

FINISH FIRST LOCK

GOVERNMENT ENGINEERS ARE GRADUALLY CONQUERING MIGHTY MISSISSIPPI

TARDINESS OF STEEL TRUST CAUSES PROTRACTED DELAYS

Mammoth Steamboat Elevator Stands Complete on St. Paul Side and Double Sluice on Opposite Bank is Nearly Complete—Years of Labor Remain in Harnessing Father of Waters.

Four years of hard work by Uncle Sam's engineers have brought to completion the first of the great locks in the Mississippi river between the Twin Cities. Vast operations still in progress will require two years more to finish, before the upper dam and sluices can be in shape to hold the river in check, and will bring the outlay for

Maj. D. W. Lockwood, and now for a year Maj. R. L. Hoxie has been in charge. Maj. Hoxie's right hand man is Capt. A. G. Powell, who has a house in Merriam Park, but lives down on the stone piers and about the pump houses and in the abutment walls at the river works. Even when he goes home for a few hours' sleep Capt. Powell expects to be called up by telephone and cheered with news that the river bottom within the cofferdam on the Minneapolis side has sprung a fresh leak. This is what it means to be a government engineer.

Work Still Unfinished. And what is doing up the river? What have the engineers to show for the time and money spent? At first sight the visitor is disappointed, for he sees the Mississippi still flowing in its ancient bed. Instead of pouring over the expected dam, but closer inspection shows that the bulk of the work has already been done, in building the great steamboat lock that stands complete on the St. Paul side and the double sluice now nearly complete on the other bank of the river.

Between the outer walls of the lock is a space of 121 feet. Here, during the summer of 1903, the dam will be constructed. It will be ninety-two feet in breadth and of sufficient elevation to raise the water thirteen feet above its present level.

The dam will be simple in method. The only difficult feature in its construction is the wall of concrete reach-

FIND HOME IN ASHES

CHARLES MILLER AND FAMILY RETURN FROM VISIT TO SCENE OF WRECK AND RUIN

RESULT OF YEARS OF THRIFT IS WIPE OUT BY FLAMES

Structure is Totally Destroyed, with all Its Contents, by Overheating of Stove—Man Labors Long to Provide Roof-tree Only to Be Suddenly Rendered Homeless.

Charles Miller, accompanied by his wife and children, spent yesterday afternoon visiting relatives in the northern part of the city. When they returned home late last night they found their house, at Smith avenue and Annapolis street, in ashes and all their furniture destroyed by the flames. Neighbors cared for the homeless family.

Before leaving for his visit yesterday, Miller started a coal fire in the range. He thought he had shut off all the dampers, but evidently had not done so.

Stove is Melted. During the afternoon the fire in the stove became so hot that it melted the grate and door to the fire pot. The red-hot coals fell to the floor, setting the house afire.

The flames had made great headway before the fire was discovered by one of Miller's neighbors. The home is just inside the city limits and before the fire department arrived was in ashes.

None of the residents in the vicinity knew the Miller family, and they were visiting, and it was not until late last night, when they returned home, that they learned of the fire.

"My loss will exceed \$1,500," said Mr. Miller. "For years I have been trying to establish a comfortable home for my family and had just succeeded in doing so. Now the fire comes and takes everything away."

"But I wouldn't care," said one of the little children, "only my poor pussy dog and my little rabbit. I don't know where I can get another cat as small as Tabby."

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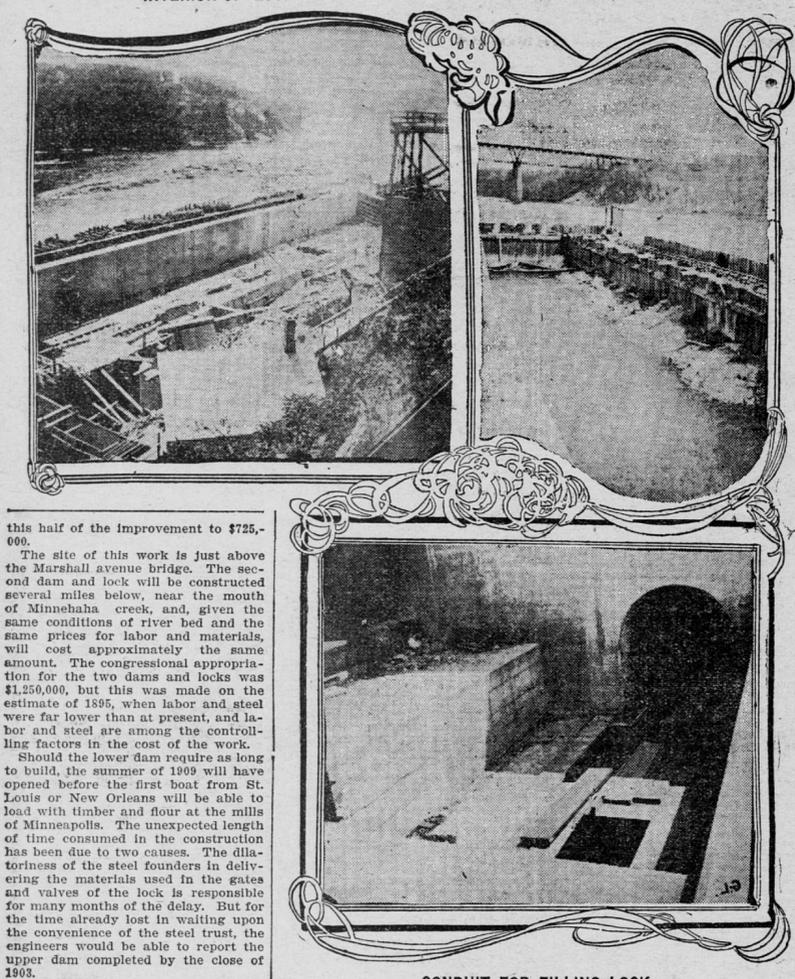
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SCENES ON THE WORK AT GOVERNMENT DAM.

INTERIOR OF LOCK AND DAM. VIEW OF COFFERDAM.



CONDUIT FOR FILLING LOCK.

But the chief obstacle to rapid construction is the Father of Waters himself. Day by day he battles with the men whom he sees patiently and steadily erecting a machine that will convert him to the base uses of commerce.

The canyon of the Mississippi above Fort Snelling has been cut by the recession of the Falls of St. Anthony through a bed of soft sandstone. The river bottom is of the same material, and this, to a considerable depth, is full of water-bearing seams. These have doubled the labor and cost of building a structure designed permanently to control the river level.

Such a structure must be water tight, or it must not be at all. A single leak may mean that in some spring freshet five or ten or twenty years hence, the angry Mississippi, working through subterranean channels the ruin it is powerless to wreak upon the great breastwork above, shall launch its arm aside in a moment and send down the flood to repeat on the flats of St. Paul the scenes of Johnstown or Galveston. This is the phantom that haunts the men the government has set to build these works.

For almost every foot of excavation within the cofferdams has opened underground veins through which the water rushes to hamper all attempts at laying foundations of concrete below the river level.

Thus the famous stream that Father Hennepin blessed resists the effort of man to curb its flow; now it spoils the work done and makes it to be done anew; again, it calls a halt upon operations in hand until the furrow of the water can be overcome by the great pumps that labor day and night; at all times it is there, stealthily, insistent, treacherous, cunning; and it says to its enemies: "You may be the agents of the richest government on earth, but before you tie me up with that harness of stone and steel, I will give you such a run for your money as you never dreamed of."

Uncle Sam's Engineers. The duty of planting these water-proof barriers across the channel of the Mississippi has been entrusted to the engineer corps of the United States army. When the government at Washington has some easy work to give out—something with a lot of profit about it—the thing is let by contract, the contract goes to the man with the strongest political pull, and in the end the government pays a pretty bill of extras. But when it has a job on hand involving difficult problems in applied science, and calling for results that will stand hard knocks and last a few centuries, it employs its own engineers. The engineers build the light-houses that watch over those who go down to the sea in ships; they erect the fortifications that guard the great ports; they construct the locks at the "Scow" and the reservoir of the upper Mississippi; and as nearly as may be they keep within the appropriation. For they expect to die poor, following the advice of Andrew Carnegie.

So the engineers are at work above Minneapolis. The first cofferdam was begun in the spring of 1899 under the supervision of Maj. F. V. Abot, of the army engineers. His successor was

CAN SWEET FRIENDSHIP EXIST BETWEEN THE SEXES?

The Question Discussed from Both the Man's and Woman's Point of View.

Certain English students of sociological questions have been discussing friendship between man and woman and lamenting the fact that it is never ideal in their island. They point to America, which they say has given its sons and daughters an education in friendship which the old world but dimly understands, which it ought to understand better, and incorporate in spirit if not in method.

"Friendship between man and woman has its dangers, its temptations, its perils, and its sorrows," says Mr. Miller. "For years I have been trying to establish a comfortable home for my family and had just succeeded in doing so. Now the fire comes and takes everything away."

"But I wouldn't care," said one of the little children, "only my poor pussy dog and my little rabbit. I don't know where I can get another cat as small as Tabby."

Upon being asked as to the arrival of the train, he said: "To might as well take a seat on the platform as to make 'youse' at home. Dat train is 'pinted to be here at 1 o'clock, but if 'youse' gets here at sundown 'youse' might be late on the dot of time."

He then proceeded to entertain the traveler with stories of the dim past when he was a coachman in the household of "Marse Gen. Wade Hancock."

He was a good talker with his quaint reminiscences of the halcyon days before the war, and the special examination was somewhat disappointed when the old man's flow of ante-bellum history was interrupted by the shriek of a locomotive close at hand.

"Look here, uncle, what 'youse' mean by telling your lies about this railroad? You said I would have to wait hours for the train, and here it comes rolling in on the dot of time."

The pained expression on the face of the old man gave way to a very broad grin as he answered: "Laws a mussy, 'youse' ain't bin lyin' ter yo'. Dat's day befo' yestiddy's train."—Boston Herald.

THE PROGRESSIVE SPIRIT

Of the North-Western Line is clearly shown by the fact that they operated the first Pullman Sleeping Cars in the North-West.

The first dining cars, the first buffet cars, the first parlor cars, and, more recently, were the first to introduce observation cafe car service out of the Twin Cities to Chicago, to Omaha and to Duluth.

THE AGED DARKEY AND THE SOUTHERN ROAD

The Trains Down There Are Slow, and the Aged Coon Made Slight Mistake. A special examiner of the pension

GOOD STORY TOLD BY THE INSURANCE MAN

How the Customer Wished to Square His Account When House Burned.

Into the office of the fire insurance agent came an ancient spinster who owned a little house just on the outskirts of the town.

THE AGED COON MADE SLIGHT MISTAKE

A special examiner of the pension

PICTURE PUZZLE

Three little kittens have lost their mittens. Probably the other two cats in the picture have them, but two more cats.

Advertisement for Castoria, featuring a bottle illustration and text: 'The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Dr. J. C. Ayer...' and 'What is CASTORIA? Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups...'.

Red Raven Reasons.

The use of Red Raven Spills as an aperient obviates the usual drugs and pills. Now that is a reason for you to buy.

RAILROAD NOTICES.

Home-seekers' Excursions. Great Northern Railway sells home-seekers' tickets to St. Paul or Minneapolis, to all points West, including Montana and Washington, on the first and third Tuesdays of July, August, September and October, 1902, at rate of one fare plus \$2.00 for the round trip.

Washington, D. C., Without Change via Burlington Route. On Saturday, Oct. 4th, through sleepers will be run in connection with the vestibule Limited train, leaving St. Paul at 8:25 p. m., and arriving at Washington Monday at 1:15 p. m.

Home-seekers' Tickets to the West. Home-seekers can buy excursion tickets via the Great Northern railway to points in Manitoba, Montana, Washington and the West, at rate of one fare plus \$2.00 for the round trip, first, second and third Tuesdays of July, August, September and October.

Information and particulars on all railway ticket agents, or F. I. Whitney, G. P. & T. A., St. Paul.

Round-Trip Home-seekers' Excursion to the West. The Great Northern Railway sells home-seekers' tickets to points in Montana, Washington and all points in the West, on first and third Tuesdays of July, August, September and October, at the rate of one fare plus \$2.00 for the round trip.

Information from all ticket agents, or F. I. Whitney, G. P. & T. A., St. Paul.

THE OFFICIAL ROUTE

To G. A. R. Encampment, Washington, D. C. The Chicago Great Western Railway has been named the Official Route for the Veterans of Foreign Wars, National Commander Perry Starkweather.

The special train of Pullman and Tourist Sleeping Cars and Free Cigar Cars will leave Minneapolis at 7:00 p. m., St. Paul 7:30 p. m., Saturday, Oct. 4th, arriving at Washington, D. C., early Monday morning on the Baltimore and Ohio Railroad.

No change of cars \$25 for the round trip; \$5.00 for berth in Tourist Sleeping Cars through to Washington. For further information, call on City Ticket Agent, corner Fifth and Robert streets.

Special Excursion Rates Via Wisconsin Central Railway. Washington, D. C., and return, through car service, \$23.00.

Buffalo and return, \$21.50. Pittsburgh and return, \$22.00. Cincinnati and Louisville, \$19.50. Similar rates to nearly all points in Indiana, Ohio, Western New York and Western Pennsylvania. Ticket sale, October 2nd, 3rd, 4th and 5th; return limit, November 3rd.

Boston and return, on sale Oct. 6th to 10th; return limit Nov. 12th, \$29.00. For full particulars call on address in City Ticket Agent, corner Fifth and Robert streets.

Through Tourist Cars to California. On and after September 11th, the Minneapolis & St. Louis will run weekly tourist cars through to Los Angeles via Chicago, Denver and the scenic line through Colorado and Salt Lake. Ticket rate only \$22.50, and through berth rate only \$6.00.

Beginning on October 1st, and every Wednesday thereafter, additional through car will be operated via Kansas City and the Santa Fe Route to Los Angeles. This gives a choice of the two best lines to California.

For berth reservations and tickets, call at City Ticket Agent, 393 Robert St., F. F. Rutherford.

\$31.40 to New York City via the North-Western Line. Tickets on sale Oct. 2-5, inclusive. Also low rates to many other points in Michigan, Ohio, Illinois, Pennsylvania, New York, Ontario and Indiana. Particulars, 382 Robert street.

Through Sleepers to Washington, D. C., on the Pioneer Limited, Famous Train of the World. For the comfort and convenience of its patrons the C. M. & St. P. Ry. will attach to this Pioneer Limited on October 4th first-class sleeping cars, which will be run through to Washington without change. Berth rate, \$7.00. Railroad fare \$23.00. Comrades and other wishing full particulars, will please communicate with W. B. Dixon, North-Western Passenger Agent, St. Paul, Minn.

Special Notice to G. A. R. The Chicago, Milwaukee & St. Paul Ry. has been selected by the Commanding General to carry the official party to the Washington Encampment in October.

The Official National Headquarters Train will leave Minneapolis at 7 p. m., and St. Paul at 7:30 p. m., Saturday evening, Oct. 4th, reaching Washington via the Pennsylvania Line 9:00 Monday morning.

The rate from the Twin Cities to Washington via this most attractive route will be \$25.00. Comrades and other wishing full particulars, will please communicate with W. B. Dixon, North-Western Passenger Agent, St. Paul, Minn.

SPECIAL RATES VIA "THE MILWAUKEE ROAD." Chicago and return, Oct. 1 and 2, \$13.50.

ANNOUNCEMENTS.

THE ANNUAL MEETING OF THE stockholders of the Saint Paul, Minneapolis & Manitoba Railway Company, for the election of a Board of Directors and transaction of such other business as may come before it, will be held at the office of the company in St. Paul, Minn., on Wednesday, September 27th, 1902.

DEPOSITS MADE ON OR BEFORE OCT. 3 at the State Savings Bank, Germania Life Building, Fourth and Minn. sts., will be entitled to 3 months' interest Jan. 1.

AMUSEMENTS.

METROPOLITAN. Tonight All This Week. Matinee: Wednesday. Florodora. Oct. 5—The Sultan of Sulu. Oct. 9—Kelsey and Shannon in Sherlock Holmes.

AUDITORIUM.

Wednesday Matinee and Evening. Seat Sale at Auditorium This Morning. SOUSA AND HIS BAND. TWO GRAND CONCERTS. Night Prices, 25c, 50c, 75c, \$1. Matinee, all seats, 50c, 2,000 seats at 50c each concert.

GRAND MASON & MASON.

NOTHING BUT FUN. Next Week—All on Account of Eliza.

STAR MATINEE DAILY THEATRE.

THE BIG HIT MAJESTIC EXTRAVAGANZA CO. 60-PEOPLE-60. Next Week—The Utopians.

EMPIRE THEATRE—THIRD AND A.

Two Shows Daily—2 to 5, 8 to 12 p. m. High Class Vaudeville Free to Ladies and Gentlemen COOLEST PLACE IN THE CITY.

Artistic Photographs.

Patented. Every Woman is interested and should know about the wonderful MARVEL Whirling Spray. The new lightest, most delicate and most effective. It gives full particulars and directions. Available to ladies. MARVEL CO. Room 335, Times Bldg., New York.

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