Highest of all in Leavening Power. - Latest U.S. Gov't Report

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BLOODY SHIRT SENTIMENT. Failure of Libby Prison in Chi-

eago Proves It Is Dead. CHICAGO, June 7 .- No stronger proof could be afforded of the fact that in this part of the country, at least, the war is regarded as over, than the announcement upon the entrances to Lib-by prison that the site upon which it stands is open for lease. The noted jail was taken to pieces a few years ago and brought to this city, where it was re-erected in a commanding position on Wabash avenue, with entrance gate and massive stone wails somewhat resembling a fortress. The enterpri nvolved an expenditure of several hur dred thousand dollars, and it was be lieved by its promoters that for all time to come it would be an attractive resort for veterans of the Grand Army and visitors to Chicago from all parts of the world. These expectations, however, have not been realized, and even prominent Grand Army men who themlves had personal experiences in the most in criticising this scheme to per petuate the memories of the war. As a result, Libby prison will disappear

Dollar for Round Trip. Great Northern to Wayzata, Minnetonka Beach and Spring Park, and tour of lake. Leave Union depot at 8:55 a. m. week days and 9:35 a. m. Sun-

from view as soon as the land upon which it stands can be disposed of.

SATOLLI AS CARDINAL.

"Good Authority" Elevates the Delegate at Next Consistory. ROME. June 7.-It is stated on good authority that M. Satolli, the papal lelegate to the United States, will be created a cardinal at the next consis

WASHINGTON, June 7 .- At the resi dence of Mgr. Satolli it was stated that no intimation had come from Rome that the consistory would assemble or that the consistory would assemble or that the consistory would assemble or the tail shaft with a taper, key and nut. that the elevation of the delegate would

peaking only words of praise for your wonderful medicine, and in recommending it to
all who are afflicted
with this painful disease. Treatise on Blood and Skin



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Written Guarantee to Cure or Refund the Money in every box. Circular free. Address CALUMET REMEDY CO., Chicago, III. For Sale by Lathrop Mussetter, Fourth and Wabasha.

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NEW FACES ALL ABOUT CHANGING the Features and Removing Blemishes, in 189 p. book for a stamp, John H. Woodbury, 127 W. 428 St., N. Y. Laventor of Woodbury's Facial Soap.

SWIFT NORTHLAND

NEW FLOATING PALACE OF THE INLAND SEAS BREAKS A RECORD,

AND ON HER MAIDEN TRIP.

DESCRIPTION OF THE MAGNIFI-CENT VESSEL OF THE GREAT NORTHERN'S NEW LINE.

The Northwest Departs From Chicago on an Excursion to the Zenith City.

BUFFALO, June 7.-The steamer Northland, of the Northern steamhip line, arrived here at daybreak on ner maiden trip. She made the voyage from Cleveland in 8 hours 53 minutes, beating the best time of her companion, the Northwest, by seventeen minutes. The Northland is a counterpart of her sister, the Northwest, and the two are the largest west, and the two are the largest whose are four blocked acceptance. west, and the two are the largest wheels are four-bladed, sectional, 13

nished by the numerous large windows and a large raised skylight overhead. Another deck house has been fitted up aft for a length of 115 feet. This house has also exceptionally large state-rooms and has its own interesting features. With the exception of the cabin at the sides, the house is entirely open from end to end, a very large and handsome ladies' cabin and music saloon occupying the fore end, with a double staircase leading to the spar deck. The after end is fitted up as a

The pilot house and texas have been built on top of the forward house, with apper and lower bridges. In the texas sitting and sleeping apartments are provided for the commander of the essel. Life-boats, life-rafts and other life-saving apparatus of sufficient caof skid-beams, in order to form no obstruction on the promenade deck. Canvas awnings and weather screens have been fitted all over and around the exposed part of the promenade deck, and will add greatly to the com-

fort of the passengers.

The outside appearance of the vessel with its three gigantic smokestacks, gazed on the moneyed individuals with steel pole spars, iron and wood deck-house, bridges and magnificent deck gear and fittings of every description Marshall Field come to the slip in full compare with the latest and famous greyhounds of the ocean.

TWO POWERFUL ENGINES. The vessel is fitted with two vertical

relief valves at each end of the cyl-

ranged to be handled from the working

with a total horse power of 7,000 the vessel is expected to make an average

speed of over twenty statute miles an

The Bellevile patent water-tube boil-

decided success. The outer limits of

leaving bunker space on each side of

the vessel at the widest part of nine

feet. The bunkers will store about

The three groups of generations, the

About 120,000 feet of wire is used on

the steamer and 60,000 feet of moulding.

usually found in a first-class hotel.

WITH MILLIONAIRES ABOARD.

Magnificent Northwest Depart

From Chicago.

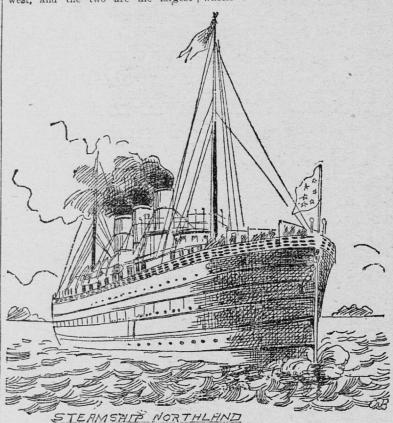
CHICAGO, June 7.-The big steamer

Northwest, laden with moneyed men and good things for their journey to Du-

this afternoon amid the cheers of a

cross-passages and fire-rooms occupy

1,000 tons of coal.



STEAMSHIP NORTHLAND.

combination boats afloat on the Great, feet diameter and 18 feet pitch. The prowed, and with the weather capacity of an ocean steamer.

The Northland is compartment built for both water and air, and her architectural lines are drawn on the platform. The air pump and condense asis of what is called the Clyde de- are detached from the main engine and signs. She is one of the fleet of the Northern Steamship company, and was built with an eye to the future possibility of her traveling between possibility of her traveling between Duluth and England, should American waterways ever exist with sufficient carrying capacity to bring the commerce of the seas inland.

The general dimensions of the steamers are used on the Northwest as an er are as follows: Length over all, experiment, and have proved to be a lars, 360 feet; breadth moulded, 44 fire rooms are the fore and aft bunker feet; depth, 26 feet; depth to spar deck, bulk heads, which are 26 feet apart, 34 feet 4 inches. The vessel was built of mild steel throughout, with an inner bottom extending from the collision bulkhead to the afterpeak bulkhead aft. The design of the hull is a novel departure from the system a floor space of twenty-six feet wide generally used for high speed twin by 142 feet long. The three groups comis a novel departure from the system screw eteamers, as, instead of carry-

prise twenty-eight generators, ing the afterlengths of the shafts of having twenty-nine square feet grate the ship sides, and consequently have surface. The total grate surface is 812 feet; total heating surface 22,736 them exposed and unsupported for a square feet; total complete weight with considerable length, the hull in this water, 812,000 pounds. case has been contsructed around the shafts in such a way as to give not only great strength to the afterbody of The state rooms are lighted by sixteen the vessel, but also to form as little candle power lamps, enclosed in ground resistance as possible and allow the glass globes. Each state room is conwater to pass freely to the wheels. nected with the clerk's office by means of an electric bell; the buttons are placed adjacent to the berths, and pas-Alongside the thwartship stokeholds are the coal bunkers, which extend sengers can obtain anything that is longitudinally through the different boiler spaces, and are capable of hild-

ing 1,000 tons of coal.

AN ELEGANT DINING ROOM. The hold forward is subdivided into trimming and supply tank and cold storage provision rooms. An elevator is fitted at the aft end of the provision rooms, communicating with the main deck, on which the galleys, pantries, dining and mess rooms are located. Behind the collision bulkhead on the main deck provision has been made for the officers' accommodations, and abaft

of this a spacious and elegantly furnished dining room has been fitted up, which is capable of seating 150 passen gers at one time, entrance being obtained from the spar deck by means of a handsome circular double staircase placed at the fore end of the dining room, the alcove formed by the over-hanging part of the stairs being tastefully fitted up as a cashier's office.
The starboard side of the main deck is occupied by sleeping and messing accommodations for firemen and sailors, ogether with numerous lavatories and baths for crew and immigrants. On the port side accommodation has been provided for chief and second cook, officers' mess room, a large apartment handsomely finished in hardwood, crew's

and emigrant's galley, bakery and saloon pantry. CAN SEE THE ENGINE AT WORK. An interesting feature of the main An interesting feature of the main deck is the large open space over the engines, which has been fitted with hand-rails all around, so that the passengers, if they desire, may study the working of the ponderous machinery without the discomfort of going down into a close engine room. The down into a close engine room. The after gangways, which are exclusively for passengers, lead into a spacious and richly-decorated vestibule, where, on one side, a large handsomely furnished staircase leads to the spar or cabin deck. Immediately aft the vestibule is a ticket and general informa-tion office, a large and elegantly fur-nished men's cafe, on one side, while a handsome bar room and lavatory arranged on the other side. On the port side of the spar deck the toilet and bath rooms for ladies are located, while on the starboard side are the bath rooms and lavatories for gentle men. The barber shop is also on this deck. At the fore end of the hurricane deck a large deck house has been fitted with large and handsome state rooms. The entire house is beautifully finished in paneled white mahogany, and every conceivable convenience for the comfort of the passengers has been provided. The house may be entered from the hurricane deck or the spar deck by means of a handsomely finished staircase. A large, airy and beautifully finished smoking ro

house, commanding an unobstructed

view in front and on both sides of the vessel. Light and ventilation is fur-

departing steamer. There has not been such a gathering of millionaires in many a day as that which assembled on the deck of the big ship before the pacity to comfortably carry passengers and crew have been provided for. The start. They came early, some in tabs, some in their family carriages, and some—the vounger and more vigorous—the vounger and more vigorous—t some in their family carriages, and some—the younger and more vigorous a brisk walk from their offices on a brisk walk from their offices Most of the rich men were dressed in cool blue or gray fabrics, and at least one-third wore negligee shirts and brown belts in lieu of The crowd along the shore and the roustabouts on the docks

> curiosity and surprise. Most of them dress suits, with English valets to hold up their coat tails, and there was much irmuring because Gen. Merritt did not dash up on a foaming steed with a staff of blue and gold cavalry officers at his back. The rich men acted or shin-hoard just like ordinary mortals unused to the surroundings of a big steamer. When the steamer's black hull disappeared down the creek, most of the millionaires were sitting on big yellow chairs placed on the pror deck by Capt. Brown and all looked as happy as so many children bound across a pond in Lincoln park. The boat will make its first stop at Mackinac, which port will be reached tomorrow morning at 8 o'clock. At Mackinac a three hours' stop will be made. Sault Ste. Marie will be reached tomorrow afternoon at 5 o'clock. Two hours afternoon at 5 o'clock. Two hours later the boat will leave for Duluth. The programme includes no stops for this part of the trip and it is thought that 400 miles from the Soo to Duluth will be covered in less than twenty-four hours. Duluth will be reached by 6 o'clock Sunday. Monday and Tuesday will be spent in attending the annual meetings of the Minnesota Iron company and the Dulut & Iron Range railway, and in inspecting their properties. The list of the passengers includes at least twenty-five Chicago millionaires. Then there are Roswell P. Flower, A. Antisdel, H. C. Frick, D.

of the Northwest represents a fabulous ime for passenger vessels between Chiago and Duluth is six days, but the No hour has been fixed for leaving Duwill be made some time during next

Excursion to Chattanooga. Tickets may be obtained at offices of Connecting railways in Northwest and West, and will be sold over Pennsyle 3,610,000 bu in the week one year ago; 3,052,000 bu vania Lines from Chicago, June 25, 261 three years ago, and 1,190,000 bu four and 27, with fifteen-day return limit, that may be extended fifteen days more by special arrangement. The Pennsylvania is the Official Route from May. Heavier shipments of wheat to Chicago, over which Envoyth Lagran. June 26, and run through to Chattanooga without change, arriving at 11:30 a. m. next day. Mammoth Cave will be visited on return trip. Excursio tickets will also be good on regular fast trains over Pennsylvania Lines via Louisville or Cincinnati, leaving Chicago at 10:30 a. m. and 8:15 p. m. June 26, 27 and 28. For details address Dering, No. 248 South Clark street,

STILLWATER NEWS

The alumni society of the Stillwater high school held a banquet at the Sawyer house last evening, a large number More damage was done by Thurshaving been damaged by water from the burning building, Mr. Mosier states that the building will be torn down and that one of the handsomest business! blocks in the city will be erected on the site. Mr. Rohrbach, when seen yesterday in regard to the loss he had sustained, said he could not say defi-

The firemen's relief association of this city has chosen F. E. Joy, P. O. Reports from the drives are very enproved conditions materially.

summer vacation yesterday. luth, pulled out of the Rush street slip church.

The Stillwaters went to Duluth last were active, though the extreme dullcrowd of about 800 people. When the gang plank was hauled in, a chorus of ball with the Duluth team today cess, and the short interest is not apwhistles went up as an ovation for the and tomorrow.

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CLIMAX PLUG.

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LORILLARD'S

Climax Plug

CONFIDENCE EXISTS IN A BIG FALL TRADE IN STAPLE LINES.

MARKETS QUIET AT PRESENT

BUT THE UPWARD MOVEMENT IN PRICES CONTINUES, SAYS BRADSTREET'S.

WESTERN RAILROAD MANAGERS

Are Generally Cheerful in Regard to the Outlook-Dun Says the Tide Is Rising.

NEW YORK, June 7.-Bradstreet's Montreal, amount to 2,991,000 bu this week, against 2,426,000 bu last week; Europe, with increasing available stock Chicago, over which Epworth League Special Train will depart at 6:30 p. m., there, mark the latter's confidence in the relative permanence of higher range of prices for wheat.

STOCKS RECEDING.

NEW YORK, June 7 .- Bradstreet's weekly review of the stock market will say: Irregular but sufficiently distinct signs of reaction have ruled in this week's speculation. The market seemed to have over-discounted the current improvement in the general an increased extent by the damage to winter wheat, although heavy rains in the far West are regarded as very favorable to other crops. London has been visibly affected by the crop news ent. The evening was spent in toast | and by the fear that the stability of our treasury gold reserve will become a factor, as the date for the expiration of the contract between the Belmontpose, L. Murphy's stock of dry goods | Morgan syndicate and the government approaches. This last influence is ap parently disregarded, but the rise of foreign exchange to the gold-shipping point (4.89¼ or upward for demand sterling) has more or less effect in sentiment. Railroad earnings for May. comparing as they do with a lean period last year, generally show innitely and will wait until an account creases, but their influence is offset by the unfavorable annual reports of both the Rock Island, Chicago & Northwestern roads, and by the reduction of Anderson and Martin Thon as dele-gates to the state meeting to be held stock to 1½ per cent for the half year, at Moorhead, beginning the 11th inst. | or at the rate of 4 per cent for the The company, moreover, fell year. couraging, the late rains having im- short of earning the latter amount by about \$250,000. Western railroad The public schools closed for the managers are generally cheerful in regard to the outlook, but this had A special train over the St. Paul & no effect upon speculators who bought Duluth will carry the Knights of Pythias of this city to St. Paul tomorrow, stocks there has been a disposition to where they will attend the Pythian realize and close long accounts, which memorial services at Central Parks in some few instances resulted in marked declines. The bear traders

parently excessive at the moment.

IS MUCH THE BEST

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Tag. It's the sign by

the little round red Tin

which you can protect yourself against

inferior brands. It is an assurance of

quality, purity and substance. It rep-

resents the word and honor of the

oldest tobacco manufacturers in Amer-

ica and the largest in the world. When

will say tomorrow: The speculative spirit which seemed to dominate both commercial and financial circles until within a week or ten days past is still for staple goods in a number of instances is smaller, notably at Boston. Pittsburg, Chicago and Kansas City. particularly in dry goods, demand for which at first and second hands has declined as is customary at this period. While business throughout the country may, therefore, be characterized as quieter, the tone of staple markets continues strong, and confidence in a good demand when the fall season opens next month remains unabated. fore, is the continued long list of ad-O. Mills and other millionaires from vances in prices, notably those for other cities, so that the passenger list iron and steel, and the upward movevances in prices, notably those for ment of bank clearings. Statistics show a decrease of over 17,000,000 bu The time scheduled for the trip is a in available stocks of wheat in the nenally fast one. The ordinary United States and Canada during May, with an increase of over 4,000,-000 bu affoat for Europe. Last year Northwest will make the run of \$22 000 bu afloat for Europe. Last year miles in two and one-quarter days. we reduced stocks 1,000,000 bu in May, while Europe's available supplies pracluth on the return trip, but the start | tically stood still. Exports of wheat (flour included as wheat) from both coasts of the United States and from

May 20, 1893); original amount, \$1,156.76; date and amount of part payments. February 3, 1894, \$692.35; September 24, 1894, \$46.20; October 12, 1894, \$92.40; November 13, 1894, \$184.80; November 20, 1894, \$46.20; December 7, 1894, \$138.60; March 14, 1895, \$115.50.

12. J. G. Morrison & Bro., Bellingham, Minn., dated March 18, 1893; maturity, September 1, 1893; interest, 10 per cent after date; original amount, \$218.24; date and amount of part pay-

December 1, 1892); original amount, \$947.00.

20. N. J. Pryor, Troy, S. D., dated January 4, 1893; maturity, November 1, 1893; interest, 10 per cent (after November 1, 1892); original amount, \$81.50.

21. Frank Bartholomew, Spring Grove, Minn., dated September 16, 1892; maturity, November 1, 1893; interest, 7 per cent (after July 1, 1893); original amount, \$49.70.

22. Johnson & Anderson, Lake Lillian, Minn., dated May 4, 1893; maturity, November 1, 1893; interest, 10 per cent after date; original amount, \$470.53.

23. Johnson & Anderson, Lake Lillian, Minn., dated May 4, 1893; maturity, November 1, 1893; interest, 19 per cent after date; original amount, \$470.53.

atter date; original amount, \$40.53.

23. Johnson & Anderson, Lake Lillian, Minn., dated May 4, 1893; maturity, November 15, 1893; interest, 10 per cent after date: original amount, \$470.53; dates and amounts of part payments, February 3, 1894, \$101.80; August 28, 1894, \$24.94; October 13, 1894, \$76.50; October 31, 1894, \$51.00; November 21, 1894, \$102.00.

24. A. H. Lowry, Buffalo, N. D., dated May 24, 1892; maturity, November 1, 1893; interest, 7 per cent (after July 1, 1892); original amount, \$386.00.

25. A. H. Lowry, Buffalo, N. D., dated February 11, 1893; maturity, November 1, 1893; interest, 10 per cent (after November 1, 1893; interest, 10 per cent (after November 1, 1893; interest, 10 per cent (after November 1, 1894, \$38.00; December 7, 1894, \$19.00; November 13, 1894, \$38.00; December 7, 1894, \$19.00; March 14, 1895, \$19.00

26. Greenfield & Orlebeke, Clara City, Minn., dated May 4, 1893; maturity, October 15, 1893; interest, 10 per cent after date; original amount, \$1, 134.85.

27. Greenfield & Orlebeke, Clara City, Minn., dated May 4, 1893; maturity, October 6, 1894, \$19.00.

January 15, 1893); original amount, \$653.59.

30. John P. Sjholm, Hallock, Minn., dated May 24, 1893; maturity, October 15, 1893; interest, 10 per cent (after June 1, 1893); original amount, \$625.87; date and amount of part payments: February 3, 1894, \$333.15; March 14, 1895, \$36.00.

31. Sten O. Kolin, Bellview, Minn., dated March 22, 1893; maturity, October 1, 1893; interest, 10 per cent after date; original amount, \$303.40.

32. John Amundson, Valley City, N. D., dated December 19, 1892; maturity, November 1,1893; interest, 8 per cent (after November 1, 1892); original amount, \$144.90; date and amount of part payments: February 3, 1894, \$37.72; August 28, 1894, \$4.10; October 6, 1894, \$11.70; October 24, 1894, \$23.40; November 13, 1894, \$17.55.

33. Gray Bros., Page, N. D., dated fay 27, 1893; maturity, November 1, May 27, 1893; maturity, November 1, 1893; interest, 10 per cent (after May 27, 1893); original amount, \$624.50; date and 1893); original amount, \$624.50; date and amount of part payment, February 3, 1894, \$151.78; October 3, 1894, \$71.20; October 30, 1894, \$32.04.

34. Hughes Bros., Lisbon, N. D., dated March 10, 1893; maturity, November 1, 1893; interest, 10 per cent after date; original amount, \$1,877.28; date and amount of part payment, February 3, 1894, \$14.23; August 28, 1894, \$14.98.

35. J. E. Roberts, Britton, S. D., dated June 15, 1893; maturity, October 15, 1893; interest, 10 per cent after date;

dated June 15, 1893; maturity, October 15, 1893; interest, 10 per cent after date; original amount, \$289.08; date and amount of part payment, February 3, 1894, \$63.06; August 28, 1894, \$4.72.
CHARLES E. CHAPEL,
Sheriff of Ramsey County, Minnesota.
Dated at St. Paul, Minnesota, June first, 1895.
MORITZ HEIM,
Attorney for Plaintiff. St. Paul, Minnesota.

otice of Sale to Creditors of Masi Buford & Burwell Company (a Corporation), Insolvent, and STATE OF MINNESOTA, COUNTY of Ramsey—District Court. In the Matter of the Insolvency of Mast, Buford & Burwell Company, a

In the Matter of the Insolvency of Mast, Buford & Burwell Company, a corporation,
William Dawson, plaintiff, (appellant), vs. William Dawson Jr. and Albert B. Ovitt, as receivers of Mast, Buford & Burwell Company, a corporation, defendants, (respondents):
Notice is hereby given that under and by virtue of a judgment and decree entered in the above-entitled action on the 29th day of May, 1895, a certified transcript of which has been delivered to me, adjudging among other things that the defendant's receivers allow the claim of the plaintiff against the estate of said Mast, Buford & Burwell Company, a corporation, insolvent, for the sum of \$16,439.22, and that the notes hereinafter described be sold to satisfy the said claim in whole or in part after first paying the costs and expenses of said sale. Now, therefore, I, the undersigned sheriff of said Ramsey County, will sell to satisfy said claim, together with all accruing costs of sale, at public auction to the highest bidder for cash, on Tuesday, the 18th day of June, 1895, at 10 o'clock in the forenoon, at the Cedar street main entrance to the Court House in the City of St. Paul, County of Ramsey, State of Minnesota, certain 35 promissory notes made by divers persons and payable to the order of said Mast, Buford & Burwell Company.

The names and residences of the makers; the date; maturity; interest; orig-

went Company:

The names and residences of the makers; the date; maturity; interest; original amount; date and amount of part payment, of said notes is herein set forth, as follows: forth, as follows:

1. Ferch Bros., Odessa, Minn., dated October 1, 1894; maturity, April 1, 1895; interest, 8 per cent after maturity; original amount, \$421.94.

2. Ferch Bros., Odessa, Minn.; dated October 1, 1894; maturity, October 1, 1895; interest, 8 per cent after maturity; original amount, \$429.15.

Nest, interest, 8 per cent after maturity; original amount, \$488.15.

3. Ole Nilsen, Benson, Minn., dated January 1, 1893; maturity, November 1, 1893; interest, 8 per cent after date; original amount, \$557.34.

4. Ole Nilsen, Benson, Minn., dated April 13, 1893; maturity, November 15, 1893; interest, 10 per cent after date; original amount, \$618.17; date and amount of part payments: December 7, 1894, \$91.65; February 3, 1894, \$232.92; March 14, 1895, \$30.55.

5. Barrett Bros., Brown's Valley, Minn., dated January 3, 1893; maturity, July 1, 1893; interest, 10 per cent; original amount, \$133.45.

6. Barrett Bros., Brown's Valley, Minn., dated April 20, 1892; maturity, November 1, 1893; interest, 10 per cent; original amount, \$450.75.

7. Mark Graves, Adrian, Minn.; dated August 29, 1892; maturity, October 1, 1893; interest, 8 per cent; original amount, \$440.00.

8. Lindberg & Lundgren. Warren.

ber 1, 1893; interest, 8 per cent; original amount, \$440.00.

8. Lindberg & Lundgren, Warren, Minn., dated December 15, 1892; maturity, November 15, 1893; interest, 10 per cent (after November 15, 1892); original amount, \$1,475.37.

9. Lindberg & Lundgren, Warren, Minn., dated October 4, 1892; maturity, October 1, 1893; interest, 8 per cent (after January 19, 1893); original amount, \$432.37.

10. Lindberg & Lundgren, Warren, Minn., dated April 1, 1893; maturity, October 1, 1893; interest, 8 per cent after maturity; original amount, \$99.90.

11. Lindberg & Lundgren, Warren, Minn., dated May 23, 1893; maturity, October 1, 1893; interest, 10 per cent (after May 20, 1893); original amount, \$1,156.76; date and amount of part payments, Roberton 2, 1898, 869, 25; September 24

turity, September 1, 1893; interest, 10 per cent after date; original amount, \$218.24; date and amount of part payment, October 20, 1893, \$57.92.

13. 'L. Freeman & Co., Grand Forks, N. D., dated April 1, 1893, maturity, August 15, 1893; interest, 8 per cent after date; original amount, \$1,214.20.

14. L. Freeman & Co., Grand Forks, N. D., dated April 1, 1893; maturity, August 5, 1893; interest, 8 per cent after date; original amount, \$711.76.

15. J. W. Jarvis, Hubbard, Minn., dated March 23, 1893; maturity, August 1, 1893; interest, 10 per cent after date;

dated March 23, 1893; maturity, August 1, 1898; interest, 10 per cent after date; original amount, \$409.94.

16. J. W. Jarvis, Hubbard, Minn., dated March 23, 1893; maturity, September 1, 1893; interest, 10 per cent after date; original amount, \$409.94; date and arrestly of part payment. February 3 amount of part payment, February 3 1894, \$16.81. 17. Pullman Hardware Co., Pullman Wash., dated March 20, 1893; maturity

Wash., dated March 20, 1893; maturity, October 1, 1893; interest, 10 per cent after date; original amount, \$686.86.

18. F. O. Brewster, Sanborn, N. D., dated May 25, 1892; maturity, November 1, 1893; interest, 7 per cent (after July 1, 1892); original amount, \$289.00.

19. John Johnson, Morehead, Minn., dated December 20, 1892; maturity, November 1, 1893; interest, 8 per cent (after December 1, 1893; original amount December 1, 1892); original amount,

cent after date; original amount, \$1,-134.86.

27. Greenfield & Orlebeke, Clara City, Minn., dated May 4, 1893; maturity, November 1, 1893; interest, 10 per cent after date; original amount, \$1,134.86; date and amount of part payments: February 3, 1894, \$254.79; August 28, 1894, \$3.95; October 24, 1894, \$79.10; November 13, 1894, \$237.30; January 8, 1895, \$189.84.

28. E. Midgeley, Wheatland, N. D., dated February 10, 1893; maturity, October 1, 1893; interest, 10 per cent (after January 1, 1893); original amount, \$500.00; date and amount of part payment, October 6, 1894, \$47.43; October 31, 1894, \$45.45; March 14, 1895, \$27.27.

29. John P. Sjhoim, Hallock, Minn., dated January 19, 1893; maturity, October 1, 1893; interest, 10 per cent (after January 15, 1893); original amount, January 15, 1893); original amount



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EXQUISITE PHOTOGRAPHY One Doz. CABINETS for WORK." \$3

180 E. Seventh St., St. Paul Minn,

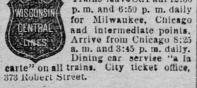
Speedily cures all private, nervous, chronic and blood and skin diseases chronic and blood and skin diseases of both sexes, without the use of mercury or hindrance from business. NO CURE, NO PAY. Private diseases, and all old, lingering cases where the blood has become poisoned, causing ulcers, blotches, sore throat and mouth pains in the head and bones, and all diseases of the kidneys and bladder are cured for life. Men of all ages who are suffering from the result of youthful indiscretion or excesses of mature years, producing nervousness, indigestion, constipation, loss of memory, etc., are thoroughly and permaindigestion, constipation, loss of memory, etc., are thoroughly and permanently cured.

Dr. Feller, who has had many years of experience in this specialty, is a graduate from one of the leading medical colleges of the country. He has never failed in curing any cases that he has undertaken. Cases and correspondence sacredly confidential. Call or write for list of questions. Medicine sent by mall and express everywhere free from risk and exposure.



*Daily, †Daily Ex. sun. Leave. Arrive.
Chicago, Dubuque NightEx.
Chicago, Dubuque, Kansas City, St. Joseph, Des.
Moines, Marshalitowa. Waterfloo, Cedar Falls.,
Dedge Center Local,

*3:35 pm *10: 10am Trains leave St. Paul 12:35







Seattle, Portland. Spokane, Kalispell, Great Falls, Helena and Butte, 7:45 pm Crookston, Grafton and Winni-

peg. 7:45 pm St. Cloud. 8:30 am, *4:00 pm, 7:45 pm Anoka, Elk River— *5:50 am, *4 pm, 7:45 pm, 11:20 pm Sauk Center and Fergus Falls— 8:30 am, 7:45 pm Wadena and Park Rapids. *8:30 am Wadena and Park Rapids. *8:30 am
Fargo, Grand Forks—

*8:05 am, 8:30 am 7:45 pm
Breckenridge, Wahpeton, Casssiton, Sioux Falls, Sioux
City, Huron, Watertown, Aberdeen and Ellendate. *8:05 am
Willmar. *8:05 am, *4:00 pm, 4:50 pm
Excelsior and Hutchinson. *4:30 pm
Minnetonka Beach and Spring
Park. *8:55 am, *9:35 am
Park. *4:55 pm, 5:50 pm

Park. 4:45 pm, 5:50 pm 8:3) am, *4:00 pm Osseo Line. TRAINS ARRIVE from Seattle and Butte 3:90 pm, Winnipeg 7:15 am, Breckenridge di-vision and Branches and Mayville Line 77:90 pm, Wilmar local 9:39 am, Wilmar via St. Cloud *10:55 am, Hutchinson & Osseo lines

EASTERN MINNESOTA RY. TO Duluth & West Superior.

All trains daily except *daily except Sun-

Tickets: No. 199 East Third Street and Unio Depot. Leave. | St. Paul Union Depot. | Arrive. a 8:50 am Hinckley, West Sub 7:30 am perior and Duluth.... a 6:55 pm 10 minutes.
b, Daily; has first-class Sleeping Car, which may be taken at depot at or after 9 p. m.; arrives at Duluth at 7:35 a. m.

NORTHERN PACIFIC

Dining Cars on Winnipeg and Pa St. St. Paul Paul Paul Lve. Arr. Pacific Mail (Dally) for Fargo,
Jamestown, Livingston, Helena,
Butte, Missoula, Spokane, Tacoma, Seattle and Portland.
Dakota and Manitoba Express
(Dally) for Fergus Falls, Wahpeton, Crookston, Grand Forks

ton, Crookston, Grand Forks, Grafton, Winnipeg, Moorhead 8:00 7:10 and Pargo Local (Dally except Sunday) for St. Cloud, Brainerd 9:00 5:30 and Fargo. day) for St. Cl and Fargo..... Pollman Sleepers Dally between St. Paul and Grand Forks, Grafton, Winnipeg, Fergus Falls, Wahpeton, Fargo, Helena, Butte and Jookane.

Pullman First-Class and Tcurist Sleepers, also Free Colonist Sleepers are run daily oa hrough Pacific Coast Trains.

C. E. STONE. City Ticket Agent, 162 Fast C. E. STONE, City Ticket Agent, 162 Rast Third Street, St. Paul.

SOO LINE ST. PAUL UNION DEPOT.

Daily as foliows: Boston, Montreal and New 6:00 p. m.

Chicago, Milwaukes & St. Paul RH

Le.—Sr. Paul—At
Chicago "Day" Express. | 43:95 ann | *0:45 pm
Chicago "Atlantic" Ex. | *2:55 pm | *1:55 ann
Chicago "Fast Mail" | *0:55 pm | *2:90 pm
Chicago "Fast Mail" | *0:55 pm | *7:90 and
Chicago via Dubuque | 1:10 pm | 11:90 and
Dubuque via La Crosse | 18:15 am | 10:45 pm
St. Louis & Kausas City. | *3:35 am | *3:25 pm
Milbank and Way. | | 18:10 am | 18:10 am
Milbank and Aberdeen | *1:15 pm | *8:10 am omis 7:40 p. m; Arrives om same points 7:45 s.m.

*D'ly, †Ex. Sun. ‡Ex. Sat. ¶Ex. Monormation call at ticket office.