SCALDED AND LACERATED

Frightful Catastrophe on the Omaha Railway, a Construction Train Going Through a Bridge Near Bayfield, Wis.

Two Men Killed and Several of the Dozen Injured Expected to Die—Agonizing Scenes Presented.

A Powder Explosion in Iowa Blows One Man to Atoms and Wounds Ten Others, Some Fatally.

Terrible Accident Near Bayfield, Wis.

BAYFIELD, Wis., Special Telegram, Oct. 2.—A terrible railroad accident happened three miles south of this village, at Pike's creek, this afternoon. The particulars furnished the Bayfield Press by parties who were on the ground are as follows: A construction train with three flat cars loaded with piles, and accompanied by twenty-two men, all told, left Washburn after dinner to repair a washout one-half mile south of this point. The train was running at about fifteen miles an hour when it struck a washout just north of the Pike creek bridge, and the engine and tender plunged headlong into it. All the hands were riding on the tender and in the cab of the engine at the time of the accident; and as the engine made the fatal plunge one of the rails ran up through the boiler and the firebox, letting the steam and water escape into the cab and tender, scalding the inmates in a frightful manner. The Masonic lodge of this city was conducting a funeral a short distance from the scene of the accident, and immediately repaired to the spot. The sight was sickening, indeed. Men with the flesh hanging in shreds from faces, hands and bodies were lying on the grass or among the ruins. One man was found dead, his skull crushed and otherwise mangled. Another died after being taken from the wreck. The work of gathering up the wounded and hunting for the missing was prosecuted with diligence. A message was sent to Washburn for a special train, which arrived shortly after. Dr. Hannum, being with the rescue party, dressed the wounds of the sufferers as best he could, and accompanied them to Washburn.

THE VICTIMS.

The following is a full list of the men on the train at the time, with the extent of their injury:

C. HUNTLEY, not hurt.
FRED HUNTLEY, badly scalded.
C. G. ANDERSON, foot hurt.
A. JOHNSON, uninjured.
J. DUNHAM, side hurt.
F. McGEORG, section foreman, not hurt.
A. L. JOHNSON, dead.
FRANK CARLIM, dead.
F. BARRED, slightly hurt.
A. ANDERSON, badly scalded.
J. McCOY of Elroy, conductor, badly scalded.
J. A. BABBINGTON of Altoona, engineer badly scalded and unable to speak.
E. S. FORD, brakeman, not hurt.
S. MORRIS, fireman, badly scalded and hurt internally.
M. McCONNELL, badly scalded.
M. BURK, badly scalded.
P. NELSON, badly scalded.
WILLIAM MACK, leg and arm broken.
P. FOLEY, not injured.
M. McCARTY, badly scalded.
ED O'TOOLE, badly scalded.

It is thought that many of those scalded will die. The washout and wreck will delay trains on this end of the line for several days.

The officials of the Omaha line in St. Paul received telegraphic advices late yesterday afternoon stating that the bridge over Pike creek was unsafe for passage, and an order was immediately sent out to have the damage repaired. Accordingly Conductor J. McCoy and Engineer J. A. Babbington left Bayfield with a crew of fifteen men. The work train consisted of an engine and three cars loaded with timber. It left Bayfield at 2 p. m., and under orders from headquarters, was moving at a slow rate of speed. The bridge is located three miles south of Bayfield. It was while en route to the bridge that the accident occurred. It happened at a point one and a half miles from the Pine creek bridge. At this point there was a bridge twenty feet wide. Several trains had passed over it in safety during the day, and no one was aware of its unsafe condition. The earthwork on either side of the bridge had been loosened by the rains of the night before, and the tressel work gave way as soon as the engine was fairly upon it. The cars themselves did not leave the track. The men were all riding upon the tender and in the cab of the engine, and went with the engine and tender into the gully. McConnell (instead of Carlim) and Johnson, the men killed, were riding upon the tank of the tender, and were crushed to death by the timber from the first car rolling upon them. Johnson was killed outright, and McConnell died shortly after being taken from the wreck. Conductor McCoy, who lived at Elroy, died at 7:40 p. m., shortly after arriving at Ashland. He is supposed to have been scalded to death. Anderson and Johnson were both section men, the others were train men and laborers. No information of the accident was received at the Omaha offices until nearly 6 o'clock. A special train was then ordered from Bayfield, on board of which were three physicians. After dressing the wounds of the injured, they were all brought to Washburn by train and then transferred to Ashland. They are now receiving medical attendance at the hospital at that point.

Disastrous Explosion.

DES MOINES, Special Telegram, Oct. 2.—A terrible casualty, resulting in the death of one man and the maiming and probably fatally injuring of ten others, happened at the Excelsior mine, five miles south of this city, last night about 10 o'clock. William Harrison and a dozen others, mostly Swedish miners, were in the saloon of Michael Fox. Harrison was smoking, and noticing a can of powder which he mistook for fruit or jelly, he was about to help himself, when a coal dropped from his pipe and ignited the powder. The explosion which ensued was terrific. Harrison was blown to pieces. The saloon was demolished and ten of the bystanders, mostly Swedish miners, were badly injured, and some of them fatally. The report of the explosion was distinctly heard in this city. There is great excitement among the miners. The following is the approximate list of the killed and injured:

WILLIAM HARRISON, killed.
JOHN TARO, very badly injured.
HARRY McFADDEN, very seriously hurt.
WALTER PATTERSON, dangerously injured.
WILLIAM PATTERSON, brother of Walter, severely injured.
CHARLES BROMFIELD, blown through the roof and badly bruised.

The Excelsior mine is about four miles from Oskaloosa. The coroner held an inquest to-day and a verdict was returned in accordance with the above facts.

An Eastern Cyclone.

A special dispatch from Wellsville, N. Y., says: "At 6 o'clock last evening the little village of Shongo, lying eight miles south of Wellsville, on the Genesee river, was struck by a cyclone, the most terrific ever known in this section. It came over the hill from the west sweeping everything before it, and struck the town in the center. In two minutes the work of destruction was complete. The eastern half of the town was utterly demolished. Two persons were killed instantly, fifteen seriously injured, and fifty rendered homeless and destitute. The scene beggars description. The largest trees were snapped like pipe stems; the strongest buildings were torn to pieces and scattered in all directions; and roads and fields for half a mile are covered with fragments of buildings, household goods, and merchandise. In one house a father was badly injured, a mother killed outright, and every shred of clothing, shoes and all, was torn from the body of their little girl. Subscriptions were taken up to-day and immediate relief will be furnished the sufferers. The two persons killed were Willis Gardner and Mrs Edward Pratt. The following were seriously, some it is feared fatally, injured: Mr. and Mrs. Edgar Peet, Dr. A. A. Elliott, wife, and three children, Anna Lancaster, Austin Kemp, Duane Kemp and wife, Edward Pratt, Edward Brundage, wife, and two children, Mrs. Asa Quimby.

Buffalo Special, 29: The most terrific cyclone ever remembered in this part of the country visited southwestern New York last night between 6 and 8 o'clock. The tail of the whirlwind touched this city, and in the park large trees were cut down and people terribly frightened. The wind for two or three hours blew at the rate of fifty miles an hour, and lashed the lake into a foam. Vessel owners are much alarmed, and will not be surprised to hear that wrecks have occurred along the bleak Canadian coast. In Allegany county and along the Pennsylvania state line destruction was terrible, and many lives are reported lost. Details of the desolation are not nearly all in yet from the mountain districts, but enough is learned to indicate that the danger is of a very serious nature.

Minor Mention.

In the storm of Friday Mr. Copen's barn, near Lake Crystal, Minn., was struck by lightning and burned, with one fine blooded mare, two colts, three full-blooded Durham calves, one blooded shorthorn bull, one hay stack, sixty-five tons of hay in the barn, a set of harness, seeder, harvester and buggy. Loss, $2,500.

J. J. Hickman, a farmer of this county, with his daughter-in-law, Mrs. Brit Hickman, and her two small children, attempted to cross Polk creek, about fifteen miles southeast of Paris, Mo. They were caught by the rising flood and swept away. The body of Mr. Hickman was found lodged in the brush on the bank. The other bodies have not been recovered.

Findlay McLellan, a miner, was fatally injured in the Colusia mine at Garrison, Mont. In stepping in the bucket to go to the bottom of the shaft he missed his footing and was precipitated a distance of 600 feet. Almost every bone in his body was broken, his head almost flattened out and his flesh horribly lacerated. He died instantly.

The fishing schooner Golden Rule, which was lost in a heavy squall near Michigan Island over a week ago, was found Wednesday, near the mouth of the Black river, lying bottom side up in Lake Superior, forty miles from Ashland. The bodies of the five men who were on board when she was lost have not yet been found.

Minnie Leach, aged eighteen years, while visiting the fair at Lansing, Mich., was caught by a ground shaft, whirled around and her skull and body terribly crushed, dying almost instantly. Her cousin, a young man who was with her, became insane.

During a game of base ball at Riverhead, L. I., Roscoe Conkling, aged 17 years, of Cutchogue, was instantly killed by a bat thrown by the striker. A ball struck Eugene Halleck in the face, cracking his jaw bone.

Roscoe Conkling, a boy sixteen years old, and a relative of ex-Senator Conkling, was instantly killed on the Suffolk county fair grounds, at Riverhead, Long Island, by being struck on the head with a base ball bat.

A large boiler in the mill and cotton gin of Edward Maire, at Fredericksburg, Tex., exploded yesterday, killing John Becker, fireman, and severely injuring George Genders, a workman.

Near Morris, Minn., Samuel H. McKee, a well digger, while descending a well was killed by gas with which the well had suddenly become filled.

Monday night's storm blew down part of the second story brick wall of Mr. John Mayall's new building on Main street, Anoka.

Charles Schmidt, fourteen years old, fell into the river in Milwaukee Wednesday and was drowned.

Henry Nelson, living near Rockford, Minn., was found dead in his room, having apparently died in a fit.

STOREY'S PAPER NOT SOLD.

CHICAGO, Special Telegram, Oct. 2.—There is not the slightest foundation for the report that John R. McLean has purchased the Chicago Times. Well-informed persons ridicule the story and say by the terms of the agreement entered into at the time of the appointment of a conservitor for Mr. Storey it is not possible for any one to buy the paper while he lives. Moreover, Judge Knickerbocker assured Mrs. Storey's lawyers that he would not listen to any application for the purchase of the Times without first giving notice to all interested parties. This notice has not been given, and under the agreements above mentioned, will not be during Mr. Story's life. There is a syndicate here who are very anxious to obtain control of the paper, and it is probably at their instigation that these stories are sent abroad, the object being to barass and annoy Mrs. Storey, who claims that by the terms of a will in her possession the Times property reverts to her on the death of its founder.

AN ELEVATOR WANTED AT NORTHFIELD.

NORTHFIELD, Special Telegram, Oct. 2.—A meeting of the business men and farmers of this vicinity was held this afternoon at the city hall for the purpose of taking steps for the erection of an elevator on the Minneapolis & St. Louis railway for the handling of farmers' wheat only. The above road agreed some time ago to erect said elevator provided the business men and shippers generally would ship over their road, but failing to fulfill their agreement this meeting was called to talk over the matter. After some discussion, the following committee was appointed to wait upon the officials of the road and see what they were willing to do: C. A. Drow, A. H. B. Jaraker, James Law. An adjourned meeting will be held on Wednesday, Oct. 8, when the committee is expected to report. A committee was also appointed to look to the reorganization of the old board of trade.

AN EXPLANATION IN ORDER.

OTTAWA, Ont., Special Telegram, Oct. 2.—It is not improbable that the result of the seizure of the United States steamer Island Belle, a short time since, by the dominion customs authorities, for coasting between two Canadian ports, will lead to an explanation being demanded of the Canadian government, as the latter have discovered that a gross breach of international etiquette has been perpetrated in the detention of the vessel. The dominion authorities were under the impression that the captain of the Island Belle had been guilty of infraction of the coasting laws by carrying passengers from one Canadian port to another, and released the vessel after the seizure only on the captain's giving bonds to appear when required. It is now shown that the vessel in no way violated the laws, as after leaving one Canadian port she called at an American port before again entering a second Canadian port.

WHEAT GROWING IN STACK.

SHAKOPEE, Minn., Special Telegram, Oct. 2.—For the past week this part of the universe has been continually drenched with heavy rains, making the country roads well nigh impassable. The farmers feel blue, and the feeling that a large part of our bountiful wheat harvest must succumb to the inevitable "rejected" is alarming. The wheat stacks in the country are perfectly green, and the constant rainy weather has prevented many farmers from threshing, or from taking down their stacks to rebuild them. Several loads have been already refused by our buyers, and their owners were forced to take them home again. If this irregular weather continues the result will be serious. This morning the heated atmosphere was almost oppressive, and fears are entertained that a cyclone is hatching out somewhere.

OPENING MOST AUSPICIOUS.

NEW YORK, Special Telegram, Oct. 2.—John L. Stoddard made a brilliantly successful opening of his season to-night at the Academy of Music, Brooklyn, before an enormous audience, notwithstanding the inclement weather. Under the title of "Versailles and Marie Antoinette," he gave the first lecture signalizing his new departure into the region of illustrated history. The earliest phases of the French revolution were sketched with a skillful hand and were found deeply interesting, while the illustrations were remarkably fine and appropriate. The Stoddard lectures may be said to begin under the most favorable auspices.

A GENIUS FOR SMUGGLING.

STRATFORD, Ont., Oct. 2.—A sensation has been caused here by the discovery of a scheme which has been carried on some two years to defraud the customs by smuggling in grain from the States under untruthful invoices. Walter Marshall, formerly a miller here, but now in the States operating in grain, with headquarters in Michigan, has been shipping large quantities of grain to local parties. His son did the clearing here and made affidavits to invoices. The charge of the customs authorities is that Marshall invoiced, say 400 bushels of wheat, and loaded 500, thereby getting ahead of the railway by the amount of freight on 100 bushels, and ahead of the government of the duty on the same quantity. Marshall has been put under bonds and the matter reported to Ottawa.

WISCONSIN AT NEW ORLEANS.

MADISON, Wis., Special Telegram, Oct. 2.—A meeting of persons who are in favor of having Wisconsin duly represented at New Orleans next winter was held at the executive chamber this forenoon, Messrs. Holton and Smith, commissioner and alternate commissioner, were present, and from explanations there made it is evident that a large degree of interest is taken in the matter by the people of Wisconsin, and that her various natural resources will be fully presented at New Orleans. It will require considerable money to collect articles for exhibition and put them in position at New Orleans. There being no legislature last winter, the state cannot supply this want of means in time for use. It has been proposed, therefore, that citizens who are able supply the want and depend upon the legislature next winter for its being refunded. The labor of securing contributions from patriotic citizens of the state is now in progress and is meeting with success.

Corn Safe at Watertown.

WATERTOWN, Dak., Special Telegram, Oct. 2.—The corn crop is all out of the way of frost, and the yield large and quality excellent.

HATE ALL THINGS ENGLISH.

The French Delegates to the Prime Meridian Conference Hotly Oppose the Final Selection of Greenwich.

An Acrimonious Discussion, Indicating That the Conference Will Achieve Little or Nothing of Value.

Important Decision on Land Office Fees—Revenues of the Postoffice Department for the Fiscal Year.

The Prime Meridian Question.

WASHINGTON, Oct. 2.—In the international prime meridian conference to-day, a resolution was adopted providing that the meetings of the conference be private; but that certain scientists should be admitted and allowed to participate in discussions upon the invitation of the president. Another resolution was adopted declaring it the opinion of the conference that a common meridian for all nations was desirable. Prof. Rutherford, one of the delegates representing the United States, then offered the following:

Resolved, That the conference proposes to the governments represented the adoption, as a standard meridian, of that passing through the center transit instrument at Greenwich.

This resolution was opposed by the representatives of France, and gave rise to an animated and at times heated debate. Lefaure and Janssen, the French delegates, contended that the object of the conference was merely to discuss the general questions of a common prime meridian. The representatives of Great Britain and the United States, on the other hand, maintained that the desirability of a common prime meridian was conceded. There was no necessity for further discussion or consultation on that question, and the thing to be done now was to ascertain whether the delegates could agree upon a particular meridian. Count Lewenhaupt, representative of Sweden and Norway, said as he understood the object of the conference, it was to select and recommend some particular meridian

FOR GENERAL ADOPTION.

A selection made by the conference, however, could not of itself bind a government's representative. He, as representative of Sweden and Norway, might come to an agreement with other delegates present as to a prime meridian, but he could do nothing more than recommend it to his government and the latter might adopt it or not. He did not agree with the French delegates that the conference should limit itself to a mere general discussion of the question. He thought they should select a common prime meridian and recommend its adoption, leaving their respective governments to act upon the recommendations as might seem to them best. After a good deal of discussion, in the course of which the French delegates manifested some feeling and disposition to resist strenuously the adoption of Prof. Rutherford's resolution, the conference adjourned to Monday, Oct. 6. The officers of the United States bureau of navigation express the opinion that the conference will either adopt the meridian of Greenwich or come to no agreement whatever, as neither Great Britain nor the United States will consent to any other. One of the foreign delegates expressed the opinion to-night that the conference would not be able to come to any agreement. The French delegates, he said, manifested determination not to consent to the recommendation of the meridian of Greenwich, and the representatives of Great Britain and the United States would not, he thought, be satisfied with any meridian likely to meet the views of France.

Land Office Fees.

WASHINGTON, Special Telegram, Oct. 2.—The secretary of the interior has rendered an important decision relative to the payment of fees for reducing testimony to writing in pre-emption and homestead final proofs. It will be remembered that last January the commissioner of the general land office in a letter to the register and receiver at Huron, Dak., ruled that except as provided by the act of March 3, 1877, such fees can properly be charged and received by local land officers only for testimony actually reduced to writing. This decision did not refer to the testimony written out by the claimants or their attorneys, and the commissioner ordered that the money in the hands of the local land officers received as testimony fees, in cases where the testimony was not written by themselves or their employes, be returned to the parties entitled. The Huron office acquiesced and made repayment to the persons who had made proof rather than to the persons who had acted as their attorneys. An appeal was taken from this decision by Caldwell & Smith, and also in a case from Fargo, Dak. The secretary affirms the commissioner's decision. He says that no mention is made in the law of testimony prepared by claimants or their attorneys, and the necessary conclusion is that there was no intention on the part of the lawmakers to allow fees to local officers for such testimony. The writing of testimony is merely clerical work, and the purpose of the law is to compensate the receiver and register for such work when done by them. The secretary, in his letter to the commissioner, says: "Feeling it but just that registers and receivers should derive all possible benefit from the act of March 3, 1883, I instruct you to prepare an order providing that all testimony for claimants in establishing pre-emption or homestead rights or mineral entries, and in contested cases, shall be reduced to writing under the supervision of the registers and receivers whenever such testimony is taken in towns where local offices are established."

The Postal Revenues.

WASHINGTON, Oct. 2.—Sixth Auditor Crowell, of the treasury department, has prepared a statement of the financial operations of the postoffice department for the fiscal year ending June 30, 1884, from which it appears that stamps were sold during the different quarters as follows:

Quarter.	Date.	Amount.
Third quarter	1883	$10,017,748
Fourth quarter	1883	10,661,874
First quarter	1884	10,278,081
Second quarter	1884	9,669,356
Total		$40,627,059
Decrease		2,296,502

The revenues of the department for the same periods were as follows:

Quarter.	Date.	Amount.
Third quarter	1883	$10,497,613
Fourth quarter	1883	11,146,654
First quarter	1884	10,768,293
Second quarter	1884	10,172,300
Total		$42,584,860
Decrease		2,242,613

The expenditures of the last fiscal year were $1,290,363 in excess of the expenditures of the preceding fiscal year.

Minor Mention.

Washington Special: There is a rumor here that Gen. Swaim's friends are now hopeful that he will escape punishment. They have been making a still-hunt in his behalf, exerting themselves in every quarter where they could get a hearing, and dwelling on Swaim's intimacy with Garfield. In the event of Blaine's success Swaim would be almost certain to get off if by any means Blaine could influence the court.

The secretary of the interior has decided that the claim of the heirs of James and Catharine Bigby for compensation for the reservation in Tennessee granted their parents, Cherokee Indians, under the treaties of 1817 and 1819 cannot be allowed.

WAKEFIELD ON AGRICULTURE.

JACKSON, Special, Oct. 2.—The Jackson County Agricultural society yesterday closed the most successful exhibition ever attempted by that organization. The notable feature at the fairs in the "blue grass region" is the growing interest evident on every hand in diversified farming. The nucleus of large herds of blooded cattle, horses, sheep and hogs can be found on farms in nearly every town in the county. An address was delivered by Congressman Wakefield, who dwelt briefly upon the condition of the country in its early struggle with grain-raising experience, contrasted it with the present era of diversified farming, and congratulated the farmers upon this relief from unprofitable wheat raising. He held that it was unmistakably in the power of the state to regulate the rates charged by transportation companies. It lay with the people to elect good men to make these laws.

COURT WORK AT FARGO.

FARGO, Special Telegram, Oct. 2.—In the district court here before Judge Hudson to-day there were five suits of the Chemical bank of New York vs. R. W. Pickett et al. The suits involve $75,000, and come upon a motion to vacate the suit. The Traill county's county seat case will come up on Oct 19. Several keepers of houses of ill-fame were brought up, and first offenders were dismissed with a fine; but two old offenders were given six months in the county jail in addition to the fine.

BROWN'S IRON BITTERS — THE BEST TONIC.
Trade Mark. QUALITY P PURITY NOT QUANTITY. On Every Bottle.
PHYSICIANS AND DRUGGISTS RECOMMEND IT.

This medicine, combining Iron with pure vegetable tonics, quickly and completely **Cures Dyspepsia, Indigestion, Weakness, Impure Blood, Malaria, Chills and Fevers, and Neuralgia.**

It is an unfailing remedy for Diseases of the **Kidneys and Liver.**

It is invaluable for Diseases peculiar to **Women,** and all who lead sedentary lives.

It does not injure the teeth, cause headache, or produce constipation—*other Iron medicines do.*

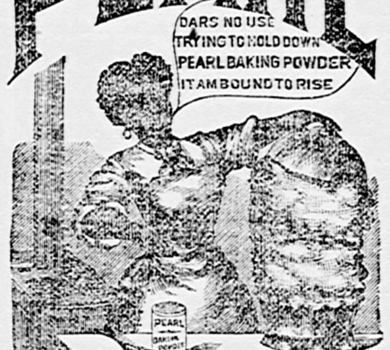
It enriches and purifies the blood, stimulates the appetite, aids the assimilation of food, relieves Heartburn and Belching, and strengthens the muscles and nerves.

For Intermittent Fevers, Lassitude, Lack of Energy, &c., it has no equal.

The genuine has above trade mark and crossed red lines on wrapper. Take no other.

Made only by BROWN CHEMICAL CO., BALTIMORE, MD.

ANDREWS' PEARL

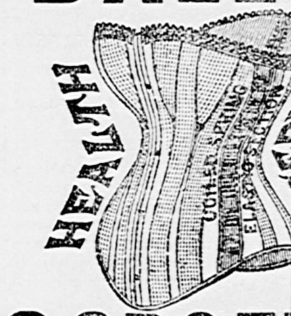


BAKING POWDER
PURE CREAM TARTAR.
$1000. Given

If alum or any injurious substances can be found in Andrews' Pearl Baking Powder. Is positively **PURE.** Being endorsed, and testimonials received from such chemists as S. Dana Hays, Boston; M. Delafontaine, of Chicago; and Gustavus Bode, Milwaukee. Never sold in bulk.

C. E. ANDREWS & CO., CHICAGO, MILWAUKEE, 29 Lake St. 287, 289 & 291 E. Water St.

BALL'S HEALTH PRESERVING CORSETS



The ONLY CORSET made that can be returned by its purchaser after three weeks wear, if not found PERFECTLY SATISFACTORY in every respect, and its price refunded by seller. Made in a variety of styles and prices. Sold by first-class dealers everywhere. Beware of worthless imitations. None genuine unless it has Ball's name on the box. CHICAGO CORSET CO., Chicago, Ill.

OXYGEN TREATMENT!

Cures Catarrh, Throat and Lung Affections, Asthma, Hay Fever, Bronchitis, Nervous Dyspepsia, Depression of Spirits, Hysteria, Sleeplessness, Neuralgia, Nervous Prostration, Scrofula, and all Chronic, Nervous and Blood Diseases, accompanied by Debility, no matter from what cause.

The following are a few of many cases: Rev. R. F. Maclaren, Pastor Central Pres. Church, St. Paul, says: "I have tried Drs. Routh & Routh's Oxygen Treatment, and find it exceedingly beneficial for strengthening the throat and voice, and also for the general health when exhausted from overwork." John F. McIntosh, 614 Linden st., St. Paul, had chronic cough four years, with loss of flesh and strength and troubled breathing, treatment gave him rapid relief. Henry Holden, 314 Washington st., St. Paul, cured of nasal catarrh. Mrs. Olive B. Vanamee, Pine Island, Minn., cured of loss of voice and nervous prostration. Geo. P. Johnston, St. James, Minn., cured of disease of stomach, liver and nervous prostration. Miss Cobb, White Bear, Minn., asthma and hay fever, relieved. Otis Fouble, 609 Reaney st., St. Paul, child four years old, cured of catarrh. I. H. Conway, 353 East Fifth st., St. Paul, nervous prostration, cured. Consultation free. DRS. ROUTH & ROUTH; office, Minneapolis, 319 Nicollet ave., room 24; office hours 2:30 to 5 p. m. Office, St. Paul, 22 West Third street.

SCHOOLS AND COLLEGES.

PARK INSTITUTE,
THE CHICAGO WELLESLEY SCHOOL,
103 and 105 Ashland Ave., Chicago.
A day and boarding school for girls. Full Academic and College Preparatory Departments, Music and Art. For circular address MRS. A. E. BATES, Prin.

MRS. SYLVANUS REED'S
Boarding and Day School for Young Ladies.
6 and 8 East Fifty-Third St., New York.
Circulars on application, and at the office of this paper.

ST. JOSEPH'S ACADEMY,
FOR
YOUNG LADIES,
ST. PAUL, MINN.,
Conducted by the Sisters of St. Joseph.
For Catalogue Apply to the Directress.

PENNSYLVANIA MILITARY ACADEMY.
CHESTER. 23d year opens Sept. 10. A Military College with University Powers. Departments in Civil Engineering, Chemistry, Classics and English. Circulars of Messrs. S. W. Farnham, O. A. Pray, Thos. G. Barnard, James A. Lovejoy, F. C. Barrows, R. P. Russell and Maj. C. B. Heffelfinger, patrons in Minneapolis, or of COL. THEO. HYATT, President.

LE PAGE'S LIQUID GLUE

IS USED BY THE LARGEST MANUFACTURERS (Mason & Hamlin Organ and Piano Co., Pullman Palace Car Co., &c.) FOR ALL KINDS OF FINE WORK IN Fancy Woods, Ivory, Leather, Paper, &c. on PIANOS, ORGANS, R.R. CARS, &C. UNEQUALLED For Repairing FURNITURE or Cementing GLASS, CHINA, &c., &c. AWARDED GOLD MEDAL at the World's Exhibition, London, 1883. MANUFACTURED ONLY BY THE RUSSIA CEMENT CO., Gloucester, Mass.
SAMPLE TIN CAN SENT BY MAIL, 25 CTS.

EDMUND RICE, Prest. H. A. BOARDMAN, Treas.
D. M. BABCOCK, Sec. and Gen. Manager.

The Minnesota Terra Cotta
LUMBER CO.,
ST. PAUL, MINN.
Factory at Post's Siding.
Office No. 363 Jackson Street.
Absolutely Fire-Proof. Non-Conductor of Heat, Cold and Sound. Adapted to all departments of interior architecture. Cost of material within reach of all intending to build.
Samples at either office.
MINNEAPOLIS AGENTS:
LEEDS & DARLING,
ROOM 26, SYNDICATE BLOCK.

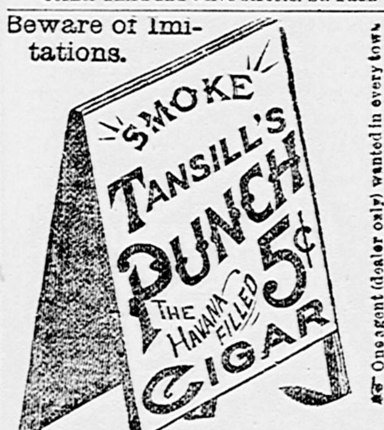
GAS FIXTURES
Wholesale and Retail.
LARGE ASSORTMENT
WOOD AND SLATE MANTELS,
GRATES
AND
TILES!
BENNER BROTHERS,
16 South Fourth Street,
Minneapolis, Minn.

MAST, BUFORD & BURWELL CO.
Successors to B. D. Buford & Co.
WHOLESALE DEALERS.
Buford Gang Plows,
Buford Sulky Plows,
Buford Walking Plows,
Buford Cultivators,
Buford Harrows,
Buford Scrapers,
Buckeye Seeders,
Buckeye Drills,
Buckeye Cultivators
Buckeye Pumps,
Iron Turbine Wind Engines,
Buckeye Lawn Mowers,
Buckeye Iron Fencing,
Buckeye Stable Fixtures,
Bain Wagons,
Racine Spring Wagons,
Racine Express Wagons,
Strowbridge Seeders,
Rawson Mowers,
Hay Rakes,
&c., &c., &c., &c.

Buckeye Pump.

The most complete line of Farm Machinery and implements in the Northwest. We control all of the above goods for the Northwest. Send for Catalogue and Prices.
MAST, BUFORD & BURWELL CO.,
Corner Third and Olive streets, St. Paul.

Beware of Imitations.



One agent (dealer only) wanted in every town. R. W. TANSILL & Co., 55 State street, Chicago.
CLARK & FROST, DRUGGISTS, Cor. Third & Robert sts., St. Paul, CENTRAL AGENTS.

FOR RENT!
Stores, $40 and $45.
Only two left of those elegant Brick Stores on Fourth avenue south, in Minneapolis. Size of store, 20x66 feet, with basement. First-class location for any retail business, especially hardware, furniture, dry goods, bakery, restaurant or confectionery.
Apply on premises, No. 2108 to No. 2116, Fourth avenue south, Holway Block.

ALLEN'S COMPOUND MANDRAKE PILLS
The most pleasant Vegetable Liver Pills in the world. A certain cure for Constipation. Try them for Biliousness, Cold Chills down the back, heavy dull Headache, Dyspepsia, Dizziness, or Sick Headache. Purely Vegetable. All genuine signed J. P. Allen, Druggist & Chemist, ST. PAUL MINN.

ALLEN'S IRON TONIC BITTERS
The most Elegant Blood Purifier, Liver Invigorator, Tonic, and Appetizer ever known. The first Bitters containing Iron ever advertised in America. Unprincipled persons are imitating the name; look out for frauds. See that the following signature is on every bottle and take none other: J. P. Allen, Druggist & Chemist, ST. PAUL, MINN.

ALLEN'S ULCERINE SALVE
A positive cure for Old Ulcers and Sores of every name and description, no matter how many years standing. This is the heavy artillery of salves for Sores of longstanding. Cures also Chilblains, Burns, Cuts, Felons, Scalds, Frost Bites &c. All genuine bears the following signature: J. P. Allen, Druggist & Chemist, ST. PAUL MINN.

Eye and Ear
DR. J. G. WALKER,
104 East Third street, Presley Block, St Paul, attends exclusively to the medical and surgical treatment of the Eye and Ear.
ARTIFICIAL EYES.
The largest stock in the Northwest. An assortment sent by express to select from.

THE
'Model Drug Store,'
COR. NICOLLET AVE. and SEVENTH ST.,
MINNEAPOLIS.
Prescriptions Solicited.
Toilet Requisites.
S. DRULLARD.

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY.
FARGO SHORT LINE.
ONLY ALL-RAIL LINE TO WINNIPEG AND THE BRITISH NORTHWEST.
TIME TABLE.

	Leave St. Paul.	Leave Minneapolis.	Arrival St. Paul.	Arrival Minneapolis.
Brown's Val'y, Breckenridge, Wahpeton, Barnesville & Fargo	*7:30 a m	8:05 a m	*7:00 p m	6:25 p m
Fergus Falls, Moorhead, Fargo, Crookston, St. Vincent and Winnipeg	*8:00 a m	8:40 a m	*6:15 p m	5:40 p m
St. Cloud Accommodation, via Monticello and Clearwater	*2:30 p m	3:05 p m	*12:00 m	11:20 a m
St. Cloud Accommodation, via Anoka and Elk River	*3:30 p m	4:05 p m	*10:55 a m	10:20 a m
Breckenridge, Wahpeton, Casselton, Hope, Portland, Mayville, Crookston, G. Forks, Devil's Lake and St. Vincent	A †7:30 p m	8:05 p m	B †7:30 a m	6:55 a m
Fergus Falls, Moorhead, Fargo, Grand Forks, Devil's Lake, Larimore, Neche and Winnipeg	†8:30 p m	9:10 p m	†7:00 a m	6:25 a m

†Daily. *Except Sunday. A, Saturday to Wahpeton only. B. Monday from Wahpeton only.

ST. PAUL & MINNEAPOLIS SHORT LINE.

TAKE THE STONE BRIDGE ROUTE! 27 MANITOBA 27 TRAINS. Leave ST. PAUL and MINNEAPOLIS Daily, from the UNION DEPOTS, CROSSING THE STONE ARCH BRIDGE! THE BEST ROUTE, BECAUSE *SHORTEST LINE! FAST TRAINS! DOUBLE TRACK!* UNION DEPOT IN BOTH CITIES. Finest Stone Arch Bridge in America. Magnificent View of Falls of St. Anthony.

Leave St. Paul.	Leave Minneapolis.
6:10 A. M.	2:30 A. M.
*7:10 A. M.	6:30 A. M.
†7:20 A. M.	7:00 A. M.
*7:30 A. M.	7:10 A. M.
7:55 A. M.	7:20 A. M.
*8:05 A. M.	7:30 A. M.
†8:30 A. M.	8:30 A. M.
9:30 A. M.	9:30 A. M.
10:30 A. M.	10:30 A. M.
11:30 A. M.	11:30 A. M.
*12:30 P. M.	11:45 A. M.
1:10 P. M.	12:00 M.
1:30 P. M.	12:15 P. M.
2:30 P. M.	12:30 P. M.
2:50 P. M.	1:15 P. M.
3:30 P. M.	1:30 P. M.
3:50 P. M.	2:30 P. M.
4:05 P. M.	3:30 P. M.
4:30 P. M.	4:30 P. M.
5:30 P. M.	5:30 P. M.
6:20 P. M.	*5:45 P. M.
†6:30 P. M.	*6:25 P. M.
7:30 P. M.	6:30 P. M.
8:00 P. M.	*7:30 P. M.
8:30 P. M.	*7:55 P. M.
11:20 P. M.	8:15 P. M.
11:30 P. M.	10:30 P. M.

RAILWAY TIME TABLES.

CHICAGO, Milwaukee & St. Paul Railway.
THE FAST MAIL LINE.
Pullman Sleepers, with Smoking Rooms, and the Finest Dining Cars in the World, are Run on All Main Line Trains to and from Chicago and Milwaukee.

Departing Trains.	Leave Minneapolis.	Leave St. Paul.
La Crosse, Dubuque, and St. Louis Ex	B 5:10 a. m.	B 5:45 a. m.
Prairie du Chien, Mil., and Chicago Ex	B 8:20 a. m.	B 8:30 a. m.
Calmar and Davenport Ex.	B 8:20 a. m.	B 8:30 a. m.
Mason City, Albia, and Kansas City Ex	B 8:20 a. m.	B 8:30 a. m.
Pickering and Council Bluffs Ex	B 8:20 a. m.	B 8:30 a. m.
Milbank and Fargo Ex	B 8:40 a. m.	B 8:00 a. m.
Milwaukee and Chicago Fast Ex	A 1:15 p. m.	A 2:00 p. m.
Mason City, Albia, and Kansas City Ex	B 4:30 p. m.	B 4:30 p. m.
Des Moines and Council Bluffs Ex	B 4:30 p. m.	B 4:30 p. m.
La Crosse Passenger	B 4:30 p. m.	B 5:05 p. m.
Aberdeen and Mitchell Ex.	A 4:50 p. m.	A 4:00 p. m.
Ortonville and Fargo Ex	A 8:10 p. m.	A 7:30 p. m.
Milwaukee and Chicago Fast Ex	A 8:15 p. m.	A 9:00 p. m.

Arriving Trains.	Arrive St. Paul.	Arrive Minneapolis.
Chicago and Milwaukee Fast Ex	A 6:00 a. m.	A 6:45 a. m.
Fargo and Ortonville Ex	A 8:30 a. m.	A 7:50 a. m.
Davenport and Calmar Ex	B 10:35 a. m.	B 10:45 a. m.
Kansas City, Albia, and Mason City Ex	B 10:35 a. m.	B 10:45 a. m.
Council Bluffs and Des Moines	B 10:35 a. m.	B 10:45 a. m.
Mitchell and Aberdeen Ex	A 12:30 p. m.	A 11:50 a. m.
Chicago and Milwaukee Fast Ex	A 1:00 p. m.	A 1:45 p. m.
Fast Mail and La Crosse Ex	B 3:25 p. m.	B 4:00 p. m.
Chicago, Milwaukee and Prairie du Chien Ex	B 6:42 p. m.	B 6:50 p. m.
Kansas City, Albia, and Mason City Ex	B 6:42 p. m.	B 6:50 p. m.
Council Bluffs and Pickering	B 6:42 p. m.	B 6:50 p. m.
Fargo and Milbank Ex	B 8:45 p. m.	B 7:45 p. m.
St. Louis, Dubuque, and La Crosse Ex	B 9:10 p. m.	B 9:45 p. m.

A means Daily. B Except Sunday.
Additional trains between St. Paul and Minneapolis via "Short Line" leave both cities hourly; for particulars see Short Line time tables.
St. Paul—Chas. Thompson, City Ticket Agent, 162 East Third street. Brown & Knebel, Ticket Agents, Union Depot.
Minneapolis—G. L. Scott, City Ticket Agent, No. 7 Nicollet House. A. B. Chamberlin, Ticket Agent, Depot.

CHICAGO, ST. PAUL, Minneapolis & Omaha AND CHICAGO & NORTHWESTERN RAILWAYS.
THE ROYAL ROUTE,
East, South and West.

Departing Trains.	Leave Minneapolis.	Leave St. Paul
St. Paul & Pierre Express	*12:05 a m	*11:30 p m
Shakopee and Merriam Jun.	*6:30 a m	*7:20 a m
‡ Lake Superior Express	†7:30 a m	†8:30 a m
Central Wisconsin Express	†7:30 a m	†8:05 a m
Chicago Local Express	†7:30 a m	†8:05 a m
Des Moines Fast Express	†7:45 a m	†7:10 a m
Sioux City, Sioux Falls and Pipestone	†7:45 a m	†7:10 a m
River Falls	†9:30 a m	†10:05 a m
Chicago Fast Express	*8:15 p m	*9:50 p m
Shakopee and Merriam Jun.	*3:30 p m	*4:05 p m
River Falls	†4:35 p m	†5:05 p m
Omaha and Kansas City	*4:35 p m	*3:50 p m
Fast Atlantic Express	*1:15 p m	*2:00 p m

Dining cars the finest in the world, and luxurious smoking room sleepers on all fast Chicago trains.

Arriving Trains.	Arrive St. Paul.	Arrive Minneapolis.
St. Paul & Pierre Express	*3:00 a m	*2:30 a m
Chicago Day Express	*6:00 a m	*6:45 a m
River Falls	†9:25 a m	†9:55 a m
Merriam Jun. and Shakopee	*12:30 p m	*1:00 p m
Omaha and Kansas City	*12:45 p m	*12:15 p m
Pacific Express	*12:57 p m	*1:45 p m
Chicago Local Express	†5:25 p m	†5:55 p m
Central Wisconsin Express	†5:25 p m	†5:55 p m
River Falls	†5:25 p m	†5:55 p m
North Wisc. & Lake Superior	†6:05 p m	†6:55 p m
Merriam Jun. and Shakopee	*8:15 p m	*9:05 p m
Sioux City, Sioux Falls and Pipestone	†8:25 p m	†7:55 p m
Des Moines Fast Express	†8:25 p m	†7:55 p m

‡ Lake Superior Express connects at Washburn with steamers of Lake Superior Transit Co. for the East.
*Daily. †Except Sundays. 9 trains to Stillwater.
Tickets, Sleeping Car Accommodations, and all information can be secured at No. 13 Nicollet House Block, Minneapolis, and new Union Depot, Bridge Square.
Corner Third and Jackson streets, St. Paul: CHAS. H. PETSCH, City Ticket Agent. BROWN & KNEBEL, Agents, St. Paul Union Depot.

MINNEAPOLIS & ST. LOUIS RAILWAY
ALBERT LEA ROUTE.

	Leave Minneapolis.	Arrive Minneapolis.
Chicago Express	*8:00 a. m.	*7:20 p. m.
Des Moines Express	*8:00 a. m.	*7:20 p. m.
St. Louis "Fast" Express	†3:30 p. m.	†11:35 a. m.
Chicago "Fast" Express	d7:00 p. m.	d7:05 a. m.
Des Moines passenger	†3:30 p. m. †7:00 p. m.	†11:35 a. m.
Excelsior and Morton	*4:10 p m	*11:12 a. m.

*Ex. Sunday. †Ex. Saturday. d Daily. ‡Ex. Monday. a Sunday only. Passengers from St. Paul take through trains at Union depot, 7:20 a. m., 2:50 p. m., 6:20 p. m.
Ticket Offices—Minneapolis, No. 3 Washington avenue (under Nicollet house) and Union depot; St. Paul, corner Third and Sibley streets and Union depot. S. F. BOYD, General Ticket and Passenger Agent.

NORTHERN PACIFIC R. R.
THE NEW "Overland Route!"
THE ONLY LINE TO Portland, Ore., and the Pacific Northwest.
The "Pioneer Line" Between St. Paul, Minneapolis, Moorhead and Fargo, and the ONLY Line Running Dining Cars and Pullman Sleepers Between Those Points.

Departing trains.	Leave St. Paul.	Leave Minneapolis.
Pacific express	*4:05 p m	*4:45 p m
Fargo day express	†7:55 a m	†8:35 a m
Fargo fast Express	*4:05 p m	*4:45 p m
Fargo and Mandan night ex.	*8:09 p m	*8:40 p m

Dining cars, Pullman sleepers, elegant day coaches, second-class coaches, and emigrant sleeping cars between St. Paul, Minneapolis, Fargo, Dak., and Portland, Ore., without change. Horton reclining chairs on Fargo Day Express, without extra charge for ladies, or gentlemen accompanied by ladies holding first-class tickets.

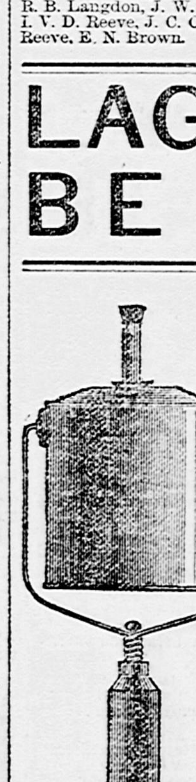
Arriving trains.	Arrive Minneapolis.	Arrive St. Paul.
Atlantic express	*11:50 a m	*12:30 p m
Fargo day express	†6:20 p m	†6:55 p m
Fargo fast Express	*11:50 a m	*12:30 p m
Fargo and Mandan night ex	*7:10 a m	*7:50 a m

*Daily. †Except Sunday.
City office, St. Paul, 323 (old No. 43) Jackson street. City office, Minneapolis, No. 10 Nicollet house. CHAS. S. FEE, General Passenger Agent.

City Bank, Minneapolis, Minn
Capital......$200,000 | Surplus......$28,000
Officers—T. J. Buxton, President; R. B. Langdon, Vice President; J. E. Gould, Cashier; F. A. Smith, Assistant Cashier. Directors—T. J. Buxton, W. W. Eastman, A. H. Linton, Loren Fletcher, W. J. Van Dyke, J. H. Clarke, J. De Laittre, R. B. Langdon, J. W. Pence, C. M. Loring, Gen. I. V. D. Reeve, J. C. Oswald, J. F. Brown, C. McC. Reeve, E. N. Brown.

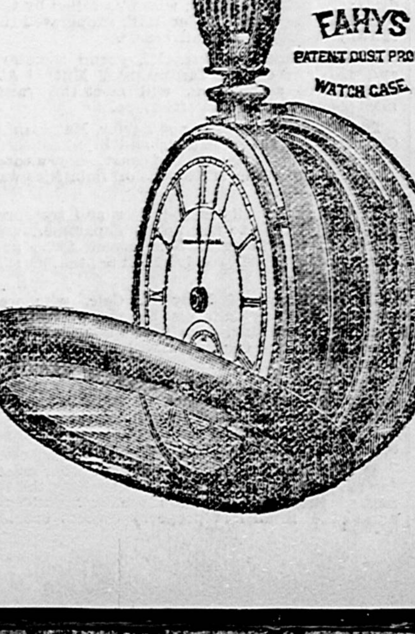
LAGER BEER
FRANZ FALK BREWING COMPANY
MILWAUKEE, WISCONSIN.
A. GUNTHER & CO., SOLE BOTTLERS.

Attention, Campaign Clubs!



Campaign Torches!
IN ANY QUANTITIES, AT LOW PRICES.
THE
ROBINSON & STRINGHAM CO.
1208 and 1210 South Fourth Street, Minneapolis,
Manufacturers of Pieced Tinware and Sheet-Iron Goods.
SEND FOR CATALOGUE AND PRICE LIST.

LOOK AT THIS!



I will send this 4-oz cased American Lever Watch, full jeweled, Expansion Balance, adjusted to heat and cold, very handsome, C. O. D., for $6.25; also a fine roll-plate chain and charm to match, for $2. The rig would easily retail for $21. You can examine the goods before paying for them, for you have never seen as good a bargain.

K. M. FARRINGTON
PAWNBROKER,
111 WASHINGTON AVENUE SOUTH,
Minneapolis.