Drop us a line if you can't get *Schilling's Best* of your grocer, or if you don't like it and can't get your money back.

A Schilling & Company
San Francisco 495

Venezuela's Gift to New York.

At his studio at Garretson, Staten Island, Giovani Turini, the sculptor, has begun work on an equestrian statue of General Simon Bolivar, the George Washington of Central America. The statue has been ordered by the government of Venezuela, and is to be a gift from that republic to the city of New York. It is to be placed in Central Park in place of the present statue of General Bolivar.

In some of the cantons of Switzerland all the dead, rich as well as poor, are buried at the public expense. Coffins and all other necessary articles are furnished on application to certain undertakers designated by the government. Everything connected with the interment is absolutely gratuitous.

An automatic tension device for wire fences consists of a number of springs fastened to the ends of the wires, the ends of the springs being attached to a well-braced post at the end of the fence.

The large archaeological and ethnographic collection brought together by the government of Costa Rica has now commodiously installed in a building erected for the purpose at San Jose de Costa Rica.

The hagfish or myxine, has a custom of getting insde the cod and similar fishes and entirely consuming the interior, leaving only the skin and the skeleton.

The building inspector of Washington, D. C., has declared for day labor on public works, and has made such recommendation to the commissioners of the district.

During the last 50 years Germany, Austria and England have each retained their birth rates undiminished, while that of Italy has slightly increased.

DISHONORED DRAFTS.

When the stomach dishonors the drafts made upon it by the rest of the system, it is necessarily because its fund of strength is very low. Toned with Hostetter's Stomach Bitters, it soon begins to pay out vigor in the shape of pure, rich blood, containing the elements of muscle, bone and brain. As a sequence of the new vigor afforded the stomach, the bowels perform their functions regularly, and the liver works like clock work. Malaria has no effect upon a system thus reinforced.

A captive bee striving to escape has been made to record as many as 15,540 wing strokes per minute in a late test.

HOME PRODUCTS AND PURE FOOD.

All Eastern Syrup, so-called, usually very light colored and of heavy body, is made from glucose. *"Tea Garden Drips"* is made from Sugar Cane and is strictly pure. It is for sale by first-class grocers, in cans only. Manufactured by the PACIFIC COAST SYRUP CO. All genuine *"Tea Garden Drips"* have the manufacturer's name lithographed on every can.

The sea has no herbivorous animal. It is a great slaughter house where all the inhabitants prey on each other.

Beware of Ointments for Catarrh That Contain Mercury,

As mercury will surely destroy the sense of smell and completely derange the whole system when entering it through the mucous surfaces. Such articles should never be used except on prescriptions from reputable physicians, as the damage they will do is tenfold to the good you can possibly derive from them. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo., O., contains no mercury and is taken internally, acting directly upon the blood and mucous surfaces of the system. In buying Hall's Catarrh Cure be sure you get the genuine. It is taken internally, and made in Toledo, O., by F. J. Cheney & Co. Testimonials free.

Sold by Druggists, price 75c per bottle.
Hall's Family Pills are the best.

New York is not only America's financial and commercial metropolis, but also its greatest manufacturing city.

Two bottles of Piso's Cure for Consumption cured me of a bad lung trouble.—Mrs. J. Nichols, Princeton, Ind., Mar. 26, 1895.

A statistician says that of every 10,000 chimneys, three are struck by lightning, while of the same number of church steeples and windmills, sixty and and eighty respectively are struck.

Gladness Comes

With a better understanding of the transient nature of the many physical ills, which vanish before proper efforts—gentle efforts—pleasant efforts—rightly directed. There is comfort in the knowledge, that so many forms of sickness are not due to any actual disease, but simply to a constipated condition of the system, which the pleasant family laxative, Syrup of Figs, promptly removes. That is why it is the only remedy with millions of families, and is everywhere esteemed so highly by all who value good health. Its beneficial effects are due to the fact, that it is the one remedy which promotes internal cleanliness without debilitating the organs on which it acts. It is therefore all important, in order to get its beneficial effects, to note when you purchase, that you have the genuine article, which is manufactured by the California Fig Syrup Co. only and sold by all reputable druggists.

If in the enjoyment of good health, and the system is regular, laxatives or other remedies are then not needed. If afflicted with any actual disease, one may be commended to the most skillful physicians, but if in need of a laxative, one should have the best, and with the well-informed everywhere, Syrup of Figs stands highest and is most largely used and gives most general satisfaction.

"CHILDREN TEETHING."
MRS. WINSLOW'S SOOTHING SYRUP should always be used for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for diarrhœa. Twenty five cents a bottle. It is the best of all.

PISO'S CURE FOR
CURES WHERE ALL ELSE FAILS.
Best Cough Syrup. Tastes Good. Use in time. Sold by druggists.
CONSUMPTION

THE TURN OF THE TIDE.

The Coming of Prosperity Shown by Decrease in Failures.

New York, June 7.—R. G. Dun & Co.'s weekly review of trade says:

The statement of failures in May in all branches of business gives much encouragement. In defaulted liabilities, the month was the smallest since September, 1895; in manufacturing liabilities, the smallest since September, 1893, except in the last month of 1894. Failures of general stores have not been as small in any month in three years as in May, 1897; in only two months out of 36 have there been smaller failures in books and hats; in only five have there been smaller failures in groceries and but one trading class in that month has reported failures larger than in any of the preceding months, furniture, in which failures were rather numerous. Nobody can mistake the meaning of such returns.

The statement that, except for the temporary depression in prices, the volume of business transacted is now larger than it was in 1892—the year of greatest prosperity—has been questioned by some. But a comparison of prices this week in the leading branches of manufacture not only confirms that view, but shows a remarkable similarity to the course of prices in the earlier months of 1879, when the most wonderful advance in production and prices ever known in this or any other country was close at hand.

The key of the situation is the excessive production of some goods in anticipation of an expected increase in the demand. So, in 1879, consumption gradually gained, month by month, until suddenly it was found that the demand was greater than the possible supply. All know how prices then advanced, and the most marvelous progress in the history of any country resulted within two years.

Reports from all parts of the country now show that the retail distribution of products is unusually large and increasing. There is no improvement in the market for farm products. The iron industry is apparently expanding in production, and it is certainly getting larger contracts, because of very low prices, one cent being quoted for beams. Bessemer pig is stronger, and gray forge a shade weaker under pressure of Southern anxiety to sell. The rail mills are all working full time.

Failures for the week have been 241 in the United States, against 234 last year and 32 in Canada, against 29 last year.

HIS PLANS FOR ESCAPE.

A Folsom Convict's Clever Scheme Is Nipped in the Bud.

Sacramento, June 7. — A notorious young footpad, known as "Shy Kid" Wilson, serving a term of 40 years in the Folsom penitentiary for highway robbery commited in Los Angeles, tried to escape yesterday. Being recognized as a man who would probably make a break for liberty at first opportunity, the prison rules required that he be especially marked so that he would make a good target for the guards if he attempted to break away. A strip of bright red cloth was fastened about his hat crown, and he was compelled to wear a red flannel shirt. Wilson managed to hide behind some rocks yesterday afternoon, and there got rid of the red cloth. He had procured a long piece of garden hose to help him in his escape. He had planned to plunge in the great canal and then float down to the end of it, keeping his head and body under water and breathing through the rubber hose. He was caught just as he was about to jump into the water.

The Gunboat Princeton Launched.

Camden, N. J., June 7.—The United States composite screw gunboat Princeton has been successfully launched from the yards at Kaignan's point. Miss Margaret Updike, the daughter of Major Updike, of Princeton, christened the vessel, breaking the bottle of wine over the prow as the craft glided gracefully down the ways.

The Princeton is one of a fleet of six boats of her class and will probably be stationed in South American waters. Her cost, not including the electric lighting plant and interior fittings, is $230,000. She is 204 feet long over all, 36 feet beam, with 1,000 tons displacement at normal draught. The armament will consist of six 4-inch rapid-fire guns, four 6-pounders and two 1-pounders.

Run Down by a Scorcher.

Kansas City, June 7.—Madison Staley, a wealthy stockman aged 55 years, died last night from injuries received in being run down by a bicycle ridden by Nelson J. Steven, an insurance agent. Steven lost control of his wheel in attempting to ride down a steep grade on Eighth street from Walnut to Main, striking Mr. Staley and hurling him to the granite pavement, fracturing his skull. Mr. Stevens surrendered to the police but was released.

Will Pay Suicide Claims.

Dubuque, Ia., June 7.—Today's session of the Modern Woodmen was devoted to the consideration of the laws of the order. The most important action was the decision to pay suicide claims, if death does not occur earlier than three years after the date of the certificate.

Philadelphia, June 7.—The International commercial conference, which began her Tuesday, had its final business session today. The conference is pronounced one of the most successful and important gatherings of representatives of the commercial and industrial interests of the world ever held. The delegates will remain together for almost two months, making a tour of the United States. Almost every city and industrial center of the country will be visited.

The Charge Hung Fire.

Grass Valley, Cal., June 7.—Benjamin Rule, a young miner, was killed, and John Rippingham, his partner, seriously injured by a tardy explosion of a blast in the Massachusetts mine early this morning. Ten holes were charged, nine of which exploded, but the tenth hung fire, and after waiting an hour and a quarter the men concluded it must have been exploded simultaneously with the others and descended into the mine. Shortly after the blast went off, with the above results. Rule was a native of Michigan, 31 years old, and leaves a widow.

Collided in the Thames.

London, June 8.—The steamers Bittern and Ystroom, both bound for Amsterdam, collided in the Thames early this morning. The Ystroom foundered, two of her passengers being drowned. The remainder of her passengers and her crew were taken on board the Bittern, which was damaged. The Bittern's second officer and carpenter were drowned.

Three Lives Lost at a Fire.

San Francisco, June 8.—A fire in the southwestern part of the city at noon today cost three firemen their lives and entailed a loss of $100,000. The killed are: John Maholey, of chemical engine No. 6; Frank Keller, of hose cart No. 2; James Hallinan, driver of truck No. 1.

Union Trying to Get Into Salt Lake.

Satl Lake, Utah, June 8.—Rumors are current here that the Southern Pacific and Union Pacific roads are negotiating for the purchase and completion of the Salt Lake & Ogden railway, in order to get a direct track connection with Salt Lake. The road is now completed and running trains from Salt Lake to Farmington, 17 miles north of this city.

Aged One Hundred and Five

Boston, June 8. — Mrs. Charity Green, 105 years of age, an inmate of the Home for Aged Colored Women, died today. Mrs. Green was born a slave at Portsmouth, Va. She came to Boston in 1854, and became a free woman.

Foul Play Suspected.

Montreal, June 8.—It was learned today that Comte Henry Dumesnil de Somery, of Belgium, whose body was found in the St. Lawrence near Sorrell, on Saturday, had engaged passage on a vessel for France, with a view of returning home to renew his old position in life. His death has caused some suspicion of foul play, and an investigation will take place.

Market Quotations.

Portland, Or., June 8, 1897.

Flour—Portland, Salem, Cascadia and Dayton, $3.75; Benton county and White Lily, $3.75; graham, $3.40; superfine, $2.60 per barrel.

Wheat—Walla Walla, 74@75c; Valley, 76c per bushel.

Oats—Choice white, 38@40c per bushel; choice gray, 37@39c.

Hay—Timothy, $13.00@14.00 per ton; clover, $11.50@12.50; wheat and oat, $10.00@12.00 per ton.

Barley—Feed barley, $16.50 per ton; brewing, $18@19.

Millstuffs — Bran, $14.50, shorts, $16.50; middlings, $23.50.

Butter—Creamery, 30c; dairy, 20@22½c; store, 17½@30c per roll.

Potatoes—Oregon Burbanks, 40@50c; Garnet Chilies, 55@65c; Early Rose, 35@40c per sack; sweets, $2.75 per cental for Merced; new potatoes, 1½c per pound.

Poultry—Chickens, mixed, $2.25@2.50; geese, $4.00@6.00; turkeys, live, 12½c; ducks, $3.00@5.00 per dozen.

Eggs—Oregon, 11c per dozen.

Cheese—Oregon, 11½c; Young America, 12½c per pound.

Wool—Valley, 12c per pound; Eastern Oregon, 6@8c.

Hops—7c per pound.

Beef — Gross, top steers, $3.50; cows, $2.50@3.00; dressed beef, 5@6½c per pound.

Mutton—Gross, best sheep, wethers and ewes, 2½c; dressed mutton, 4½@5c per pound.

Hogs—Gross, choice, heavy, $4.00@4.50; light and feeders, $2.50@3.00; dressed $5.00@5.50 per cwt.

Veal—Large, 3½@4c; small, 4½@5c per pound.

Seattle, Wash., June 8, 1897.

Wheat — Chicken feed, $26 per ton.

Oats—Choice, $21@22 per ton.

Flour—(Jobbing)—Patent excellent, $4.60; Novelty A, $4.30; California brands, $4.85; Dakota, $5.65; patent, $6.40.

Barley—Rolled or ground, $20 per ton; whole, $19.

Corn—Whole, $20 per ton; cracked, $20; feed meal, $20.

Millstuffs—Bran, $15.00 per ton; shorts, $17.

Hay—Puget sound, per ton, $13.00; Eastern Washington, $17; California, $13@14.

Feed—Chopped feed, $18.00 per ton; middlings, $22; oilcake meal, $30.

Poultry—Chickens, live, per pound, hens, 11c; spring chickens, $2.50@3.50; ducks, $5@6.

Butter — Fancy native creamery, brick, 15c; ranch, 10@12.

Cheese—Native Washington, 11@11½c; Eastern, 11c; California, 9½c.

Vegetables—Potatoes, per ton, $12.00@14; parsnips, per sack, $1; beets, per sack, $1.00; turnips, per sack, $1.00; rutabagas, per sack, 50c; carrots, per sack, 75c; cabbage, per 100 lbs, $1.75; onions, per 100 lbs, $1.50.

Sweet potatoes—Per 100 lbs, $3.50; new potatoes, 1¾c per lb.

Eggs—Fresh ranch, 14@15c.

Fresh Meats—Choice dressed beef, steers, 7c; cows, 6½c; mutton, sheep, 6½c per pound; lamb, 5c; pork, 6½c per pound; veal, small, 6@7c.

Fresh Fish — Halibut, 4@5c; salmon, 6@8c; salmon trout, 7@10c; flounders and soles, 3@4c.

Provisions—Hams, large, 11c; hams, small, 11½c; breakfast bacon, 10c; dry salt sides, 6½c per pound.

Fruits—Lemons, California, fancy, $3.00@3.50; choice, $2.50; Cal fornia fancy navals, $3@3.50.

San Francisco, June 8, 1897.

Potatoes—Oregon Burbanks, 90c; Early Rose, 60@70c; River Burbanks, 50@65c; sweets, $1.25 per cental.

Onions—New, 40@50c.

Eggs—Ranch, 12@14c per dozen.

Butter—Fancy creamery, 17½c; do seconds, 15½@16c; fancy dairy, 14½@15c; seconds, 11@12c.

Cheese—Fancy mild, new, 7½@8c; fair to good, 7@7½c; Young America, 8@9c; Eastern, 14@15½c.

Wool—Choice foothill, 10@13c;

In the city of Durango, Mexico, is an iron mountain 640 feet high, and the iron is from 60 to 70 per cent pure. The metallic mass spreads in all directions for a radius of three or four miles.

DRUNKARDS CAN BE SAVED

The craving for drink is a disease, a marvelous cure for which has been discovered called "Anti-Jag," which makes the inebriate lose all taste for strong drink without knowing why, as it can be given secretly in tea, coffee, soup and the like.

If "Anti-Jag" is not kept by your druggist send one dollar to the Renova Chemical Co., 66 Broadway, New York, and it will be sent postpaid, in plain wrapper, with full directions how to give secretly. Information mailed free.

The Story of the Two Finest Trains in the World.

Every night in the year at exactly 7:30 a wonderful train leaves the Union depot in Minneapolis for Chicago and Milwaukee. And every night in the year at exactly 6:30, a corresponding wonderful train leaves the North-Western depot in Chicago for St. Paul and Minneapolis.

These two trains are the famous "North-Western Limited" trains, and they hold the proud distinction of being absolutely the two finest trains in the world. They are the latest, newest and most splendid productions of the car builder's art.

These trains are just recently fresh from the shops and are new from the tip of the engine's pilot to the rear tail light on the last coach. They are the most comfortably equipped and furnished trains in America or any other place, and afford the people of Minneapolis, St. Paul and the great northwest the most magnificent service in traveling to and from Chicago and the east.

The "North-Western Limited" leaving Minneapolis and St. Paul to-night lands the traveler in Milwaukee bright and early at 7:50 to-morrow morning, and in Chicago at 9:30, and the "North-Western Limited" leaving Chicago to-night lands the traveler in St. Paul and Minneapolis in time for breakfast to-morrow morning.

So, over 400 miles are covered luxuriously and comfortably while one reads or smokes an evening away, plays a game of cards or chess or writes a letter or two, and then is lulled to sleep with the rhyme of the rail. There are no two institutions of which Minneapolis and St. Paul have greater cause to be proud than these two famous "North-Western Limited" trains.

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It's hard to convey with type, ink and paper a true picture of these superb trains to those who have been unfortunate enough never to have inspected them, let alone to have known the delights of traveling on them. To truly appreciate what great trains these "North-Western Limited" trains are, you must visit them some night as they stand in the union depot in Minneapolis or St. Paul just before they leave for Chicago and see for yourself what triumphs of art they represent.

Better still, you should experience the delights of flying over polished rails on these rolling palaces and you will never forget the luxurious trip. It will remain to you as the best railway trip you ever made.

In exterior appearance the "North-Western Limited" trains are exceedingly handsome, all the cars being of uniform color, a dark, rich greenish shade, with plain but elegant decorations in gold. Across the top of all the sleepers appears the magic word "Wagner," while on each end of each car is the train's name, "North-Western Limited." From end to end the trains are vestibuled with broad plate glass vestibules, which are the full width of the cars, and which completely enclose the platforms, adding grace to its beauty.

The old method of having only a narrow passage between the cars vestibuled offers resistance to the wind, and so less speed, so that besides being splendid little observation rooms, these new vestibules insure greater speed. Each vestibule is heavily carpeted with rubber. When the trains are running a child can be literally turned loose in them, and yet be safe from harm, so completely are the car platforms closed up and danger of any kind removed.

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A series of pleasant surprises greets the passenger who starts on a tour of one of these trains.

Of course, next to the engine comes the express car and then the Buffet Smoking Library Coach, which is virtually a gentleman's clubroom on wheels. It is finished in mahogany, exquisitely carved, has silken draperies, luxurious easy chairs upholstered in velvet, and seems to combine every feature for having a good time. There are two leather-upholstered sections for chess and card players; there is a library of standard works, writing tables and materials, all the daily papers and no end of periodicals and entertaining light literature, besides a buffet at one end where one may slake his thirst or satisfy his appetite.

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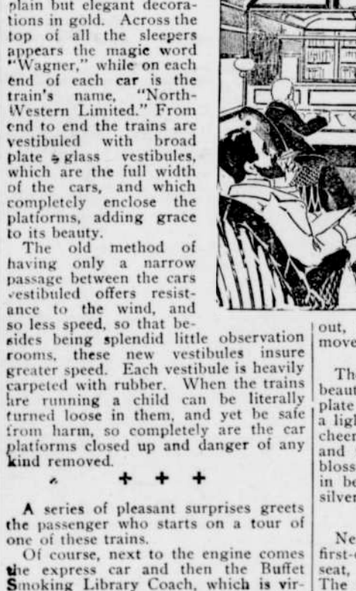
Next to the buffet car comes the private compartment sleeping car. This car contains ten private staterooms, each of which occupies the full width of the car, with the exception of an aisle on the side, and is provided with a double upper and lower berth and supplied with every toilet convenience. The compartments are connected by sliding doors and can be arranged en suite or used separately. The doors and wainscoting are of South American mahogany, oak, natural cherry and various other woods, beautifully inlaid and carved, and the walls are covered with silken tapestry in colors that harmonize with the woodwork and furniture. The ceiling of each room is of the empire dome contour, from the center of which depends an ornamental Pintsch gas chandelier. Each room is furnished in different woods and shades of tapestry. One can enjoy as much comfort, privacy and convenience in this car as in his own home.



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Then comes the sixteen-section sleeper, which is divided into what might be called a series of salons, each salon containing from four to six sections of two berths each. The divisions are made by archways of beautiful woodwork, and the passage way is very artistic and pleasing, and is decidedly new. The woodwork is of South American mahogany inlaid with mosaic work, that of the paneling being wrought in wreaths of laurel, oak leaves and acorns. The ceiling is of the empire dome style. Opposite every sections there is a chandelier for illumination, instead of one for two sections, as heretofore, and the car, when lighted, is as bright as a ballroom.

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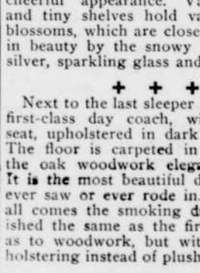
Then comes a beautiful twelve-section drawing-room sleeping-car for Milwaukee, and its decorations are similar to the sixteen-section sleeper, except as to the salon effect, with the archways and with the addition of a large, handsome private drawingroom. A nice feature of all the sleepers is a window for each upper berth, so that one may enjoy perfect ventilation and the passing scenery from the upper berth as well as the lower. The main objection to the upper berth in the past has been poor ventilation and inability to look out, but now both objections are removed.



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The dining-car Illinois is fitted in beautiful oak, artistically carved, and plate glass mirrors and upholstery of a light tint that give to the car a most cheerful appearance. Various niches and tiny shelves hold vases of pretty blossoms, which are closely approached in beauty by the snowy linen, shining silver, sparkling glass and dainty china.

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Next to the last sleeper is a handsome first-class day coach, with high-back seat, upholstered in dark green plush. The floor is carpeted in crimson and the oak woodwork elegantly finished. It is the most beautiful day coach you ever saw or ever rode in. And last of all comes the smoking day coach, finished the same as the first-class coach as to woodwork, but with leather upholstering instead of plush.

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Such, in a vague way, is the make-up of the new "North-Western Limited" trains, which must be seen to tell their own charms and must be ridden on to be thoroughly appreciated. Both trains are lighted with Pintsch gas from end to end, heated with steam from the engine in the winter and provided with the latest appliances in air brakes and air signals to insure absolute safety.

They have no equals—they are in an aristocratic class by themselves.

Even the names of the beautiful sleepers bear aristocratic names. For instance, the compartment sleepers bear the names "Rajah" and "Regal," the sixteen-section sleepers "Borneo" and "Bombay," the twelve-section sleepers "Regent," "Euclid," "Savoy," "Saxony."

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However, what is most surprising, is that instead of passengers having to pay an increased fare to travel on these trains, as is enforced on all first-class eastern trains, there is nothing extra charged, and holders of all first-class and excursion tickets of whatever kind are welcome to enjoy the luxuries offered.

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The giant engines that haul these trains so swiftly are wonders, too. Between Minneapolis and Elroy, Wis., a distance of 200 miles, and the end of the first division to Chicago, engines Nos. 275, 276, 277—three full brothers, and all patterned on the famous "999" style—haul the "North-Western Limited," and they are built so that they can do the work at seventy miles per hour with ease. They are the largest and fastest engines ever run into St. Paul or Minneapolis, and are worth a visit to the union depot any night to inspect.

These engines stand six feet one inch in their stocking feet, which is to say that their drivers inside the tires are six feet one inch in diameter. The cylinders are nineteen inches in diameter by twenty-four inch stroke; weight on the four drivers, 81,000 pounds, and on the engine truck 45,100 pounds, or a total weight of 126,100 pounds. The boiler is of the "wagon top" type, sixty-two inches diameter, and has 281 flues, each eleven feet six inches long. The fire box is ninety-six inches long by forty inches wide, and the total heating surface is 1,665 square feet.

The tender has a coal capacity of eight tons and holds 4,350 gallons of water. The total weight of the engine and tender is 226,900 pounds, and when loaded 246,000 pounds. The wheel base of the engine is one inch over twenty-three feet, and of the engine and tender six inches over forty-seven feet. The total length is about fifty-seven feet.

The total weight of each "Limited" exclusive of the engine is 820,000 pounds.

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Besides the "North-Western Limited" trains there are four other fine trains each way daily between Minneapolis, St. Paul, Milwaukee and Chicago that must be mentioned, for they each represent the best of their class.

Without doubt the most comfortable day train that runs from Minneapolis and St. Paul to Chicago is the "Badger State Express," leaving the Minneapolis union depot at 7:30 every morning and arriving in Chicago before bedtime. It has elegant coaches, with high-backed seats and an observation parlor car in which one can enjoy every comfort for daylight traveling. This train is a fast one and the traveler is repaid with charming views of picturesque Wisconsin, the state of lakes and rushing brooks and rivers.

The "Badger State Express," coming westward, leaves Chicago at 8:15 a. m., has the same splendid service as the east-bound train and arrives in St. Paul and Minneapolis after supper and before bedtime.

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There is still another comfortable train that must be mentioned. It is the "Atlantic & Southern Express." It leaves Minneapolis union depot each evening at 6:15, arriving in Chicago next morning at 8:10—in time for breakfast. It has one of the newest Wagner Buffet Sleepers, elegant in all all its appointments, and a luxurious reclining chair car, seats of which are free to passengers, so that those who do not desire sleeping car accommodations can pass the night very comfortably. This trains gets you into Chicago in ample time to catch the early going eastern and southern trains and is a great favorite with the traveling public.

The "Pacific Express"—the opposite train to the "Atlantic and Southern"—offers the same splendid service, and leaves Chicago every night at 10:15, landing the traveler in St. Paul and Minneapolis next day at noon, in time for lunch. It is the convenient train for passengers arriving in Chicago from the east on late trains.

These six trains via "The North-Western Line" offer the tourist and traveler the very best means of transit between Minneapolis, St. Paul, Milwaukee and Chicago, and are typical of these great progressive western cities.

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Traveling to Chicago and the east from those two great northwestern cities at the head of Lake Superior—Duluth and Superior—splendid service is offered via the "North-Western Limited"

A magnificent drawing-room Wagner Sleeper of the same type as described above, leaves Duluth at 5:10 p. m. every day in the year, West Superior 5:25 on the "Chicago Limited," and is taken into the "North-Western Limited" at Eau Claire at 11 p. m., and run through to Chicago. Coming west, the Superior and Duluth bound sleeper leaves the "North-Western Limited" at Eau Claire early in the morning on the "Duluth Limited," arriving at West Superior at 10:10 a. m. and Duluth at 10:30 a. m.

It is the best train connecting the Head of Lake Superior Cities and Chicago, and affords the traveler the greatest luxury and the most complete comfort.

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A handsome and entertaining twenty-page folder, descriptive of "The Two Finest Trains in The World," beautifully printed in colors on heavy plated paper, has just been issued. It's most novel feature is the ten inside pages, which, unfolded, show "life-like" pic- of the two "North-Western Limited" trains, each over three feet long. The train at the top is headed from Minneapolis to Chicago, and the train below is headed from Chicago to Minneapolis Between the two pictures is a strong outline map showing the route of the trains to Chicago and Milwaukee, besides detailed plans of the cars and illustrations showing how our great grandfathers traveled. The folder will interest old and young alike, and a copy of it will be sent you free, with pleasure, on application to T. W. Teasdale, General Passenger Agent, C., St. P., M. & O. Ry., St. Paul, Minn.

A THOUGHT THAT KILLED A MAN!

HE thought that he could trifle with disease. He was run down in health, felt tired and worn out, complained of dizziness, biliousness, backaches and headaches. His liver and kidneys were out of order. He thought to get well by dosing himself with cheap remedies. And then came the ending. He fell a victim to Bright's disease! The money he ought to have invested in a safe, reliable remedy went for a tombstone.

Warner's Safe Cure

is the only standard remedy in the world for kidney and liver complaints. It is the only remedy which physicians universally prescribe. It is the only remedy that is backed by the testimony of thousands whom it has relieved and cured.

THERE IS NOTHING ELSE THAT CAN TAKE ITS PLACE

Scrofula

Is a deep-seated blood disease which all the mineral mixtures in the world cannot cure. S.S.S. (*guaranteed purely vegetable*) is a *real* blood remedy for blood diseases and has no equal.

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