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It is highly approved for the delicious flavor which it imparts to Soups, Fish, Game, Meats, Salads, Welsh Rarebits, etc.

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wane. New competition is also slowly but surely making the burden of overcapitalization felt. The developments in Amalgamated Copper acted decisively against the entire market. Fortunately the United States Steel corporation took the public into its confidence and made an excellent showing as to extrained.

an excellent showing as to earnings,

which removed an important element of doubt. The management deserve com-

mendation for their courage as well as sagacity. A policy of secretiveness such as is followed by most of the industrials

inevitably provokes distrust, and invest-ors and speculators will do well to leave those alone that fail to give reliable in-formation as to earnings and general financial condition. It is almost unnec-

essary to say that the industrials are especially exposed to trade fluctuations, and that their course will be largely influence-

ed by general business. The latter is still in good condition, and the outlook is for a good fall and winter trade; nev-

ertheless, the industrials are a weak fu-ture, and will still bear watching. Those that avoid publicity regarding their af-

fairs will probably be sharply discriminatd against.
At this time of unsettled values it is

well to draw the line between railroad shares and those of the industrials in estimating intrinsic worth, as it must

be remembered that the former are most-ly connected with corporations that were

pessimistically, hence drastically, recr-ganized, while the latter were mostly op-timistically organized, and many of them

may have to be pessimistically reorgan

ized. Then the railroads and industrials will be on a common footing.

The monetary outlook is somewhat

clearer, as proved by Secretary Gage's discontinuing the purchase of bonds. Very soon the outward drain for crop

purposes will cease, and the influx of currency will begin. Gold imports are being delayed, partly owing to Europe's

necessity for retaining the precious met-al, but at the moment the money mar-

The immediate future of the stock market is indefinite. No bull movement is yet in sight, and bearish sentiment seems

MAJ. FOOTE CAUTIONED CAPTAIN

DAY BEFORE MASSACRE

Intense Feeling Throughout Army

Because Authors of Massacre

Were Pacificos-Vigil-

ance Increased.

MANILA, Oct. 6.-Maj. Morris Foote, of the Ninth United States infantry, who

has returned here from the island of Sa-mar, was in Balinga the day before the

disaster to Company C. He says that Capt, Connell had been fully warned and had taken what he (Maj. Foote) consid-

archipelago feel that the disaster

Will Organize to Secure Higher

brought into closer relation with each other and the interests of the miners cared for along business lines that may secure for them higher wages and better conditions of employment."

The call is the outcome of the meeting at Paykersburg W Va a week ago

ELBOW LAKE, Minn., Oct. 6.—(Special.)—Grant county's eighth annual fair was a great success this year. The weather was good, the attendance large, and the exhibits were the best in the history of the association. Dr. Curryer, of Mankato; Prof. White, of St. Paul, and J. Adam Bede, congressman-atlarge, delivered addresses both afternoons and evenings. The ball game Wednesday between Ashby and Elbow Lake was won by the latter, the score being 10 to 7. The game Thursday between an all-county team and Elbow Lake resulted in a victory for the former; ten innings had to be played; the score was 4 to 3. The county commissioners will be asked to buy the fanr grounds, and the improvements hereafter will be of a substantial character.

character.

The brick work on the new Bank of Elbow Lake building will be finished to-day. It is the finest building in the

The synod Lutheran parsonage is nearly ready for occupancy. This congregation expects to erect a church building in the near future.

Harvesting With Automobiles.

The cost of harvesting wheat on the Pacific coast has been so lessened by the use of automobiles that a greater amount of grain can be produced at the

at Parkersburg, W. Va., a week ago.

Fair Was a Success.

sity for increased vigilance.

ket is free of anxieties.

VALUES ON DECLINE

SENTIMENT ON STOCK EXCHANGE HAS LOST ITS BULLISH CHARACTER

CONSERVATISM SAFE COURSE

Unexpected Events Have Had Depressing Effect on Markets in Wall Street-Monetary Outlook Better.

Henry Clews in his weekly letter writes as follows concerning conditions

in Wall street Values on the stock exchange continue to exhibit a declining tendency. Sentiment has gradually lost its bullish character, and the extravagant expectations of three months ago are giving way to more rational opinions and actions. The present course of the market is no doubt very distriction. present course of the market is no doubt very distasteful to those whose oversanguine dispositions have led them to unwise commitments on the long side. A good many reasons can be presented for this prolonged reaction, such as the condition of the money market, the injury to the corn crop, labor agitations, and the shocks to confidence arising from the Northern Pacific deal President Mountain Pacific deal Pa the Northern Pacific deal, President Mcthe Northern Pacific deal, President Mc-Kinley's death, as well as other unex-pected events. All of these have had their share in checking the boom of 1901, and everyone knows that the reaction would have been more rapid and severe but for the resistance of big interests which have used their tremendous com-bined powers to check envirture. bined powers to check anything approaching panic. Natural forces, however, will in the end exert their sway, and back of the influences on prices just refered to, it is plain that public opinion regarding the market has been very decidely moulded by the fact that prices were unreasonably high from the investment studies in the contract of the co picton that the top wave of prosperity had been touched and that hereafter trade and industry must be expected to settle down to more normal conditions. Conservative men were justly apprehensive that, unless the pace was slacked.

hensive that, unless the pace was slack-ened, we should run into speculative and business excesses that would produce disastrous reactions. Deprived of the support of the investment and conservative classes, the market lost its bes foundation and easily succumbed to temporary influences and shocks. This turn in the condition of affairs happened to come at a time when the large rail-road interests were carrying on the process of consolidation, which had been practically completed in the industrial world. These plans have, in the language of the street, been "held up;" not so much that conditions really prevent their final consummation as that policy dictates their postponement until more favorable opportunities are offered the speculation incidental to sdch move-ments. When the stock market is found to have touched bottom and the outlook

In the face of such declines, and considering the concentration of holdings, bear attacks upon railroad securities are likely to be made with some caution. It remains to be seen whether the railroad section of the market has fully discounted the injury to corn and any possible trade reaction or not. It is well to re-member that Wall street is in the habit of anticipating such movements so that when the results appear the effects are practically nil.

One of the most important considerations just now is the course of the in-dustrials. In August and September we witnessed a series of annual reports of an unfavorable nature. Reduced earnings have followed lower prices for products, and it is very evident that the era



The only Company interested in bringing Crude Oil to the North and West for fuel purposes.

Do You Want Cheap Fuel?

UNITED STATES FUEL OIL CO. 144-146 Endicott Building,

St. Paul, Minn. Stock 7 cents per share. No less than 100 shares issued. All off the market soon. You know about the company

same actual expense than in the Argentine Republic, where labor costs only a fraction of a dollar a day. The large automobile traction engines, now used in California, are of fifty horse power, and are provided with driving wheels girty inches in the district of the state sixty inches in diameter. They do the plowing, planting and harvesting, in their proper seasons. One traction engine performs the triple work of plowing, harrowing and planting, in one oper-

COPPER SCARE AND ADVERSE WAR REPORTS CAUSE SLIGHT DECLINE

QUIET WEEK ON EXCHANGE TONE OF PRESS IS DESPONDENT

Anticipated Raise in American Railways Failed to Materialize-Steel Trust Dvidend Causes Satisfaction.

LONDON, Oct. 6 .- A certain tightness in money, not quite anticipated, the after effects of the copper scare, and the adverse reports regarding the war in South Africa, all tended to create a slight decline which marked the stock exchange last week. Public interest also continued extremely small, and the markets were pretty much left to themselves. Although some gold is still expected to go to New York, foreign demands have thus far been comparatively unimportant Arrivals from the Cape and other powere fully able to make up the drain. Consols were fractionally lower. South Africans all suffered on the reverses re-ported by Lord Kitchener. Americans suffered from lack of interest. The Steel trust dividend continues to create un-bounded satisfaction, but without any resulting appreciation in quotations. resulting appreciation in quotations. American railways were rather expected to pick up simultaneously with the an-nouncement of the steel dividend and with the collapse of the copper scare, but these expectations failed of realization, owing to rumors that the Standard Oil interest was bearing the market and that disagreements still existed among the leading financiers in America. Nevertheless the financial writers see no adverse signs either in money, stocks or business prospects in Great Britain and America, except in so far as the war in South Africa is concerned, and this has become such a normal nightmare to the stock exchange that even perpetual reverses would not be likely to affect the

CLOTH MARKET UNCERTAIN.

Manchester Reports Sharp Advance in Cotton.

MANCHESTER, Oct. 6.—The sharp advance in cotton resulting from the adverse report of the American bureau last week was followed by a great reduction in the amount of the estimates and the consequent advance checked orders for future delivery, although it brought out pending business. Fresh undertakings at to predominate, in spite of the fact that the big interests seem opposed to all pro-nounced declines. The situation therethe prices required are not expected until the outlook has been reconsidered. Some quarters are reluctant to accept

the pessimistic report unquestioningly, although it is admitted that should the report prove correct, the present course of the market would be largely justified.

of the market would be largely justified. There was much quick buying executed for China, and to a less extent for Calcutta during the last fortnight, and consequently many merchants are in a position to watch the market. As cotton advances the position of the spinner is more unsatisfactory. Had the market continued steady there were indications of further business, especially with China, but the present excitement interferes with operations. with operations.

The future of the cloth market through-

out is uncertain. Yarns improved. Cotton conditions in-fluenced buyers somewhat to do more business where they meet easy sellers.

IT TAKES NERVE.

Running Trains Over the Mountain Roads Is Risky Work.

improves, we may look for a resumption of these negotiations, and not before.

In many respects it is fortunate that the market has been in control of strong hands. Losses have been gradual and more widely scattered than had the decline been unrestrained and the market left to the tender mercies of the bears. The extent of the decline is perhaps greater than realized—from 15 to 30 greater than realized—from 15 to 30 greater than realized—from 15 to 30 last spring, the declines which have last spring, the declines which have that spring, the declines which have last spring the devery necessary formation that a plot was brewing formation that a plot was brewing formation that a plot was the plan formation that a plot was the plan for the passenger agent of the ern road, this morning. Mr. Davidson is familiar with all the intermountain roads, where the trains have to all but fly to reach some of their destinations. "One might suppose that all roads would look alike to the experience and the ern road, this morning. Mr. Davidson is familiar with all the intermountain roads, where the trains have "One of the greatest difficulties of the real mountain roads, like the Colorado Midland, the Rio Grande Western and the Denver & Rio Grande, is in getting engineers," said Charles A. Davidson, city passenger agent of the Rio Grande Western road, this morning. Mr. Davidson

insurgents. The latter might have been expected to commit such an outrage. Feeling is particularly intense in military circles, because the authors of the massacre were pacificos, most of whom had taken the oath of allegiance and many of them, including the presidente of Balangiga, were actually holding office.

Some of the after effects are already shown at many points, particularly at Baulan and Cutucan, in the provinces of Batangas and Manila, where disaffection is manifesting itself, although it is not likely to be allowed to go far.

On the other hand the officers and troops at all the garrisons throughout the roads sometimes for weeks with old experienced engineers, who know the track, before he will be trusted with a train. It isn't a question of engineering ability; merely one of experience.

"It is enough to take a fellow's nerve to sweep around some of those mountain curves and passes for the first time. Some good men never take more than their first ride. I have seen engineers come from the East, men of gilt-edge character and ability, who lost their nerve with the first trip up, and took the first train for a falter country. Dizzy reverse curves, trestles that seem to yawn for a fellow." likely to be allowed to go far.

On the other hand the officers and troops at all the garrisons throughout the trestles that seem to totter in the wind, precipices that seem to yawn for a fellow's life, and grades that are a revelation of horror to the newcomer, crowd in bewildering confusion on the view, and unless a fellow is as solid as an ox, or nervy as the devil, he is apt to lose his head.

"You would be surprised at the number of young engineers who are on the mountain roads. For one thing a man does not last there as he does on a less picturesque, more prosaic run. It takes veys a lesson to themselves of the neces-MEETING OF MINE WORKERS.

Wages and Retter Conditions.

INDIANAPOLIS, Ind., Oct. 6.—An official call was issued from the national headquarters of the United Mine Workers of American today for a convention of representatives of organized and unorganized miners of Virginia and West Virginia, to be held at Huntington, W. Va., Oct. 31, for the purpose of devising "some plan by which the miners and operators of the two states may be brought into closer relation with each other and the interests of the miners cared for along business lines that may secure for them higher wages and better mighty hill. A rock on the track, a broken wheel, a runaway car, or a failure of the brakes to work, would end in a smash-up that would startle the whole country. The hill might be a glare of ice or frost; it might be wet or snowy, and if you set the air brake too hard, so as to start the wheels to sliding, down the hill you go like a gigantic toboggan, with death and destruction at the end of the ride. The management of the air brakes, and knowing where the curves and dangerous places are, is the greatest part of an engineer's education in the mountains.

"For my own part, knowing the dangers as I do, I feel nervous after riding. 100 miles over the widest parts of the roads, even as a passenger. I rode through the Royal George on the engine a few weeks ago, and was glad when the ride was over. It makes a fellow feel trembly-like to think what might be, though the worst rarely happens. Such is the care taken in equipment and ingetting the best men that the mountain roads have as small a proportion of loss-

is the care taken in equipment and in getting the best men that the mountain roads have as small a proportion of losses as the dead-level roads of the plains. But it takes a man of nerve to pilot a train through some of the wilder regions. "A freight train is the worst, in that it is much heavier than a passenger, and is expected to make almost the same time. All the heavy stock trains going East, twenty-five to thirty cars, make passenger schedule. A freight is so loosely coupled as to be very unmanageable at critical points. The stock trains are the terror of the engine-drivers and all the truinmen.

"A fellow isn't necessarily a coward when he throws up his job as engineer over the mountain roads, after seeing what the dangers are. Not one passenger in 10,000 would assume the same danger. The position calls for absolutely steady nerve, and one who feels that he is likely to get rattled is dangerous to himself, to the company and to all who ride behind him. A man must think and act like lightning in the face of so many dangers that he must be sure of his ability to stand the strain. No one stays any great number of years. It is beyond one's power to do so, and be safe. A man may be brave and willing and all that, but these are not enough. He must be sure and proof against stampede. Such a man is worth everything to the companies, and they treat him like a prince."—Butte InterMountain.

THE WEEK ENDED WITH HEAVY FALL IN INDUS-TRIALS

Revived Tendency to Invest Not Taken as a Wholly Favorable Symptom-American Railways in Better Demand.

BERLIN, Oct. 6.—The first half of last week brought a moderate recovery in values, for which no sufficient cause was offered in the reports of the industrial centers. The result was partly explained by the fact that many holders had sold out before the monthly settlement-fearing dear money and low quotations—and had then repurchased, causing an artificial demand which frightened the parts into covering. Turing the letter trificial demand which frightened the shorts into covering. During the latter part of the week the boerse relapsed into its former pessimistic mood. Yesterday's fall in industrials was quite heavy. In addition to the rumor regarding the financial difficulties of the Dortmund Union Iron company, which it is reported Herr Krupp is about to buy, and rumors that the company is about to reduce its capital, the boerse was decreased over the ital, the boerse was depressed over the disappointing dividends of various industrial combinations just formed. The Westphalian Steel works, at Bochum, and

the Schoenherr Loom factory, at Chemnitz, passed their dividends. The former paid 17 per cent and the latter 15 per cent dividends last year.

The decline in prices also depressed values. Some of the principal kinds of troe heave fallers. iron have fallen 5 marks per ton on the Dusseldorf boerse since Sept. 5, and the cheaper qualities have fallen 1 mark per

The Cologne Volks Zeitung asserts that the coke syndicate has already decided to reduce prices in 1902 to 15 and possibly 14 marks, and also that the great iron men say they must reduce to 11 or 10 as otherwise the coke syndicate will have to reduce the output to one-half. The foregoing conditions were partly counteracted by the Harpenter Coal divi-dend, which proved to be 12 per cent, as against 11 for the corresponding pre-

vious dividend.

Generally speaking the finances of the week were somewhat higher. Nevertheless the boerse and the financial press regard the situation despondently.

"Whoever seizes the present moment to invest," says the Frankfurter Zeitung, "must reckon on the probability that such purchases under existing circumstances may bring more or less loss."

The Vossische Zeitung also utters a word of warning against drawing favorable conclusions from the revived ten-dency to invest. American railways were in better demand, as were also Cana-dians. Bank stocks gained a point or two during the week and ocean transportation shares also improved. The public is now buying these securities.

The Vossiche Zeitung asserts that a

price agreement was signed yesterday by the principal zinc producers in Eu-

DANGEROUS SIGNS IN RCOSVELT.

Columbus (Ohio) Press.

A sad and tearful wail comes from the Hanna organ, pitched in the civil service key, as follows:

President Roosevelt is on record as saying that in making appointments he will only select the most capable men, and that in doing so he will hear the views of the Democratic congressmen in the districts which they represent. He also says that if he finds an official who is not doing his duty he will choo off is not doing his duty he will chop off his official head. President Roosevelt has

LONDON STOCK FELL RELAPSE ON BOERSE ENORMOUS DEATH RATE

RAPID DECLINE OF NATIVE POPU-LATION IN ALEUTIAN ISLANDS

Nearly One-Third of the Inhabitants Died in One Year-Remarkable Mortality From Measles.

WASHINGTON, Oct. 6.—The rapid de-cline of the native population of the Aleutian chain of islands is told in a report just received by the marine hos-pital service from F. J. Thornbury, its assistant surgeon at Dutch Harbor, Alaska. The report says that formerly there were 120 villages on the islands with a native population variously estimated at from 1,500 to 2,500. Now in the same district there are only ten villages and 1,000 inhabitants, exclusive of whites, of whom 300 are Creoles (mixed breeds and with Russians and other nationalities) and 700 Russians and other nationalities) and 700

Aleutes.

The report says:

"Last year Unalaska had 353 inhabitants, 116 or nearly one-third of whom died According to data obtained from the Russian priest of the Greek Cathelia church Park Park P. R. Kash tained from the Russian priest of the Greek Catholic church, Rev. B. P. Kashereroff, who has the only mortality records kept in the village, there being no health officer or even physician, thirty deaths were ascribed to 'cold,' twenty-four to consumption, thirty-three to measles and seven to old age; five were drawned

drowned.
"The remarkable mortality from mea-The remarkable mortality from measles among the natives in Alaska during the past year appears ascribable largely to the bad sanitary environments and lack of precaution against exposure.

"On the Kuskokwim and in other sections on the mainland, from one-half to two-thirds of the natives died and many

two-thirds of the natives died and many were left unburied in the mud houses where they lived, surviving members immediately deserted the huts, which conmediately deserted the huts, which contain from two three dozen natives living regardless of famlly relations.

"As many as half a dozen dead bodies have been seen by prospecters in a single hovel and numerous dead bodies were

seen lying about on the ground partly

eaten by foxes.

"There are numerous instances of whole villages being deserted, the few surviving natives having a superstition about staying where so many of their number had died."

MAIL DELIVERY BY SOAP BOX. City Folks See a Rural Innovation in Practice.

New Yorkers who spent their vacations in the New England states and in out-of-the-way places in Sullivan, Datchess and other counties of this state, met the rural free mail delivery system established a few months ago by the rostoffice department, and they had a lot of functions their methods. getting their mail from the crude boxes which the farmers had nailed to trees for it, says the New York Sun. By the new system any person living near the route of the mail carrier, and not within the corporate limits of any town or within eighty rods of a postoffice, who desires his mail deposited in a box on the route of the carrier, is permitted to provide a suitable box on the roadside, where it can be reached conveniently by the carrier, and his letters will be left in the box. The first thing that amused the average

New Yorker was the variety of queer things that were used as mail depositories. Usually the depository set up by the farmer was either a soap box or a cigar box. But in places far away from civili-zation hollowed-out logs were used, and there were cases of tin tomato cans tacked to trees for the reception of mail. Several farmers used wooden buckets, and a few utilized old washtubs.

Sometimes the mail receptacles were nailed to trees, but there were instances of their being anchored at the roadside



Fred-It's a cinch for us. I'm teaching your father to play poker. Carry-How are you getting on?
Fred-Great. He asked me last night if we couldn't live with him after we were married. a cinch for us. I'm teaching your father to play poker.

reform, and it is evident he still has faith in it in the management of the affairs of the government.

Consult Democratic congressmen in the matter of federal appointments? Chop off the heads of incompetent barnacles in the service? This is high treason to the glorious code of "government" devised by Hanna, Platt and Quay. Already we can see a cold chill coursing down the spines of the faithful. They have caught a high-mettled, independent Tartar in Roosevelt. They can see the dangerous symptoms cropping out at this dangerous symptoms cropping out at this early day, and there are two whole months for the malady to develop in the White house occupant before the medicine men can hold a consultation in congress and agree upon some heroic treatment.

The Healthiest Race.

Chicago Record-Herald.
The Swedish census shows the lowest death rate ever recorded by a civilized nation. During the last decade the rate has been 16:49 per thousand. The nation that comes nearest to this is Norway, with 16.9 Then comes Great Britain, with 18.8. Thus the Scadinavians are the healthiest race in the world.
One hundred years ago the death rate in Norway and Sweden was 26:22.
The enormous revolution that has come in sanitary improvements, even among the highest classes, is shown by the fact that the average of members of the Swedish academy 100 years ago was forty-five, while now it is sixty-six.

Something Tangible.

Brooklyn Eagle.
Dusnap—Do you think there is anything in Christian Science?
Bertwhistle—Well, there seems to be a good living in it for Mrs. Eddy.

reform, and it is evident he still has with heavy stones. In that case there were times when the fluffy city girl more compressed by the use of reducthrust her hand into the mail box and tion valves, and, reaching a certain presencountered a snake instead of a love letter. And the boxes were equally convenient for hoptoads, bees, butterflies and "In brief, to listen to the American, it birds. But the city girl found the mall carrier to be an accommodating official. On occasion he would even wait for her to write a letter.

There was a mail carrier whose route

included Woodbourne, Sullivan county. He was eighty-five years old, but more than six feet in height and straight as a pine tree. He wore a goatee and might have been mistaken for a picture of Uncle Sam come to life. A city girl ran from her boarding house half a mile up the road, and stopping him one day,

"Oh. Mr. Brown," she said, "did you find that letter I left in the box for my

"I reckon I did, Miss."

"I reckon I did, Miss."

"You didn't miss it?"

"I didn't, Miss; I have it yere."

"Well," continued the city girl, "I forgot to write in something about the fish me and my sister caught. Do you mind giving me the letter so that I can add about the fish in a postscript? I know, Mr. Brown, that you can wait a few minutes?"

"I reckon I kin," replied the postman "but I can't wait too long. I haven't got more'n fifteen minutes, 'cause the mail leaves yere in three-quarters of a hour." Then the postman sat down on the roadside and waited until the city girl had gone back to the farm house and had written an entirely new letter, after spoiling a dozen sheets of foolscap. When she came back he thanked her for

Soon after this a farmer drove up to a

WHY NOT USE_

GAS HEATERS

These cool mornings and evenings and avoid starting your furnaces? We sell them for

\$2.50 Connected.

St. Paul Gas Light Co.



Best Line to St. Louis

The finest train in the world leaves St. Paul daily at 8:05 P. M. for St. Louis. Through combination open end compartment sleeper and reclining chair car.

TICKET OFFICES -- 400 ROBERT ST. (Hotel Ryan), ST. PAUL.

soap box nailed to a tree at the roadside climbed down from his wagon and pro-duced from the improvised mail box a bunch of letters and newspapers. He examined them one by one, scrutinizing the imprint on the corner of each envelope, and talking to himself in this

"Hello! Paradise Villa, by gosh! Davis has only got an old farm house over there. He hasn't enough room for his own folks. I wonder what paper he ad-vertises in. I advertised in three papers and only got three answers. He can't accommodate no city folks. By gosh, here's another: Redville Lake hotel. Well, I swan! How in thunder did Si Tyler think of that name? City tolks'll think he has the hull county to hisself. Boating and fishing? Well thet must Boating and fishing? Well, that must mean the duck pond over the hill.

"Here's another. Atlanticville Ore and Copper Mining company. What does these city folks think? Jim Thompson these city folks think? Jim Thompson ain't got no money ter revest in them 'ere mining schemes; he'll be lucky ter pay his mortgage this fall. What's this? Dayton, Ohio? I wonder who Hiram Cooper is 'quainted with out there. It can't be his wife's tolks; they live in Cincinnati. 'Tain't no cousin of Hiram's, 'cause he never writ out there to my knowledge.

"Conklin's hote!! Charley colled him

knowledge.

"Conklin's hotel! Charley called his place the Seaview last year, but 'tweren't anywhere near any seaview place. What? I know that writin'. That's from that 'ere King woman. We did everythin' on earth for her last year, an' Mandy certainly did care for her when she were sick. Now she'll go over to Smith's place, and they hain't got a chicken in the gol darn barn! That's the way with these city folks; when they ain't bunco these city folks; when they ain't bunco steering some un they are being bunco steered. Wonder what's doin' down in York? Here's the Sun. Must be some-thing or Bert Williams wouldn't 'scribe for no city paper. Guess I'll open her

As the old farmer opened up the paper addressed to his neighbor several others drove up. When half a dozen had gathered and greeted each other the farmer with the paper proceeded to read its contents, while the others crowded about him and adjusting their spectacles leaned over his shoulder and "rubbernecked." By and by the man with the paper read aloud a piece about the buncoing of Farmer Josh Baxter, of McGonnigle's Junction, by a tenderloin stranger, who called himself "Mr. Croker."
"What do you think of that, Abner?"

asked the man who had been reading.
"Wall,' said the farmer addressed as Abner. "I reckon that ere bunco fellow were the same chap as is holdin' my money. He agreed to hold it while I went in a crowd at the Dewey parade, and I let him hold it cause he said he were one of them great detectives that were there to protect money from thieves. But I couldn't find him when I were ready to come up home.

Then a general discussion followed. Finally when the farmers had read some other newspapers that had not been ad-dressed to them they tied pieces of cord to keep the wrappers in place, picked out their own mail and went home.

All the farmers vote that the rural mail service is a success. The city ... ks say that for rurality it is the "real thing."

FRENCH IDEA OF NEW YORK.

It has been said that a man must go away from home to get the news. In its issue of Sept. 6, 1901, Le Matin, a Paris newspaper of large circulation, prints a report which will be news indeed to New Yorkers. Following is a translation: "These Americans are decidedly insatiable. While we are still using steam engines for our railways they have long ago tasted of the benefits of electrical traction, and now they are commencing to abandon electricity for compressed

"The New York line of Manhattan uses now, to the exclusion of all other modes, compressed air engines, and it appears that the results are so marsadded on the live such and the sadded of the last and electricity old-fashioned.

"The air is compressed in what the American calls a 'power station,' something like a gas factory. It is compressed in the last a state of the last and expansive power of the last and expansive power of the last and expansive power of the last attains an expansive power of the last and expansive po

until it attains an expansive power of 1,500 to 2,000 kilos per square centimeter that it occupies. It is then transferred on board the locomotive, where it is stored in a large steel tank, which replaces the boiler. There it is furthermore compressed by the use of reduc-

Philadelphia Press.

Tess—Did he really propose to you?

Jess—Yes, and it actually made me Jess—Yes, and it actuary made he shiver.

Tess—Why so?

Jess—He asked me if "I would care to share his lot," and he looked so funeraal I thought he referred to one in the cem-

etery.

His One Chance.

Philadelphia Press.

"Goodness! I do hope our young minister won't marry that Miss Strongmind."

"I didn't think you took so much interact in his ac to eye yory much." est in his as to care very much."
"I'm thinking of myself, that's all. If he marries her, he'll never have a chance to talk except from the pulpit, and then we'll suffer."

FUNERAL NOTICE.

ATTENTION, KNIGHTS OF PYTHIAS

-You are requested to report at K. P.
hall, corner of Sixth and Robert
streets, at 1:30 p. m. today, Monday,
Oct. 7th, to conduct the funeral of
Brother F. F. Putnam, of Fargo Lodge
No. 2. Carriages from K. P. hall.
Brother Knights, our last duty to our
sojourning brother. E. H. Milham, representing Fargo Lodge No. 2.

Cheap Rates to California n the through tourist cars. Consult linneapolis & St. Louis R. R. Agents.

ANNOUNCEMENTS.

THE ANNUAL MEETING OF THE stockholders of the Great Northern Railway Company, for the election of three directors to serve for the term of three years, and for the transaction of such other business as may come before it, will be held at the office of the company in St. Paul, Minnesota, on Thursday, October 10th, 1901, at 12 o'clock noon.

St. Paul, Minn., September 28th, 1901.
EDWARD T. NICHOLS, Secretary.

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 bus ness as may come before it, will be held at the office of the company in St. Paul, Minn., on Thursday, October 10th, 1901, at 11 o'clock in the forenoon.

St. Paul, Minn., September 28th, 1901.

EDWARD SAWYER, Secretary.

DEATHS.

SEIDENKRANZ—In St. Paul, Saturday, Oct. 5, aged twenty-four years, Frank Seidenkranz, son of the late Albert and Mrs. Celia Seidenkranz, Funeral from family residence, 415 Carroll street, Tuesday, at 2 p. m.

JORDAN—At St. Joseph's hospital, Saturday, Oct. 5, Matthew Jordan, aged
fifty years. Funeral from residence, 431
Whitall st., at 8:30 a. m. Tuesday, Oct.
S. Services at St. Patrick's church at 9
o'clock.

AMUSEMENTS.

METROPOLITAN L. N. SCOTT.

TONIGHT and balance of week. Matinees
Wednesday and Saturday.
OTIS SKINNER in

FRANCESCA DA RIMINI. FMANCESCA. played by MARCIA VAN RESSER: PAOLO. played by AUBREY OUCICAULT: PEPE. played by WILLIAM NOR-IS, and LANCIOTTO, played by Mr. SKINNER. Next week—SIGN OF THE CROSS.

GRAND "On the Suwane A PLEASING

SOUTHERN

LIFE.

Suwanee River. MATINEE WEDNESDAY. PLAY OF Next week - Ward &

Waiters."STAR THEATER....

Vokes in "The Head

and

Every Evening. Matinee Daily. \Good The Bon Ton 10c

Burlesquers Next week-High Rollers. } 200

THEATER.

High-class vaudeville.

Matiness dailyrat 2:00

The Female Bathers.

Twelve star specialists, headed by William Willard, the renowned juggler; Madam Willard, the human snake, and Dick Leoni, the silver athlete.

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