse Steak.....	15c
Pork Roast.....	8c
Pig Hams.....	11c
Picnic Hams.....	8c
Bacon.....	10c
Rib Roasts.....	9c
Best cut Rib Roasts.....	12½c
Cornd Beef.....	4c
Pot Roast Beef.....	7c & 8c
We make all our Sauces.	
Bologna.....	18c
Head Cheese.....	18c
Oysters.....	30c
Sauerkraut.....	7c

SPECIAL PRICES.

Fancy Creamery, one day.....	25c
Fancy Dairy Butter.....	25c
Minnesota Brand Creamery, one day.....	25c
Brick Cheese, whole brick.....	12½c
Good Eggs—no storage.....	12½c
Mince Meat, 3 pounds for.....	35c
Compare these prices.	

PEOPLE'S PROVISION CO.

447 and 449 Wabasha Street.
Telephone 741.



The Absolutely Pure

BAKING POWDER

Made from pure, grape cream of tartar.

Cream of tartar is refined and powdered acid of grapes, the most healthful and pleasant of all fruit acids.

Professor Prescott, University of Michigan, says:

"I believe that the acid salts of fruits are the most wholesome and important constituents of the food of man. Not all natural substances are wholesome articles of food, but cream of tartar has a high rank as such."

This expensive fruit acid is employed in making Royal Baking Powder because of its absolute wholesomeness, and because of its value as a food substance. Alum would cost but one-tenth as much.

Alum, however, is a poison, which cannot be used in food without endangering life. All cheap baking powders contain it. Think of feeding it daily, as the makers of the cheap, alum powders would, to delicate women and children!

ROYAL BAKING POWDER CO., 100 WILLIAM ST., NEW YORK.

FOR A EUROPEAN TRIP

FRED HITTMAN ASKS A PARDON, HAVING SERVED 22 YEARS OF A LIFE SENTENCE

CHRISTELLOS ASK RELEASE

Atkin County Murders Also Request That the Board of Pardons Provide a Way for Them to Enjoy the Sunshine Outside the Prison Walls—Other New Applications for Release Are Filed.

After serving twenty-two years in the Stillwater penitentiary, Fred Hittman has filed an application for a full pardon with the state board of pardons. With his plea for executive clemency he presented a letter from his parents in Hamberg, Germany, in which they agree to furnish transportation and funds sufficient to take him to his native land, where he can spend the remaining years of his life.

Hittman was a poor German immigrant and settled in Olmsted county directly after coming to this country. According to the statement which has been filed in the governor's office, he knew little or nothing of the language, and he was given but little opportunity to defend himself. His crime, that of killing a fellow laborer, was surrounded, it is claimed, by somewhat extenuating circumstances, and at the time, it was hardly possible for him to secure a fair trial. He was sentenced in 1878.

He claims to be in poor health and sets forth his liberation as necessary to prolong his life. Two other letters made application to the state board yesterday for pardons. Nick and Angelo Christello, two Italians, who were sentenced five years ago for murder in the first degree at McGregor, Minn., are also weary of prison fare and would, if given the opportunity, walk around a little in the sunlight.

It has been intimated that if the state board of pardons liberates prisoners of long life sentences that the friends of the Younger boys will press their claims for the release of Jim and Cole, who have been at Stillwater in the neighborhood of twenty years. However, no attempt will probably be made in this direction as long as Chief Justice Start remains a member of the pardoning board, as he has stated that he does not believe there is one small excuse for giving the Northfield bank robbers their liberty.

No action has been taken in the case of Albert Dunat, who is sentenced to hang in Jackson county for murder in the first degree. The matter has been held in abeyance, pending the return of Gov. Lind, but was not taken up yesterday.

Dunat has filed application for pardon, and pending its disposition, no date has been set by the governor for his execution.

The following other applications have been filed with the board: William Barnes, St. Paul, one year in work house; grand larceny, second degree. Sentenced Oct. 13, 1899.

Richard A. Lee, Austin, three years and six months; grand larceny, second degree. Sentenced May 7, 1897.

James H. Condon, Minneapolis, four years; grand larceny, second degree. Sentenced April 20, 1898.

James McBride, three years and five months; assault. Sentenced from Martin county Dec. 12, 1898.

George Smith, St. Paul, eighteen months; grand larceny. Sentenced Nov. 20, 1899.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of J. C. Fitch

Railroad Building at Cloquet.

CLOQUET, Minn., March 2.—Contractor

NEW ST. LOUIS ROUTE

CHICAGO, MILWAUKEE & ST. PAUL INAUGURATES ANOTHER THROUGH SERVICE

ONE TRAIN A DAY EACH WAY

New Service Will Consist of a Solid Vestibuled Sleeper Train With Best Equipment Possible—Will Run Solid Through to St. Louis Via Rock Island and Peoria—Will Be Open March 18.

On March 18 the Chicago, Milwaukee & St. Paul will inaugurate a new through service between St. Paul and St. Louis, in connection with the Alton and the Rock Island & Peoria railroads. The route will be from St. Paul to Rock Island, over the Chicago, Milwaukee & St. Paul; Rock Island to Peoria, over the Rock Island & Peoria, and Peoria to St. Louis, over the Alton. The service will consist of one train a day each way, and the new arrangement extends as well to freight business.

The new St. Louis express will be a solid vestibuled sleeper train, with the very best equipment obtainable. Each of the three roads will furnish a part of the equipment, and the service will be jointly maintained. The new trains will run through solid to St. Louis, without change. A train will leave St. Paul each morning at 8:30, arriving in St. Louis early the next morning. The schedule has not yet been perfected, but it is understood that the northbound train will arrive early in the evening.

The new service will open up a very important intermediate territory, giving the cities direct connection with all important stations. The benefit will be great, both to the three-road combination and to the cities. The route will be a Mississippi river one in a way as far as Rock Island, taking a southeasterly direction to Peoria and a southwesterly direction from there direct into St. Louis.

Assistant General Passenger Agent Conley, of the Milwaukee, confirms the report that the new service, which states that it will be in full operation on March 18. It will compete with the Burlington service to St. Louis, and also with the Minneapolis & St. Louis service. The new traffic arrangement gives the Chicago, Milwaukee & St. Paul three different routes into the Southern city. Under present arrangements the road has a route via the Milwaukee to Mason City, via the Iowa Central to Ottumwa, and via the Washburn to Ottumwa into St. Louis. In addition the road has the usual direct connections from its Chicago service over the Alton and other lines.

NO BLACK HILLS LINE.

President of B. C. R. & N. Says No Such Construction Is Contemplated.

LIVERNE, Minn., March 2.—(Special.)—Notwithstanding the fact that newspaper correspondents of the Northwest have for the past six months been "building" the Burlington, Cedar Rapids & Northern railroad to the Black Hills, those who have the matter in charge do not confirm the rumor.

C. J. Ives, president of the B. C. R. & N., in an interview on the subject, gave emphatic denial to the reports that the B. C. R. & N. is contemplating an extension to the Black Hills. He said it was likely the company would do some building in South Dakota and Minnesota that would form a link in a Black Hills line. He admitted that their extension from Worthington, this state, terminating at Conova, S. D., would be pushed through to the latter place as soon as spring opens. The road has been completed to the eastern line of Rock county, and the crews of men employed in camp a few miles north of this city.

TARIFF ON EXPORT GRAIN.

Several Trunk Lines Are Readjusting Their Schedules.

The Chicago, Milwaukee & St. Paul, Chicago & Northwestern, Rock Island and other lines are readjusting their tariffs on export grain. The presidents of the line members of the Central freight association have ordered a reduction of tariffs on grain to 10 and 15 cents on domestic grain—from Mississippi river points through Chicago. The new tariff becomes effective on Monday and necessitates readjustment of rate sheets all over the country. It is generally conceded that the reduction will be made through the traffic departments of all lines to maintain the new sheet. The grain rates have been differently demoralized since Jan. 1, and the reductions made promise well in the matter of restoring normal conditions. The new tariff cuts 15 cents through Rock Island and common rates, 17½ cents to Baltimore and 10½ cents to Boston. On export grain the rates are 13 cents to Baltimore and 12 cents to Boston. On export grain the rates are 13 cents to Baltimore and 12 cents to Boston.

FILED A COMPLAINT.

Mankato Man Says Classification Rates on Candles Is Raised.

Mayor Currier, of Mankato, has filed a complaint with the railroad commission against the operating rates from that point. The charges are substantially those which he outlined before the railroad officials Feb. 21 at the opening hearing of the rate adjustment case. He charges that the Canadian Pacific and without logical reason raised the classification of candles, a product which he manufactures, and that the reclassification has injured his business.

A marble cutter named Meyers has also filed a complaint on the same lines as the preceding. He deals in tombstones and other products in marble and stone, and charges arbitrary raising of class.

GOES WITH THE B. & O.

Roadmaster Burke, of the Soo Line, Resigns His Position.

James Burke, general roadmaster of the Soo line, has resigned to take a position with the Baltimore & Ohio. Assistant General Manager D. Willard, of the latter line, spent the latter part of last week in the state capital and change results from his visit. Mr. Burke has been in charge of the Soo line tracks for twelve years and built many miles of road under the supervision of Mr. Underwood, the present general manager of the Baltimore & Ohio. Mr. Burke left last night for Baltimore and will make his headquarters there in the future. The appointment is in line with Mr. Underwood's policy of securing Western railroad men for his line.

Canadian Pacific's Proposition.

Word has been received that the Canadian Pacific has agreed to wipe out the 10 per cent freight differential on west coast business on condition that American roads allow it to get its full share of the business. The Canadian Pacific complains that in the past, freight originating in Japan or China has always been turned over by traffic officials of steamship lines to roads having gateways either in San Francisco or other American Pacific ports, to its disadvantage. A meeting of the interested lines will be held in San Francisco on an early date to consider the proposition. Both the Northern Pacific and Great Northern are directly interested.

Railroad Building at Cloquet.

CLOQUET, Minn., March 2.—Contractor

Erickson, who is doing the grading work for the Great Northern railroad here, has for 120 men in his employ. The improvements contemplated by the Great Northern will entirely change the view of this place to passengers. As a result of the changes the Northern Lumber company's planer will be moved, and also the old office buildings of the company, which have occupied their present position for years. The railway company will erect a new passenger and freight depot west of the St. Paul & Duluth depot, now used by both the St. Paul & Duluth and the Great Northern companies.

Illinois Central Extension.

PEORIA, Ill., March 2.—It is reported here that the Illinois Central will during the coming summer complete the extension of the St. Louis, Peoria & Northern railroad from this city to Clinton, Mo. It will also build a short connecting link from Clinton to its Omaha line. The line if constructed will be used for grain from the Northwest to the Gulf and will go out of this city over the Peoria, Decatur & Evansville, which the Central recently acquired.

Classification Changes.

NEW YORK, March 2.—A number of changes to take effect March 10, have been made by the reclassification committee of the trunk line and Southern Traffic association. The changes in many instances restore rates to the same basis as obtained before the last cotton goods are reduced 15 per cent and agricultural implements and vehicles 20 per cent. It is said that further changes are contemplated.

Grain Rate a Compromise.

CLEVELAND, O., March 2.—It leaked out today that the grain rate from Chicago and Mississippi points to New York which was fixed by the traffic committee of the presidents in New York is only a compromise to hold good until the first of April. A meeting of traffic managers has been called for Chicago on the 15th inst. to agree upon a new basis which will be higher than the present one, but not in excess of 22 cents a hundred pounds.

New Wisconsin Line.

MILWAUKEE, Wis., March 2.—Articles of incorporation were filed today at Madison by the Janesville & Southwestern Railway company with a capital stock of \$200,000. The company proposes to construct a line thirty-five miles long, from Janesville, connecting in the town of Cross Plains, Green County, with the Cook, Lake and McHenry counties' railway.

Bonuses for Good Work.

R. T. Tye, chief engineer of new construction work for the Canadian Pacific, has been made chief engineer of the Columbia & Western. P. J. Dennis has been promoted to be engineer of maintenance of way. Mr. Tye receives a bonus of \$5,000 for the excellence of his work in British Columbia. Mr. Sullivan \$3,000 and the division engineers \$2,000 each.

Special Examiner's Report.

Special Examiner Henry D. Lang has completed his report in the case of the St. Paul, Minneapolis & Manitoba railway against the Western Union. The litigation has continued since 1892. It concerns the ownership of certain telegraph lines. The parties to the action have thirty days in which to file additional testimony.

Northern Pacific's New Dock.

The Northern Pacific has commenced work on its new ocean docks and warehouse at Tacoma, Wash. The new dock is being done by a bridge division force under the direction of Supt. E. J. Pierson. The dock will be 120 feet in width and 900 feet long.

Raised Passenger Tariffs.

The new St. Paul and Minneapolis rate sheet raises the passenger tariffs to Council Bluffs 30 cents. The move is made by the rate committee of the situation and strengthening the conditions resulting from the competition of the Minneapolis & St. Louis' new service.

Better Than Ever to Denver Via.

"The North-Western Line." Commencing March 4th, leave Minneapolis at 8:30 a. m. St. Paul, Minn., via the North-Western Line, and arrive Denver 1:20 next afternoon. This is every day service, Sunday included. Observation parlor cars with cafe service to Omaha.

PERSONAL AND GENERAL.

T. H. Clark, assistant general passenger agent of the Duluth, South Shore & Atlantic, was in the city yesterday.

Charles S. Fee, general passenger agent of the Northern Pacific, has returned from an extensive trip to the West.

A. R. Horn, division superintendent of the Wisconsin Central, was in the city yesterday.

G. A. Love has been appointed city ticket agent of the Omaha at Duluth.

Car Accountant Brooke, of the Minneapolis & St. Louis, has been promoted to the position of general agent at St. Paul for the passenger department of the Great Northern. Successor to the position over territory north and west of St. Paul.

S. L. Moore, general freight agent of the Northern Pacific, will leave today for Montreal to attend the conference of Eastern and Western Canadian roads.

The Great Northern Express company has opened offices at Erie, Pa., and Osburn, Idaho.

Capt. A. J. Troup has been appointed superintendent of the Pacific division of the Canadian Pacific, succeeding H. E. Besley, transferred.

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Nothing In the Wide World

has such a record for absolutely curing female ills and kidney troubles as has Lydia E. Pinkham's Vegetable Compound.

Medicines that are advertised to cure everything cannot be specific for anything.

Lydia E. Pinkham's Vegetable Compound will not cure every kind of illness that may afflict men, women and children, but proof is monumental that it will and does cure all the ills peculiar to women.