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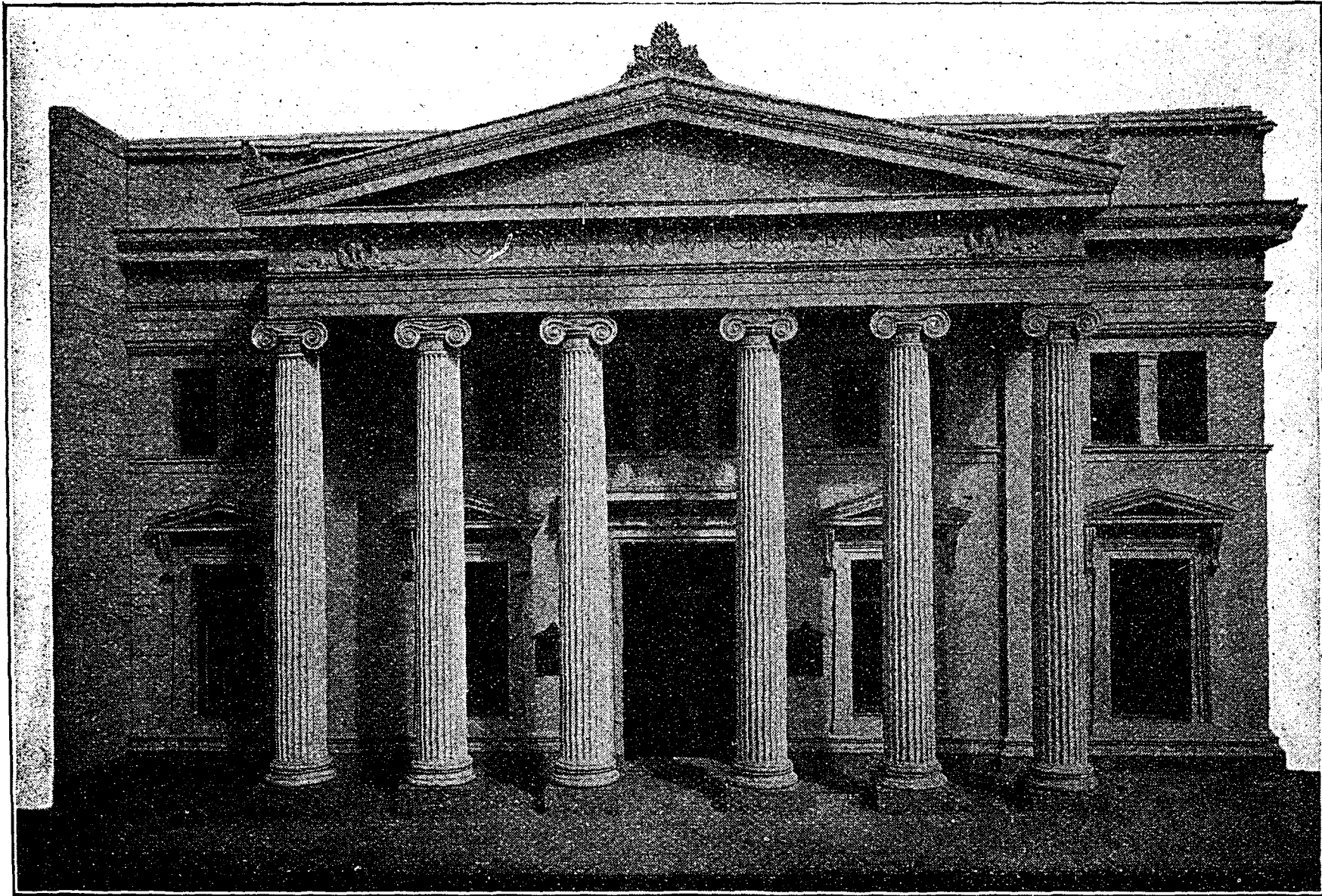
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AND VICINITY

A Handbook for Strangers and Residents

By HORACE B. HUDSON

An Alphabetically Arranged Manual and Descriptive Index of the Places
Buildings, Institutions, Parks, Streets, Churches, Resorts,
Amusements, Commercial Enterprises, Soci-
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MAPS AND ILLUSTRATIONS

NINTH YEAR

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1905

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Minneapolis

PREFACE

The Dictionary of Minneapolis enters its ninth year of publication with a record of continued success and constantly increasing usefulness. Its place among the periodical publications of Minneapolis is now recognized and well defined; increased sales give practical evidence of its utility. This year's edition has been thoroughly revised and brought up-to-date and generally improved in various details.

The Dictionary of Minneapolis is not intended to be a "boom" publication. Its purpose is, simply, to be a guide and souvenir for strangers and a convenient handbook for the people of Minneapolis. In this capacity its usefulness would obviously be destroyed if other than plain, unembellished facts were found in its pages. For the same reason advertisements have been rigidly excluded from the reading matter of the book. It has been necessary to mention the names of a large number of business establishments, but in no case has compensation been received for such mention. There are no advertisements disguised as reading matter.

When writing, or calling upon advertisers please mention Hudson's Dictionary of Minneapolis.

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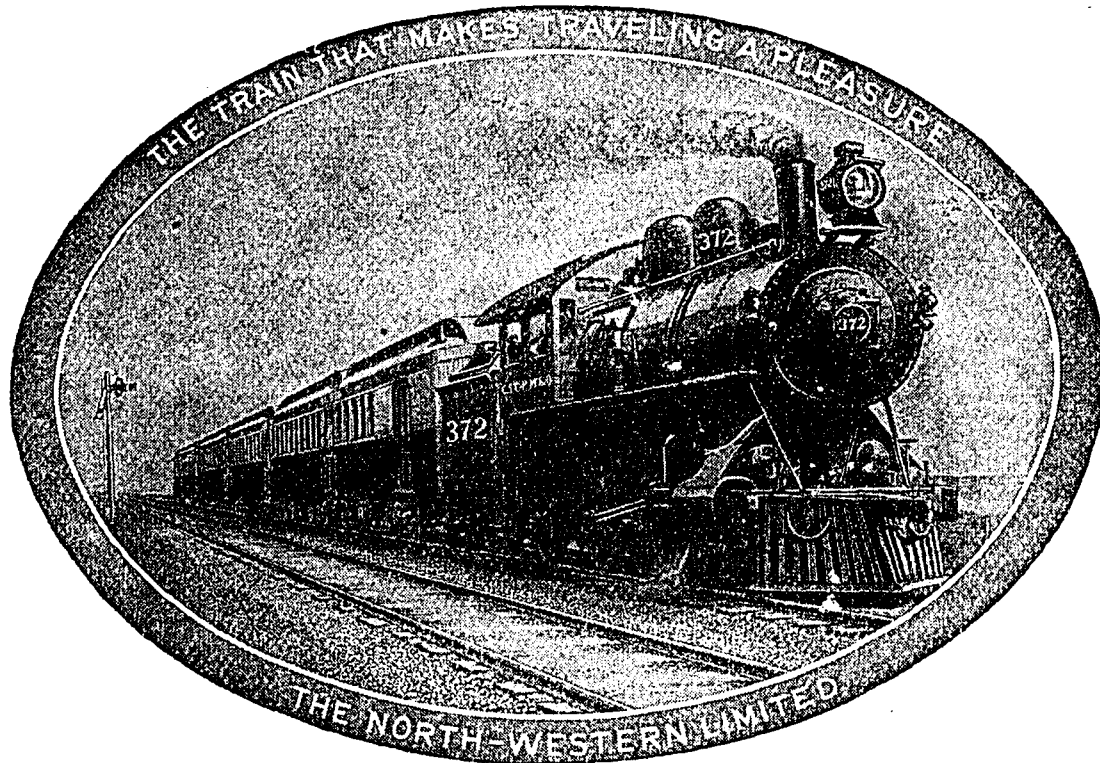
To Prospective Investors and Visitors in Minneapolis

The census of 1905 gives Minneapolis a population of 257,000, a gain of about 55,000 in five years. The city is growing rapidly but substantially. It is backed by the most prosperous farming region in the world. There is no better field for conservative investment than Minneapolis and the Northwest. Those desiring information regarding such investments are recommended to call on or address the following firms whose announcements are found in this issue of the "Dictionary of Minneapolis;"

Badger, Walter L.....opp.	104	Jones, David P. & Co.....opp.	25
Bell, David C., Investment Co. "	104	Moore Bros. & Sawyer.....	VIII
Chute Realty Co.....opp.	81	Nickels & Smith.....	XI
Cone, R. D. & Co.opp.	33	Stevens, Eugene M.....	II
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396 Robert St. (Ryan Hotel)

Index to Advertisements

PAGE	PAGE
American Tent and Awning Co.....130	Moreau, T. V.....3d cover p.
Badger, Walter L..... opp. 104	National Bank of Commerce..... opp. 25
Beard Art and Stationery Co.....XV	Nelson Paper Company..... opp. 57
Bell, D. C. Investment Co..... opp. 104	Nelson-Tuthill Lumber Co..... opp. 57
Boston Ice Co.....3rd cover p.	New England Fur. & Carpet Co..
Browning, King & Co.....135 4th cover p.
Century News Store137	Nickels & Smith.....XI
C., St. P., M. & O. Ry....XIV and opp. 97	Northwestern Con. of Music.....134
Chadbourn & Braden.....on map	Northwestern Distilled Water Co.....138
Chute Realty Co..... opp. 81	Northwestern Fire & Marine Ins. Co....I
Commercial Electro Co.X	Northwestern Hide & Fur Co.....137
Cone, R. D. & Co..... opp. 33	Northwestern Knitting Co..... opp. 65
Cushman & Plummer.....137	Northwestern Miller, The..... opp. 41
Enterprise Steam Laundry..... opp. 121	Northwestern National Bank.. 2d cover p.
Farm Implements..... opp. 97	Northwestern Tel. Ex. Co.....V
Gray, Fred L. Company..... opp. 73	O'Neil, M. J.....XIII
Great Northern Ry..... VI and opp. 113	Printers' Supply Co..... opp. 104
Hall, Black & Co.....140	Professional Directory.....XII
Hennepin Paper Co..... opp. 57	Public Service Club.....II
Holy Angels Academy.....134	Rugg & Boyce..... opp. 105
Hotel Vendome..... on map	Russell Coffee House..... opp. 104
Johnson School of Music... ..131	Salisbury & Satterlee Co..... VII
Jones, D. P. & Co..... opp. 25	Security Bank..... opp. 9
Journal, TheXVI	Shevlin-Carpenter Co.....140
Lane's Drug Store opp. 135	Smith & Zimmer Co.....132 and 133
Metropolitan Music Co..... opp. 89	Stevens, Eugene M.....II
Minneapolis Engraving Co..... opp. 121	Swanson, Florist.....130
Minneapolis Gas Light Co..... opp. 49	Tallant, F. E..... opp. 81
Merriam, G. & C. Co.132	Tidende, The Minneapolis.....129
Minneapolis Paper Co..... VII	Twin City Telephone Co.....4th cover p.
Minneapolis Plating Co.....135	Washburn Coal Co.....IV
Minneapolis Steam Laundry.....136	Washburn, The W. D., Lands.....IV
Minnesota School of Business..	Western Press Clipping Exchange.....X
.....VIII & opp. 121	Williamson & Merchant..... opp. 33
Moore Bros. & Sawyer..... VIII	Witt Bros..... opp. 81

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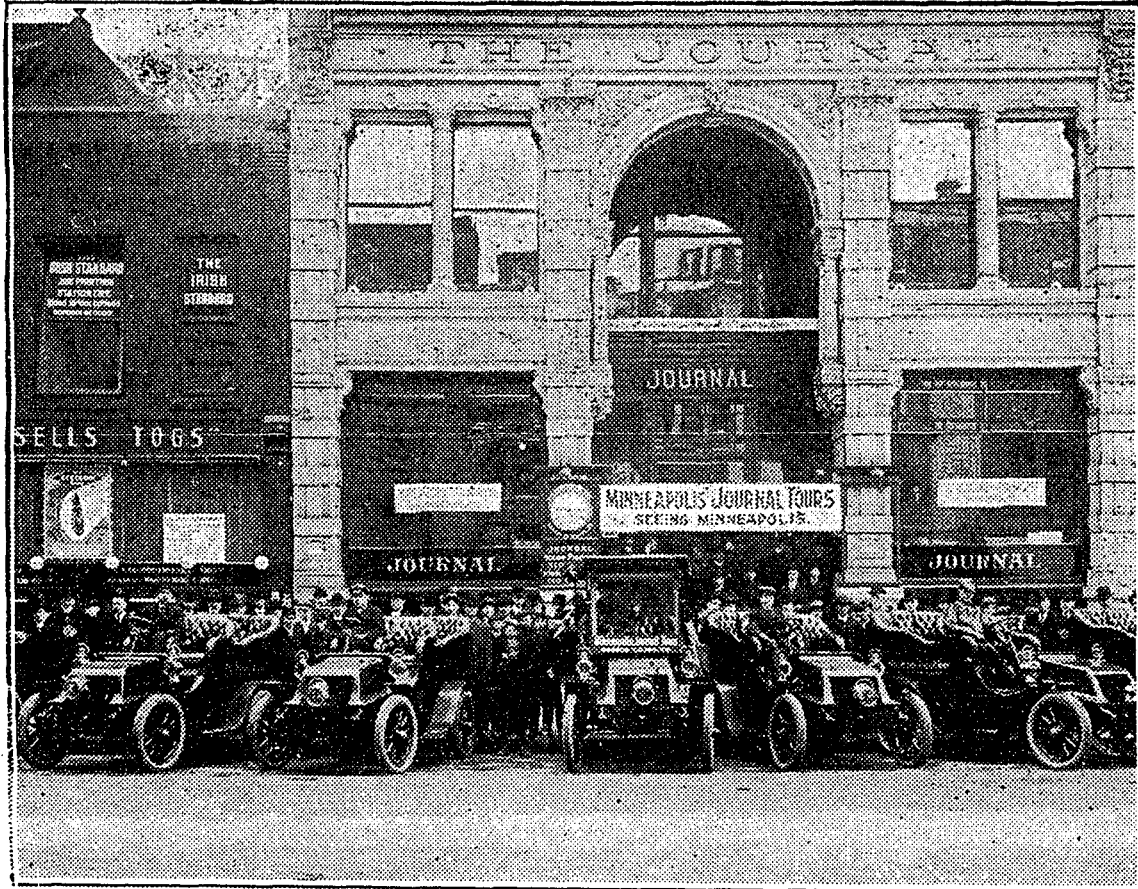
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JOURNAL TOURS

**"Seeing Minneapolis"
"Seeing the Twin Cities"**

**"Seeing Minnetonka"
"Evening Tours"**



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"Seeing Minneapolis" Tour occupies two hours' time and covers a distance of 25 miles. Fare for this trip, \$1.00 per passenger. Cars leave 9 and 11 a. m. and 2 and 4 p. m.

"Seeing the Twin Cities" occupies five hours' time and covers 50 miles. Fare for this trip, \$2.50 per passenger. Cars leave at 1 p. m.

"Seeing Minnetonka" occupies five hours' time and covers 50 miles. Fare, \$2.50 per passenger. Cars leave 1 p. m.

"Evening Tours" occupy two hours' going around the lakes and stopping half hour at Lake Harriet Band Concert. Fare \$1.00 per passenger. Cars leave 8 p. m.

All cars leave and return to The Journal Office.
Tickets can be secured at The Journal counter.
Reservations should be made in advance .'. .'

HUDSON'S DICTIONARY OF MINNEAPOLIS AND VICINITY.

About Minneapolis.—This Dictionary of Minneapolis is intended to supply the need, which every resident and every visitor feels, of a handy compendium of information about this, one of the most interesting cities in the country. It is equally useful to persons living elsewhere who may be interested in Minneapolis.

Whether used by the resident, the non-resident or the visitor it is of first importance that the information should be arranged in the most convenient and accessible way. To accomplish this purpose the alphabetical or encyclopaedic arrangement of topics is used as the simplest and most practical. The book is its own index. If the reader wishes to look up the "University of Minnesota" he will find it instantly under the letter "U." Should he by chance look first for "State University" he will find that subject under the letter "S" with reference to "University of Minnesota."

Minneapolis is a large city and has many different kinds of attractions. The visitor especially interested in the picturesque will want to see

something of the parks, Minnehaha Falls, Fort Snelling and Lake Minnetonka; while the man with a more material bent will be particularly attracted to the flour and lumber mills, the railroad facilities and the immense business establishments. By looking up the topics in which he is particularly interested one may find condensed information as well as directions for seeing what is to be seen in the most convenient way.

But every stranger should endeavor to obtain a general view of the city in its several aspects. Under the heading "Seeing the City" are brief directions for reaching the points of interest in the business district, the prominent buildings, the flour and saw mills, the best residence sections, the University, etc. Under the heading "Drives," are directions for making a number of carriage excursions in the city and suburbs. Bicyclists may utilize these directions but will also find much information under the heading "Bicycling," with a map of the best streets and paths. The topic "Excursions" covers the general subject of electric car trips of from

an hour to a day as well as suggesting some of the points of interest worth visiting throughout the northwest. In all this sight seeing the maps in this Dictionary will be of assistance.

Academies. (See "Private Schools.")

Academy of Natural Sciences.—The Minnesota Academy of Natural Sciences first took on definite form as a distinct organization in 1873. It had its origin in a desire on the part of its founders to organize "a society having for its object the cultivation of Natural Science." Besides making collections of specimens, the society holds regular meetings, at which papers on scientific subjects are read and discussed. These proceedings are published from time to time and form a valuable addition to scientific literature. At one of these meetings held November 11, 1884, a resolution offered by Prof. N. H. Winchell, state geologist, was adopted, calling for the appointment of a committee of three to co-operate with the Athenaeum and the Society of Fine Arts to secure the erection of suitable buildings for the accommodation of the three organizations. The academy thus claims to be the first mover in the project which resulted in securing the present public library building. The academy has a home in the large room on the second floor of the Public Library building. Cases are provided for the specimens, by the city. This collection includes a large number of mounted birds, an extensive collection of geological specimens and rare Indian relics. The academy has recently added largely to its collection

from the Menage Scientific Expedition to the Philippine Islands, conducted by Dean C. Worcester and Frank S. Bourns. All persons interested in science are invited to contribute to the Museum. The officers are: Prof. C. W. Hall, president, Prof. O. W. Oestlund, vice president, Harlow S. Gale, secretary, Edward C. Gale, treasurer. The membership is about 100.

African Methodist Episcopal Churches. (See "Churches Miscellaneous.")

Agricultural Experiment Station. (See "University.")

Agricultural Implements.—The territory from which the agricultural implement trade of Minneapolis is drawn includes some of the richest and most productive agricultural lands in the United States, and as a considerable portion of it is yet unsettled, the certainty of continued expansion is apparent. The jobbing business is the most important branch of the industry, and Minneapolis is the second largest distributing point in the world. For years the houses engaged in this business were grouped in a certain section of the city beginning at Fifth street and Third avenue north, extending along Third avenue to First street, and north on First street to Seventh avenue. All of this section is adjacent to railway "trackage," a necessary adjunct of the business. With the development of the Northwest the implement business outgrew the original location, and in 1900 the jobbers were compelled to seek additional room. This resulted in the erection of several new warehouses, in various parts of the city, where the best

shipping facilities were obtainable. Among these new buildings are several of the most attractive and best equipped warehouses in the country, which have served as models for similar structures in other cities. The manufacturing branch of the trade embraces factories where threshing machinery, engines and separators, grain drills and seeders, plows and harrows, vehicles, wagons and bob-sleds, fanning mills, gasoline engines and hay presses are made. There are twelve of these factories, the capital employed is about \$2,500,000, the number of employes about 1,500 and in 1904 the product turned out was worth about \$6,000,000.

Agriculture, College of. (See "University.")

Agriculture, School of. (See "University.")

Aldermen. (See "City Government.")

Ambulance.—In case of accident, ambulances and patrol wagons may be summoned for the removal of injured persons by telephoning to police headquarters in the city hall.

Amusements.—In its possibilities in the way of diversion and recreation Minneapolis is especially fortunate. It is true that with the exception of the stage, and the ordinary social gaities, the amusements are generally of the more robust order, but they are none the less enjoyed, and a very general participation is not prevented by this fact. During the theatrical season, from the latter part of August to the end of May, the principal theatres supply a large variety of attractions, ranging from the finest dramatic and operatic performances, to the cheap burlesque and vaudeville productions usually

given at low prices in one or more of the theatres. There is lively interest in music which finds its satisfaction in frequent concerts, given by resident musicians and traveling companies. Socially Minneapolis is perhaps not as exclusive as some of the older eastern cities. The local "400" is somewhat elastic in its comprehension of various social elements. The winter season is gay with frequent balls, card parties, dinners and lesser society events, and in the summer the program is repeated on a smaller scale on the shores of Lake Minnetonka. It is to the surrounding lakes that Minneapolis owes much of her opportunities for enjoyment.

Lakes Harriet and Calhoun and Lake of the Isles and Cedar Lake are within the city limits and are easily reached by electric car, carriage or wheel. At all these lakes rowing, sailing and fishing may be found. Picnics at these lakes, as well as at Minnehaha Falls, (which are within the city limits) are much in vogue. Excursions of from one hour to several days are possible throughout the season. Smooth lake shore drives and tree-lined avenues make riding, automobiling, bicycling and pedestrianism popular. Golf and tennis flourish, and fishing and hunting may be enjoyed without much loss of time on the road. Baseball, rowing, and other athletic sports are very popular, and the meets of several well-to-do driving clubs supply pleasure for the lovers of fast horses. The state fair with racing and other amusements occupies a week in early September. "Wonderland," an amusement park at Lake St. and 31st Av. S., is open during the summer season. Skating is ordinarily in season from Thanksgiving to the middle

of March. A score of lakes and ponds within the city limits are utilized for this sport until deep snow interferes, but the ice in Loring Park lake and usually in some other parks is kept in good order all winter.

Ice yachting is very popular. There are many ice yachts at Lake Calhoun while at Lake Minnetonka the sport is enjoyed in full measure on the long reaches of that beautiful lake. (See "Minnetonka Club.")

The frozen surface of Lake of the Isles is utilized each winter for an ice race track where the owners of fast horses find most exhilarating amusement.

There are usually about three months of sleighing. More detailed references to the various amusements will be found under their particular heads. (See "Theatres," "State Fair," "Excursions," "Bicycling," etc.)

Andrew Presbyterian Church.—The oldest Presbyterian church in the city. Has recently enlarged a modern edifice on the old site, corner of 4th St. and 8th Av. S. E. Oak and Harriet line. (See "Presbyterian Churches.")

Angling. (See "Fishing.")

Apartment Houses.—Within a few years the erection of apartment houses has been greatly accelerated, and Minneapolis has some of the finest "flats" in the country. Rentals vary from \$15 or \$20 to \$75 and \$100—the latter figures for the most elegant and commodious flats.

Apollo Club.—A male chorus of seventy-five which gives three concerts each year exclusively to its subscribers, many of whom have been subscribers since its organization, nine years ago. The club rooms are in the Lyceum Theatre building and

the officers are George B. Eustis, president; H. R. Loudon, vice president; Frank M. Joyce, secretary; I. D. Cooper, treasurer. Musical director, H. S. Woodruff.

Apron, The. (See "St. Anthony Falls.")

Architectural Features.—Among western cities Minneapolis stands very high, architecturally considered. The substantial character of the city's buildings is often commented upon most favorably; the display of architectural taste and ability attracts no less attention from the cultivated visitor. Many of the public buildings are Romanesque in leading features, but pure types of any period or style are wanting. Nearly everything is modernized. The Court House and City Hall, Metropolitan Life building, Auditorium, Bank of Commerce building, Sykes block, Public library, Chamber of Commerce, Andrus building, Lumber Exchange, Minneapolis Club, Northwestern Miller building, and Science Hall and the Library at the University are among the best designed buildings. The First Unitarian and Church of the Redeemer are models of church architecture, while the residences of Judge M. B. Koon, C. A. Pillsbury, W. D. Washburn, H. Alden Smith, Mrs. F. B. Semple, George H. Daggett, George H. Partridge and E. A. Merrill, are conspicuous for architectural skill displayed, as are the Imperial and Colonial apartment houses. A notable example of modern business architecture is the Cream of Wheat company's building.

Area (of Minneapolis.)—In the corporate limits of Minneapolis there are 53.29 square miles. The city is ten miles long (from north to south) by about six miles wide.

Armory.—The various militia companies of the city have headquarters at what is known as Armory Hall, a brick and frame structure on 8th St., between 1st and 2d Avs. S. This building will be superseded during 1905 by a massive structure on Kenwood Parkway near Lyndale avenue. The new armory will be complete in every detail and entirely adequate to the needs of the companies of the National Guard. ("Como-Harriet," "Kenwood" and "Monroe & Lyndale" electric cars.)

Army, U. S. (See "Ft. Snelling.")

Art Commission.—The Minneapolis Municipal Art Commission is constituted under a legislative act which provides that no work of art shall become the property of the city by purchase, gift or otherwise, unless the same or a model thereof, together with a statement of the proposed location shall be approved by the commission. The present members of the commission are:

E. C. Chatfield, president, Robert Koehler, W. C. Whitney, Edward C. Gale, and John S. Bradstreet.

Art Galleries.—The progress of art is slow in all western cities, but Minneapolis is far in advance of many older places. This is due to the influence of a group of cultivated men and women who established the Minneapolis Society of Fine Arts and who have done much to encourage worthy artists and the local art dealers. The art society now maintains a public gallery in the library building. This collection is enriched with loans from private galleries, and with a collection of statuary casts. Several small galleries, which like the Art Society collection, are free to the public, are to be found in connection with the art stores and the studios of resident painters. The Beard

Art Galleries, fourth floor Dayton building, corner Seventh St. and Nicollet Av., are worth visiting. The enterprise of this company has established one of the most beautiful suites, (consisting of nine galleries), in the country. Private galleries are few. The most extensive are those owned by Mr. T. B. Walker and Mr. Thomas Lowry.

Arts and Crafts Society.—Dating from the founding in 1895, of the original "Chalk and Chisel Club" under which name it was first organized, the society has the honor of being the oldest Arts and Crafts Society in this country. The object of the society is to encourage the production of artistic handicraft, to establish mutual and helpful relations between designer and craftsman and to stimulate the appreciation of harmony and fitness in design.

Beyond the actual study among the members, the society desires above all to make its work of practical benefit to the community and takes an active interest in all lines of art development.

A public exhibition is held once in two years representing nearly all branches of the art handicrafts from workers all over the United States.

The officers are: president, Mrs. H. S. Woodruff; vice president, Miss Edith Griffith; secretary, Miss Grace Whittier; treasurer, Mrs. Susan Northfield.

Art Schools. (See "Minneapolis Society of Fine Arts.")

Art Stores.—There are several places where artists' materials and pictures of various kinds may be purchased. These stores usually make a display of paintings, etchings and other works of art. Well worth visiting are the Beard Art

Galleries, Dayton building, corner 7th St. and Nicollet Av.

In quite a number of shops may be found a development of the growing tendency to the application of art ideas in the manufacture of merchandise of all kinds, notably in glass and china, furniture and fabrics. The Craft House of J. S. Bradstreet at 7th St. and 4th Ave. S. and the rooms of the Handicraft Guild at 10th St. and 2nd Ave. S. should be visited by all interested in art work.

Ashes and Garbage.—The municipal government makes provision for the removal of ashes and garbage under rules established by the commissioner of health. A weekly collection is made and the garbage is burned in a crematory erected at Camden Place by the city in 1901; ashes are used for filling low places in the city.

The rules cover necessary details and provide that the owners or occupants of each house must provide metallic cans with close fitting covers and of twenty gallons capacity for garbage and thirty gallons capacity for ashes. Only garbage—animal and vegetable matter—and refuse which will burn, may be put in the garbage can, and ashes, tin cans, broken glassware, etc., into the ash can. Collectors will not remove garbage mixed with water, ashes, tin cans or glass. Mixing garbage and ashes, is a punishable offense. All complaints should be made to the garbage department of the health office.

In some localities the residents have joined together to employ contractors to perform all these duties for the neighborhood, sometimes adding street sprinkling, and sidewalk cleaning during the snowy season.

Assessed Valuation.—By the last assessment Minneapolis property, real and personal, is valued at \$135,708,902. Of this amount \$101,726,673 is represented by ground and buildings, and \$33,982,229 by personal property. As the assessment is less than fifty per cent of the true value and much personal property always escapes taxation, the wealth of the city may be safely estimated at over \$300,000,000. The tax levy for 1905 is 28.56.

Associated Charities.—The Associated Charities of Minneapolis is incorporated for the benefit of the unfortunate. Its principles are to encourage thrift; to help each applicant to help himself; to raise the poor above the need of relief; to prevent children from growing up as paupers; to inculcate the best principles of poor relief; to prevent fraud, begging and indiscriminate giving; to find prompt and adequate relief for the really needy; to procure expert and professional services for the poor; to establish personal, friendly relations between the poor and the well to do; to investigate applicants, not to find them out but to find out how to help them; to promote co-operation among individuals and societies for the good of the unfortunate.

Its facilities are: Trained workers, registration files containing 8,500 names, visiting nurse, friendly visitors, employment bureau, provident fund, co-operation with public and private organizations and knowledge of local situation.

The work is carried on entirely by voluntary subscriptions. The society makes no distinction between applicants on account of religion, politics, color, or nationality: it never

proselytes or interferes with the work of any benevolent or charitable society, but attempts to bring all philanthropic forces into harmonious and effective relations.

Prof. Frank L. McVey is president and Edwin D. Solenberger is secretary. The central office is in the Court House and City Hall. (See "Benevolent Societies," "Government" and "Charities and Corrections.")

Asylums. (See "Benevolent Societies and Institutions," and "Hospitals.")

Athenaeum. (See "Public Library.")

Athletics. (See "Sports.")

Auditorium.—The most important building in Minneapolis for the year 1905 is the new auditorium, which was completed in the early winter. This undertaking is the outcome of some years of agitation for a public hall suitable for concerts, lectures, conventions and other gatherings and entertainments. It was erected by the Northwestern National Life Insurance company of Minneapolis under an agreement with the people of Minneapolis, as represented by the Minneapolis Commercial Club and other organizations, involving the subscription of \$2,000,000 worth of life insurance in this home company.

The Auditorium was built in connection with a new home office building for the company at the corner of Nicollet avenue and Eleventh street. Its main front (which is shown as a frontispiece of this book) is on Eleventh street. From this handsome frontage of 110 feet the building extends back towards Twelfth street 220 feet. On all

sides it is surrounded by open space, even the adjoining office building being separated from it by a wide alley. This arrangement makes possible a very complete system of exits, which, with the general fire-proof construction, makes the building as safe as is possible.

Foyers of the full width of the building are found on the first, second and third floors, from which wide promenades lead down either side of the auditorium. Numerous doors admit to these promenades. On the main floor six exterior doors lead from the promenades to the surrounding open air alleys, making it possible for people from this floor to reach the outside of the building without passing to the front of the building at Eleventh street. Separate exits are provided for the balcony and gallery so that opposing streams of people can never meet when the building is being emptied.

Although rising to the full height of the office building—four stories—the Auditorium has but three floors—the main floor, balcony floor and gallery floor; but on the Eleventh street front a small dancing hall, 40x65 feet, has been provided on the fourth floor level. At the other end of the building the stage occupies the full width of the building. It is 44 feet deep, with a proscenium arch 58 feet wide and 40 feet in height. There is room on this stage for a chorus of 400 besides the space allotted to the great pipe organ. Numerous dressing and retiring rooms about the stage afford every convenience.

At the right of the stage is a magnificent concert pipe organ which is the fourth in size in the United States. It is a four manual organ with about 4,000 pipes and

140 stops, has sufficient volume to fill the hall properly, and is equipped with all modern improvements for perfect manipulation.

The seating capacity of the hall is about 2,500, divided as follows: main floor 1,500, balcony and gallery about 500 each. For convention purposes the 400 seating capacity of the stage may be added to this. The main floor is of concrete and level; but when used for concerts, lectures or similar entertainments a sloping, movable floor of wood is placed in position. Details of equipment and decoration are worked out along the most modern and approved lines, and Minneapolis has as complete and well designed an auditorium as any city in the country.

The exterior of the building is dignified and appropriate to its purposes. This as well as the details of interior construction, are the result of careful study upon the part of the architects, Messrs. Bertrand & Chamberlain of Minneapolis. Many of the leading music halls and auditoriums of the country were studied in person before the plans were drawn.

The complete structures, including the auditorium, office building and the land, represents an investment of about \$350,000.

Augsburg Seminary.—This is an institution of the Norwegian-Lutheran Church, and is located at the corner of 7th St and 21st Av. S. It was organized as a theological school at Marshall, Wis., in 1869. In 1871 it was removed to Minneapolis, and in 1874 the main building, a four-story structure, 113x52 feet was commenced. On January 1, 1902, a modern building costing \$45,000, was

dedicated. With other lesser buildings this gives the seminary an admirable equipment. To Professor Sven Oftedal, who has been identified with the seminary since 1873, is due a large part of the credit for its success. (Minnehaha electric line.)

Automobiles.—The use of automobiles has increased very rapidly within a few years and there are now about 800 machines in daily use in the city. The broad level streets, fine suburban drives and excellent county roads are important factors in the popularity of automobiling. The trade in motor cars is developing into one of the leading lines of the city. There is not only a large sale to local residents but a growing market for the machines throughout the Northwest. Many fine garages are maintained and autos may be hired with competent chauffeurs.

The Minneapolis Journal conducts automobile tours through Minneapolis and the "Twin Cities," using fast and reliable touring cars. They leave the Journal office at stated hours daily.

Many of the owners of machines are members of the Minneapolis Automobile club. Frank M. Joyce is president and R. J. Smith secretary, office 1215 Metropolitan Life Bldg., formerly the Guaranty Bldg.

Avenues. (See "Streets and Avenues.")

Baggage.—A half dozen or more delivery companies call for baggage in any part of the city and deliver it at the depots at a uniform rate of 25c per piece, except from very remote points. Most of the railroads now check baggage to destination at the time of sale of tickets, sending to



F. B. & L. L. LONG, ARCHTS.

NEW SECURITY BANK BUILDING.

Under construction season of 1905. Cor. Fourth St. and Second Ave. S. (From the architects' sketches.)

The Security Bank of Minnesota

MINNEAPOLIS

Metropolitan Life Bldg.

(Formerly Guaranty Bldg.)

Will move to the New Security Bank Building, Second Avenue South and Fourth Street, early in 1906.

Statement of Condition at Close of Business

March 14, 1905:

RESOURCES		LIABILITIES	
Loans and discounts,	\$ 8,824,005.40	Capital paid in,	- - \$ 1,000,000.00
Overdrafts, - - -	6,201.89	Surplus and undivided profits, - - -	565,032.26
U. S. and other bonds, stocks and securities,	142,677.39	Deposits, -	\$10,084,530.01
Real estate, - - -	59,707.50		<u>\$11,649,562.27</u>
Cash on hand, and due from banks, - - -	2,616,970.09		
	<u>\$11,649,562.27</u>		

DIRECTORS

F. G. WINSTON
W. S. NOTT
T. H. SHEVLIN
H. C. AKELEY
GEO. F. PIPER
L. F. DAY
J. H. QUEAL

F. A. CHAMBERLAIN
PERRY HARRISON
R. M. BENNETT
S. T. MCKNIGHT
GEO. C. CHRISTIAN
J. S. POMEROY

H. M. CARPENTER
LOUIS K. HULL
E. F. MEARKLE
C. C. WEBBER
W. O. WINSTON
E. J. CARPENTER
C. F. DEEVER

F. A. CHAMBERLAIN, President.
E. F. MEARKLE, Vice-President.

PERRY HARRISON, V.-President.
J. S. POMEROY, Cashier.

FRED SPAFFORD, Assistant Cashier.
GEORGE LAWTHOR, Assistant Cashier.

the house or hotel for the trunks and thus saving the traveler all annoyance at the station. The charge for this accommodation is 25c, within a central district. (See "Express Charges.")

Bakeries.—Nearly everything for the table in the line of bread, cakes and pastry, can be obtained at the leading bakeries at reasonable prices. Special articles are prepared to order, both at the first-class bakeries and at the caterers. (See "Caterers.")

Bank Clearings. (See "Clearing House.")

Banks.—A total capital of \$5,935,000, is shown by the national and state banks of Minneapolis. In addition there is a large private banking and brokerage business and a heavy capital controlled by loan and trust companies. The following are the banks with their locations and capital.

National Banks.

First.—Cor. 4th St. and 1st Av. S. \$2,000,000.

Minnesota National.—20-22 S. 4th St. \$200,000.

National Bank of Commerce.—Cor. 1st Av. S. and 4th St. \$1,000,000.

Northwestern.—407-413 1st Av. S. \$1,000,000.

Swedish-American.—52 and 54 S. 4th St. \$250,000.

State Banks.

Germania.—416 Nicollet Av. \$50,000.

German-American.—Cor. Plymouth and Washington Aves. \$100,000.

Hennepin County Savings.—60 S. 4th St. \$100,000. (Does a general banking business.)

Peoples'.—14 S. Wash. Av. \$60,000.

St. Anthony Falls.—Cor. Central Av. and 4th St. S. E. \$125,000.

Security.—Metropolitan Life Bldg., formerly the Guaranty Bldg. \$1,000,000.

South Side State Bank.—405 Cedar Av. \$50,000.

Banking Firms.

Hill, Sons & Co.—Lumber Exchange. Savings Banks.

Farmers and Mechanics.—115 S. 4th St.

Hennepin County.—60 S. 4th St. Savings Bank of Minneapolis.—2nd Av. S. and 4th St.

State Institution for Savings.—517 1st Av. S.

The total deposits in Minneapolis banks are over \$50,000,000.

(See "Loan & Trust companies," "Clearing House," etc.)

Baptist Churches.—The history of the Baptist denomination in Minneapolis dates from 1850, when what is now the Olivet Baptist Church was organized. It is now one of the strongest sects in the city, having sixteen churches and several flourishing missions. Following is a list of the houses of worship:

Bethesda (Colored).—8th St. bet. 11th and 12th Aves. S.

Bethel (Swedish).—29th Av. S. and 25th St.

Calvary.—Cor. Blaisdell Av. and W. 26th St.

Central.—Cor. 4th Av. S. and Grant St.

Chicago Avenue.—3200 Chicago Av. **Elim (Swedish).**—Cor. 13th Av. N. E. and Madison St.

Emerson Avenue Mission.—910 Emerson Av. N.

First.—Cor. 10th St. and Harmon Place.

First German.—20th Av. N. between Lyndale and Aldrich.

First Norwegian and Danish.—Cor. 13th Av. S. and 7th St.

First Swedish.—Cor. 13th Av. S. and 8th St.

Fourth.—Cor. 18th Av. N. and Dupont Av.

Immanuel.—Cor. Bloomington Av. and E. 23rd St.

Loyalty.—2322 Central Av.

Memorial Mission.—2nd St. N. between 32d and 33d Aves. N.

Olivet.—Cor. 13th Av. S. E. and 4th St.

Prospect Mission.—Prospect Park. **Tabernacle.**—Cor. 23rd Av. S. and 8th St.

Trinity.—Meets at Y. W. C. A. Bldg.

Bar Association, The Minneapolis, was incorporated in 1883, with a capital stock of \$30,000. It maintains a law library at the court house.

Barnes Place.—A tract of one and one-third acres at the intersection of James Av. N. and Thomas Pl. in Oak Park. (See "Park System.")

Barracks. (See "Fort Snelling.")

Base Ball.—The grounds of the Minneapolis base ball club are at the corner of Nicollet Av. and Lake St. and are reached by the First Avenue S. and Nicollet car line. Sunday games are played at Minnehaha Driving Park, (Minnehaha car).

Baths.—Facilities for bathing may be found in connection with the larger barber shops, the more pretentious adding Turkish, and all the list of special baths. Lake bathing may be enjoyed at Lakes Harriet and Calhoun, where dressing rooms and other conveniences are provided by the park commissioners. At Lake Minnetonka there are numerous fine bathing places.

Bazaars. (See "Department Stores.")

Beet Sugar. (See "Sugar Factory.")

Benevolent Societies and Institutions.—Connected with nearly every church in the city there are one or more societies of a benevolent nature. These are usually limited in scope to the poor of the church or have as an object the collection of funds for educational or missionary work. Some, however, have established charitable institutions in the city. Where the work has reached a denominational character or been

taken up by charitable people irrespective of church association, results have been more pretentious. As a rule persons in need of assistance are well cared for. The total benevolences of the city would, if a compilation were possible, show an enormous aggregate. The people of Minneapolis have a reputation for especial liberality. The following are some of the principal benevolent institutions in the city:

Associated Charities.—Office in City Hall.

Bethel Settlement.—1416 2nd St. South.

Catholic Orphan Asylum.—Cor. Chicago Av. and 47th St.

Children's Home Soc.—St. Anthony Park.

Florence Crittenton Home.—2014 26th Av. S.

German Home for Women and Orphans.—1009 20th Av. N.

Home for the Aged (Little Sisters of the Poor).—215 Broadway N. E.

Home for Children and Aged Women.—3200 Stevens Av.

Jones-Harrison Home.—S.W. shore Cedar Lake. For aged women.

Minnesota Soldiers Home.—Minnehaha Park.

Sheltering Arms.—2650 N. Emerson Av.

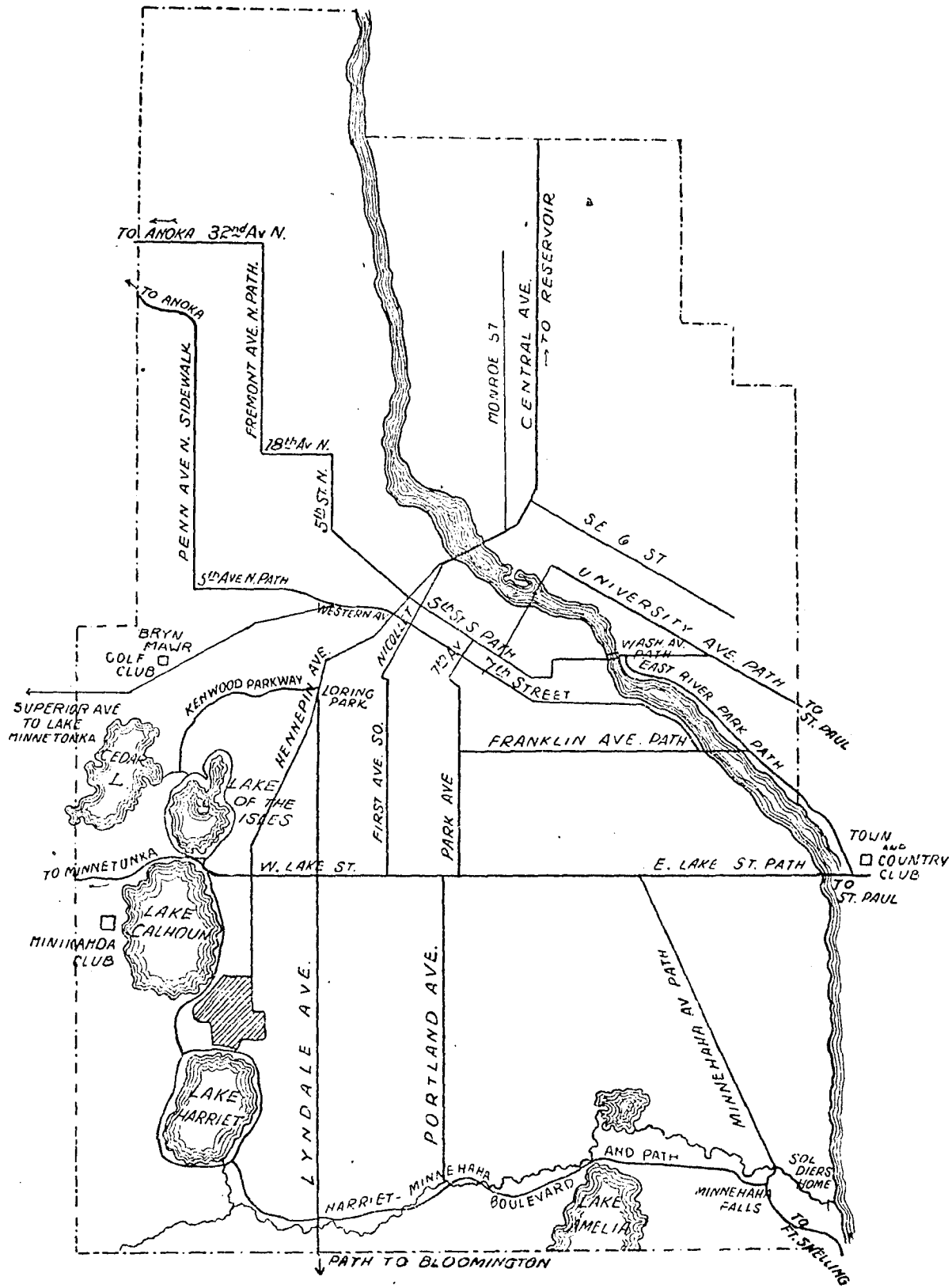
Unity Settlement.—1616 N. Washington Av.

Washburn Home.—Cor. Nicollet Av. and 49th St. An orphan asylum endowed by the late Gov. C. C. Washburn of Wisconsin.

(See "Hospitals," "Associated Charities," etc.)

Bible Society. (See "Hennepin County Bible Society.")

Bicycling.—Broad, hard streets, good pavements in the business center, many miles of bicycle paths, together with the absence of great elevations and steep gradients, make Minneapolis the ideal place for the bicyclist.



BICYCLE PATHS.

ON THE STREETS SHOWN THERE ARE PATHS OR GOOD RIDING.

Bicycle Paths.—There are some fifty miles of bicycle paths in the city and perhaps as much more outside the limits and connecting with city paths. Under city ordinance now in force every wheel using a city path must carry a license tag which may be obtained from the city clerk on payment of a fee of 50c. Strangers should supply themselves with tags and save possible annoyance. In enforcing the cycle tag law due courtesy will be extended to wheelmen from other regions where similar laws are in force—their tags will be recognized as “good” on the Minneapolis paths.

In the accompanying map no attempt has been made to distinguish between paths, boulevards and paved streets. The routes laid out show where pavement, path or good road bed assures the cyclist good wheeling at any time except the worst of weather.

The St. Paul system of cycle paths is excellent and is connected with the Minneapolis system at several points.

Bicycle Runs.—Every cyclist likes to vary his route and seek out new ways of going and coming but for strangers the following suggestions are made. In every case the distance is for the round trip from the center of the city over the shortest good road. Each suggested run is capable of infinite variation to suit the rider as he becomes acquainted with the country. For out of town runs only destinations are mentioned. Riders should use good state and county maps when making these longer excursions.

1.—A Half-Hour in Town.—Out 7th St. to 7th Av. S., to Park Av., to Lake St., to Portland Av., to 7th St., to Nicollet Av. 5 miles.

2.—Lake Harriet.—Hennepin Av. to Kenwood parkway, to Lake of Isles boulevard, to Calhoun parkway, to Interlachen park, to Lake Harriet. About 10 miles. Return may be varied by riding east from Lake Harriet to Lyndale Av., or from Lake Calhoun to Hennepin Av. and entering city over either of these avenues, 10 miles.

3.—Minnehaha.—Out 7th St., to Park, to Lake, to Minnehaha Av., to Minnehaha Park and Falls. 16 miles.

4.—Minnehaha-Harriet. — Hennepin and the parkways to Lake Harriet as in No. 2. At southeast point of Lake Harriet take Minnehaha parkway, follow to the park, return over route 3. 23 miles.

5.—Fort Snelling.—Same as route 3 but following path $1\frac{1}{2}$ miles beyond Minnehaha to Fort Snelling, a most picturesque place. 20 miles.

6.—Fort Snelling and Cleveland Av.—Same as route 5 but instead of returning over same route cross bridge at the fort and follow Cleveland Av path to Lake St. bridge, cross bridge and go west on Lake to Park Av. 20 miles.

7.—University.—S. 5th St. to 10th Av. S., on 10th Av. S., across bridge to University Av., on University to Campus, through campus to Washington Av., returning via Washington Av. bridge, 3rd and 5th Sts. 5 miles.

8.—East River Bank.—5th St. to 15th Av. S., to Washington, to bridge, to East River Bank parkway, which follow to government dam and Lake St. bridge, returning as in route 6. This may be shortened by recrossing the river at Franklin Av. bridge and following Franklin and Park into the center. Or it may be extended to Fort Snelling over the Cleveland Av. path.

9.—St. Paul.—7th St., Park Av., Lake St., across bridge to Summit Av. path, to St. Paul. 24 miles. St. Paul may be also reached via University Av., or via Fort Snelling, taking the W. 7th St. path into St. Paul after crossing the bridge at the fort. The latter route is 17 miles one way; if return is via Summit Av., the run is nearly 30 miles.

10.—Como Park.—Lake St. and Summit Av. to Lexington Av., to Como. 24 miles. Como is St. Paul's leading park.

11.—Minnetonka. — Hennepin Av. to Lake to Calhoun, taking Minnetonka path at northwest corner of Calhoun. This path follows Lake St. boulevard to Hotel St. Louis, at Minnetonka. 32 miles. This run may be extended by diverging to the left before reaching Hotel St. Louis and passing around "lower lake" through Excelsior and Wayzata. 48 miles. Use good road map.

12.—Bloomington.—Out Hennepin to Lyndale, Lyndale to limits, follow path to village of Bloomington. 26 miles.

13.—Shakopee.—Same as 12, but follow Shakopee path beyond Bloomington. 50 miles.

14.—Northfield.—Through St. Paul and Farmington. 104 miles.

15.—Osseo and Anoka.—6th St. N. to 18th Av. N., to Penn Av., to new Crystal Lake path, to Osseo and Anoka. 40 miles.

16.—White Bear Lake.—Any route to St. Paul or Como, and path to White Bear. 50 miles.

17.—Stillwater.—Any path to St. Paul, E. 7th St., and Lake Elmo path to Stillwater. 64 miles.

Bijou Opera House.—On Washington Av. between Hennepin Av. and 1st Av. N. It presents a large variety of attractions during the entire year at popular prices. (See "Theatres.")

Bill Posting.—Show-bills as a medium for advertising are used principally by the theatres and traveling theatrical companies, but find favor with certain local advertisers who occasionally patronize the numerous bill boards.

Blocks.—One of the peculiarities of Minneapolis nomenclature which always impresses itself upon the stranger is the indiscriminate application of the title "block" to almost any building other than a private dwelling. The local use of the word is often quite improper. By the best usage a "block" is a continuous row of buildings or a large building under one roof but divided into a number of entirely distinct and separate stores or residences, any one of which would be complete alone. The Syndicate Block is perhaps the only one in the city correctly named, but the inaccuracy would be of no particular consequence if it had not led to the designation of nearly all the of-

fices in the city by blocks without the addition of any street or number. Occupants of offices are now finding it expedient to add the street and number when giving an address, except in the case of the most prominent buildings, and strangers will find that it saves much annoyance to secure the street number in addition to the "block" number. (See "Buildings.")

Bloomington.—The township south of Richfield and second south of the city. It lies along the Minnesota river in the southeastern part of Hennepin county. It is a fine farming community.

Boarding Houses.—An excess of the masculine element of the population is characteristic of the West. Minneapolis is not an exception to the general rule and her army of homeless young men brought countless boarding houses into existence. Supplemented, as the brigade of young men boarders is, by a contingent of the usual boarding class and a numerous company of new arrivals who find boarding a convenient temporary arrangement, it may be said that an unusually large proportion of the population is at the mercy of the landlady. The boarding houses range from the cheap barracks where the laborer lodges to the elegant family hotel where luxuries are provided at luxurious prices. Rates range from \$2.50 to \$25 per week. Good board can be obtained at from \$5 to \$7 per week, the rent of room and other accommodations being extra. For about \$10 a week one can secure very pleasant quarters and an attractive table. Higher rates are for luxuries and style, excepting of course the charges made by hotels, which cover

a service not usually given in a boarding house. The majority of the boarding houses are within the region bounded by 1st Av. N., 13th St., 6th Av. S. and the river. Many people prefer to rent a room or rooms and take their meals elsewhere, either at boarding houses, hotels or restaurants. Rooms may be obtained at from \$5 per month up, according to location and furnishing. Comfortable rooms within a mile of the business center range from \$10 to \$15 per month.

Board of Education. (See "City Officials" and "Public Schools.")

Boat Clubs. (See "Sports.")

Boating.—Scores of lakes within easy reach afford unexcelled facilities for boating. Within the city limits are five or six delightful lakes, controlled by the board of park commissioners and supplied with an abundance of light and safe row-boats. The absence of currents and the impossibility (on account of their medium size) of heavy waves running, make these lakes especially suitable for boating. Lakes Calhoun and Harriet are accessible by the Como-Harriet electric car line and each have large fleets of boats. Each of these lakes is about a mile long and they are about four miles from the post office, the ride occupying about thirty minutes. Cedar Lake on the western border of the city may be reached by the Kenwood electric car line. At every point on Lake Minnetonka reached by the railroads boats are kept to let. (See "Minnetonka.") The prevailing charge there as at the city lakes is 25c per hour with a reduction when boats are wanted for several hours or a day. It is well

to make a bargain before entering the boat. There are many other beautiful lakes in the vicinity of the city where boats are kept, but none so easily reached as those already mentioned; private conveyance being ordinarily required. The Mississippi River, though having a course of some eight miles through the city, is not adapted to boating. Below the falls the rapids are dangerous, and above the channel is obstructed by booms and floating logs. (See "Sailing.")

Bonds. (See "Finances.")

Books of Reference.—Among the mass of pamphlet literature which has been published with Minneapolis as a subject, there is but little which has a permanent value or which is in any way available for reference. This is generally due to the fact that such publications are printed in perishable form, or are composed largely of statistics which have no worth beyond the year to which they apply. Hence the only matter suitable for consultation is that which may be found in standard works published in substantial form apart from advertising schemes, or at regular intervals. Of the latter class the Minneapolis City Directory published by the Minneapolis Directory Company, is of special value. It is published each year in July and includes the names, addresses and occupations of the residents of the city, as well as a business directory and the usual classifications found in such works. Strangers can find the directory in all first-class drug stores and on the desks of all the hotel offices. A "Blue Book" for Minneapolis and St. Paul is published every odd numbered year in January by R. L. Polk & Co. It contains,

not an exclusive list of "blue bloods," but a street and number and alphabetical classification of the names of people who have homes in the city. Rev. Edward D. Neill's History of Hennepin County, is a reliable volume of 700 pages containing a vast fund of valuable information about early days in Minneapolis and vicinity. Mr. Neill has also written a History of Minnesota, which is of great service to those looking up historical points. The printed and bound reports of the city officers and boards are ordinarily to be found at the city hall. Their utility is obvious to the student of public affairs. Another set of valuable statistical reports are those issued each year by the secretary of the chamber of commerce. Nearly all the above works may be consulted at the public library.

Book Stores.—As is the case with nearly all the lines of retail trade the better class of Minneapolis book stores are on or near Nicollet Av. N. McCarthy, at 710 Nicollet, E. D. Brooks, 605 1st Av. S., and S. M. Williams, at 210½ S. 4th St., carry general lines, as do the various department stores. The leading old book stores are E. D. Brooks, 605 1st Av. S., Goodyear Book Co., 213 Nic. Av., Jas. Adair, 229 Nic. Av., and C. D. Raymer, 15 S. 3rd street. The Twin City School Supply Co., 319 Hennepin Av., carries school books and kindergarten supplies. The Church Book Shop, 509 Hennepin, makes a specialty of Catholic church and school supplies, and the H. W. Wilson Co., 315 14th Av. SE., and School Education Co., 329 14th Av. SE., of higher textbooks. (See "Stationers," and "Newsdealers.")

Booms.—The log booms occupy a considerable portion of the river opposite and above the city. Long strings of logs, fastened securely end to end, and anchored to piers in the river, or made fast to the shore, serve to prevent the floating logs of the drive from being carried past the city in confusion. When the logs arrive at the booms they are sorted out and turned into the divisions belonging to the various mills. The process of sorting logs in the river is worth seeing. The best place to observe it is at what is called the main sorting gap, which is opposite the mouth of Shingle Creek, about three miles up the stream from the steel arch bridge. (Washburn Park and Camden Pl. electric line.) At this point the boom men examine the logs and by the brands determine their ownership. Below the main sorting gap the surface of the river channel is divided by log strings or chains into small channels which lead the logs to the various mill "ponds," as the portions of the boom belonging to distinct mills are called. The booms occupy about four miles of the river opposite the city. For perhaps thirty miles above there are shore booms which are used for storing logs until needed to keep up the supply below. (See "Lumber and Saw Mills.")

Boston Block.—The seven story white stone office building at the corner of 3rd St and Hennepin Av. It has a large central court.

Boulevards. (See "Parks and Parkways," "Park System,"

"Streets and Avenues," and the several boulevards and parkways by name.)

Branch Libraries. (See "Public Library.")

Branch Post Offices. (See "Post Office.")

Brewing.—One of the leading industries of Minneapolis is the brewing of beer while distilleries of spirituous liquors are conspicuous by their absence. Minneapolis is a great natural market for grain and receives vast quantities of barley each year. It is also true that the people of the city and the Northwest favor malt rather than spirituous liquors. The largest brewing plant in the city, and one of the largest in the country is that of the Minneapolis Brewing Co., Cor. Marshall St. and 13th Av. N. E. This company in 1891 built an entirely new plant, covering four acres of ground, and having an entirely modern equipment. The brewing capacity of the plant amounts to 500,000 barrels annually, and a force of 250 men is employed, while twenty-five teams are utilized in the work of delivery. (Western and 2nd St. electric line.)

Bridal Veil Falls.—A beautiful little cascade formed by a small stream which leaps over the Mississippi river cliffs on the east side just above the Franklin Av. bridge. The falls may be reached by driving out E. Franklin Av. or from the east side by following the St. Anthony parkway from the east end of the Washington Av. bridge. About $2\frac{3}{4}$ miles from the center of city. (See "Bicycling.")



A REPRESENTATIVE MINNEAPOLIS WHOLESALE HOUSE

**WYMAN, PARTRIDGE & CO., WHOLESALE DRY GOODS
FOURTH ST. AND FIRST AVE. N.**



THE MINNEAPOLIS CLUB

CORNER FIRST AVE. SO. AND SIXTH ST.

WM. CHANNING WHITNEY, ARCHITECT.

Bridges—There are 18 bridges spanning the Mississippi river (or its various channels) within the corporate limits of Minneapolis. Nine of these are highway bridges and eight are used by railroads. The nine highway bridges, which are owned and controlled by the city, are the following:

Thirty-second Av. North.—Iron.
 Twentieth Avenue North.—Iron.
 Plymouth Avenue.—Iron.
 Steel Arch.—Steel. (See "Steel Arch Bridge.")
 Stone Arch.—Stone, (across the east channel from bridge St., on Nicollet Island to Central Av.)
 Hennepin Island.—Wood, (over east channel from Hennepin Island to 3rd Av. S. E.)
 Tenth Avenue South.—Iron.
 Washington Avenue.—Iron.
 Franklin Avenue.—Iron.
 Lake Street.—Iron.

The aggregate length of city bridges is over two miles. Their cost was considerably more than a million dollars.

The railroad bridges are the Northern Pacific (iron) at 25th Av. N., the Soo Line Bridge at Camden Place, the Minneapolis Western R. R. bridge below 10th Av. S., the iron bridges of the Great Northern railroad over the east and west channels at Nicollet Island; the stone arch bridge (which see); the lower Northern Pacific iron bridge at the foot of S. 1st St., and the Chicago, Milwaukee & St. Paul bridge at the foot of E. 25th St. (See "High Bridge.")

In addition to the Mississippi river bridges there are forty or fifty bridges at railroad crossings and over the various creeks which flow into the Mississippi.

Bridge Square.—The lower end of Hennepin and Nicollet Avenues from their intersection at 1st St., to

the Mississippi River is called Bridge Square. It commands a view of both avenues with the old city hall in the center of the foreground.

Bryn Mawr.—The name of a residence section lying about half a mile west of Loring Park. (Bryn Mawr electric car.)

Building Inspector. (See "Building Restrictions," and "City Officials.")

Building Material.—Underneath her own streets and town lots lies some of the best of Minneapolis building material. A ledge of fine blue limestone crops out along the Mississippi river cliffs and underlies much of the city—at some places so near the surface as to make blasting necessary in the work of cellar excavations. This stone is universally used for foundations and frequently in churches, dwellings and business buildings. Within the city limits are beds of clay, which yields a fine yellow brick. As Minneapolis is the leading "sawmill city" in the world there is no lack of lumber. Handsome limestones are brought from Kasota and Mankato, granite from St. Cloud, and fine brown stones from the shores of Lake Superior; all these points being within easy shipping distance. Pressed brick comes from the east, and builders hardware—such as is not manufactured in the city—from the eastern and southern markets. (See "Lumber and Saw Mills.")

Building Permits.—Amounted to \$6,696,985 in 1904.

Building Restrictions.—The city of Minneapolis exercises a careful supervision over all buildings erected within her limits. An elaborate building ordinance places the control

of the matter in the hands of a building inspector who has assistants especially qualified to examine carpenter work, mason work, iron work, plumbing and electric wiring. The ordinance specifies the requirements of many details of building. Before a building is erected or any material alterations or repairs are made, a permit must be obtained from the building inspector at his office in the city hall. Among other interesting provisions are these:

"Every building hereafter erected or altered to be used as a hotel, lodging house, school-house or public hall shall be of fire-proof construction, if such building is more than three (3) stories in height."

"The walls of every building hereafter erected or enlarged, within the fire limits of the City of Minneapolis, shall be built of brick, stone or iron or other incombustible material. (See "Fire Limits.")

"It shall be unlawful to repair any frame building, within the fire limits of the City of Minneapolis, when such building shall have been damaged by the elements or decay to the extent of 50 per cent. of the value of such building.

"Any person having the use of any portion of the street or sidewalk, for the purpose of erecting or repairing any building, or for any other purpose, shall cause red lights to be placed in a conspicuous place in front of such obstruction each night.

"A sidewalk or passageway, at least four feet wide, shall be kept in front of any building during the process of its construction.

There are very careful provisions for the arrangement of theatres and public halls.

All freight and passenger elevators are inspected by this department four

times a year, and the ordinance requires that all elevators be supplied with the most approved safety devices for the protection of the public. The plumbing and gas fitting ordinance is up to date and requires the best sanitary work obtainable.

The electrical ordinance is in accord with the rules of the National Underwriters' code but thoroughly adapted to the existing local conditions, and is acknowledged to be the best electrical ordinance in force in any city in the United States.

Buildings, The Prominent.—The following list includes the more conspicuous or important buildings of the city with their use and location. Those of special interest are described elsewhere under appropriate headings.

Andrus Building.—Eight stories, offices; Cor. Nicollet Av. and 5th St.

Armory.—National guard; Kenwood Parkway near Lyndale. (Under construction in 1905.)

Auditorium.—Eleventh St. between Nicollet and 1st Av. S.

Bank of Commerce Building.—Six stories, offices; Cor. 1st Av. S. and 4th St.

Bank of Minneapolis Building.—Cor. Nicollet Av. and 3rd St.

Bijou Opera House.—N. Washington Av. between Hennepin and 1st Av. N.

Boston Block.—Seven stories, offices; Cor. Hennepin Av. and 3rd St.

Century Building.—Five stories, offices; Cor. 1st Av. S. and 4th St.

Chamber of Commerce.—Ten stories, Cor. 4th Av. S. and 4th St.

Commercial Building.—Five stories, offices; Cor. 3rd St. and 1st Av. N.

Corn Exchange.—Seven stories, offices; Cor. 4th Av. S. and 3rd St.

Court House and City Hall.—Five stories, between 3rd and 4th Aves. S. and 4th and 5th Sts.

Dayton Building.—Six stories, stores and offices. Cor. Nic. Av. and 7th St.

Edison Building.—Eleven stories; printing, etc., 417 Hen. Av.

Evanston Building.—Four stories; stores and offices. Cor. 2nd Av. S. and 6th St.

Exposition.—Three stories; Main, 1st Av. S. E., Ortman and Bank Sts., East Division.

Farmers and Mechanics Bank.—4th St. between 1st and 2nd Aves. S.

Flour Exchange.—Three stories; offices; Cor. 4th Av. S. and 3rd St.

Globe Building.—Eight stories, offices; 16 and 18 4th St. S.

Guaranty Building.—12 stories, offices; Cor. 2nd Av. S. and 3rd St. (See Met. Life Bldg.)

Holmes Hotel.—Six stories, Hennepin Av. between 8th and 9th Sts.

Journal Building.—Four stories; publishing; 47—49 S. 4th St.

Kasota Building.—Six stories, offices; Cor. Hennepin Av. and 4th St.

Loan and Trust (Minnesota).—Seven stories, offices; 311-313 Nicollet Av.

Lumber Exchange.—Twelve stories, offices; Cor. Hennepin Av. and 5th St.

Masonic Temple.—Eight stories, offices; Cor. Hennepin Av. and 6th St.

Medical Building.—Six stories, offices; Nicollet Av. between 6th and 7th Sts.

Metropolitan Building.—Five stories. Stores and musical studios. 41—43 S. 6th St.

Metropolitan Life Building (formerly Guaranty Bldg.).—Twelve stories; offices; corner 2nd Av. S. and 3rd St.

Metropolitan Opera House.—1st Av. S. between 3rd and 4th St.

Minneapolis Club.—Cor. 1st Av. S. and 6th St.

Minneapolis Trust Co.—Four stories, offices; Cor. 4th St. and Hen. Av.

New York Life Building.—Eleven stories, offices; Cor. 2nd Av. S. and 5th St.

Nicollet House.—Five stories, Cor. Washington, Hennepin and Nicollet Aves.

Northwestern Building.—Nine stories, 322-324 Hennepin Av.

Northwestern National Bank.—1st Av. S. bet. 4th and 5th Sts.

Oneida Building.—Six stories, offices; Cor. 1st Av. S. and 4th St.

Phoenix Building.—Nine stories, offices; Cor. 4th St. and 1st Av. S.

Pillsbury Building.—Eight stories; offices; Cor. Nicollet Av. and 6th St.

Post Office.—Cor. 1st Av. S. and 3rd St.

Public Library.—Three stories, Cor. Hennepin Av. and 10th St.

Security Bank Building.—Ten stories; offices; corner 4th St. and 2nd Av. S. (Under construction in 1905.)

Sykes Block.—Eight stories, offices; 254 and 256 Hennepin Av.

Syndicate Block.—Six stories, stores and offices; Nicollet Av. between 5th and 6th Sts.

Temple Court.—Eight stories, offices; Cor. Washington and Hennepin Aves.

Times Building.—114-16 S. 4th St.

Tribune Building.—Five stories, publishing; 63 S. 4th St.

West Hotel.—Eight stories, Corner Hennepin Av. and 5th St.

Y. M. C. A.—Five stories, 10th St. and Mary Place.

Y. W. C. A.—Four stories, 87 S. 7th St.

(See "Churches," "Schools," "University," etc.)

Business Organizations.—(See "Commercial Club," "Chamber of Commerce," "Produce Exchange.")

Business Colleges.—There are nine business colleges or schools in the city. They have a large number of students in attendance.

Archibald Business College, Lake St. and Stevens Av.

Caton Business College, 614-16 Hennepin Av.

Curtiss Business College, 124 S. 6th St.

Graham Shorthand Institute, Dayton Bldg.

Gregg Shorthand School, 502 Northwestern Bldg.

Metropolitan Commercial College, Cor. Hen. Av. and 4th St.

Minneapolis Business College, 309 Central Av.

Minnesota Normal School & Business College, 504 E. 24th St.

Minnesota School of Business, 54 S. 3rd St.

Munson Shorthand Institute, Metropolitan Life Bldg., formerly the Guaranty Bldg.

State Business College, 510 Dayton Bldg.

Cab Fares. (See "Hack Fares.")

Canal.—The name commonly used for designating the race which conducts the water of the Mississippi to the mills upon the west bank at the falls. It is controlled by the Pillsbury-Washburn Flour Mills Co.

Carriages. (See "Hack Fares" and "Livery.")

Cart Stands. (See "Express Wagons.")

Caterers.—The requirements of social gastronomy are ably filled by skillful caterers who supply everything requisite for a simple serving of ices or a banquet of many courses. They usually maintain restaurants for accommodation of the more fashionable lunch takers and for theatre parties. Leading caterers are: Dorner, 39 S. 6th St.; Dorsett, 712 Hennepin, and Maas, 928—30 Hennepin avenue.

Catholic Churches.—In 1849 the first Catholic church building in this city was commenced. A list of the present edifices of the denomination follows:

Church of the Ascension.—Cor. Bryant and 18th Av. N.

Church of the Holy Cross (Polish).—Cor. 17th Av. N. E. and 4½ St.

Holy Rosary.—Cor. 18th Av. S. and 24th St.

Immaculate Conception.—Cor. 3rd Av. N. and 3rd St.

Notre Dame de Lourdes.—Prince St., E. D., near Central Av.

Our Lady of Perpetual Help.—Cor. 21st Av. and 5th St.

St. Anne's (French).—Lyndale and 11th Aves. N.

St. Anthony of Padua.—Main St. between 8th and 9th Aves. N. E.

St. Boniface (German).—Cor. 7th Av. N. E. and 2nd St.

St. Charles.—Cor. 4th St. and 13th Av. S.

St. Clements.—Cor. Quincy St. and 25th Av. N. E.

St. Cyril.—Cor. Main St. and 16th Av. N. E.

St. Elizabeth (German).—Cor. 15th Av. S. and 8th St.

St. Joseph's.—N. 4th St. between 11th and 12th Aves.

St. Lawrence.—Cor. 12th Av. S. E. and 7th St.

St. Stephen's.—Cor. Clinton Av. and E. 22nd St.

Catholic Orphan Asylum.—At Chicago Av. and 48th St. The building is of brick, commodious and well adapted to the purpose.

Cedar Lake.—The most northerly of the four large lakes in the southwestern part of the city. It lies west of Kenwood and may be reached by the Kenwood & 8th St. SE. electric cars or by driving or wheeling over Kenwood Boul. Cedar Lake is the most irregular in outline and by many persons thought the prettiest of the four lakes.

Cemeteries.—The following list comprises the cemeteries of the city:

Crystal Lake.—Cor. Humboldt Av. and 38th Av. N.; office at cemetery.

Hillside.—Between 16th and 22nd Aves. NE. on Northern Pacific R'y; office at cemetery.

Lakewood.—Cor. 36th St. and Hennepin Av.; office, 508 Guaranty Bldg.

Layman's.—Cor. Cedar Av. and Lake St.

Maple Hill.—Broadway, between Polk and Fillmore Sts. N. E.

Montefiore (Hebrew).—Cor. 3rd Av. S. and 42nd St.

St. Anthony.—Cor. Central and 28th Av. N. E.

St. Mary's.—Cor. Chicago Av. and 46th St.

Chamber of Commerce.—From its organization in 1881, the Minneapolis Chamber of Commerce has grown steadily. It now ranks with the leading commercial organizations

of the world. As the representative of the largest primary wheat market in the world it holds a unique position among similar bodies. In 1884 the Chamber of Commerce completed a building at a cost of \$180,000, and representing with the site a value of \$240,000. In 1900 a larger building was found indispensable and the magnificent ten story structure finished in 1903 at a cost of over \$600,000 was planned. It stands at the corner of 4th St. and 4th Av. S., adjoining the old building. Its ground dimensions are 132x157 feet. With the exception of the large board room, 75 by 130 feet in size, the entire building is planned for offices and is the home of the largest grain and flour business carried on at any one point in the world.

The membership is limited to 550 and new members are taken only on transfer of certificate. An enormous business is transacted annually on the floor of the Chamber of Commerce. Not only is the entire grain business of the city there handled, but a large amount of the dealings in "futures" which formerly went to Chicago, now comes to the Minneapolis brokers. From 9:30 to 1:15 o'clock each business day the Exchange room is crowded with busy commission merchants whose tables are covered with grain samples, millers watching the quotations as they are posted on huge blackboards as fast as received by telegraph, and brokers watching the market as they buy or sell (according as they have orders) for future delivery. A gallery is at all times open to visitors and introduction "on 'change" may be secured through members. E. S. Woodworth is pres-

ident, Geo. F. Piper, first vice president, and P. B. Smith, second vice-president. G. D. Rogers, secretary of the Chamber of Commerce, prepares annually reports of the trade and commerce of the city. Acknowledgment is due him for the use of certain statistics of this nature which will be found under appropriate headings. (See "Commerce," "Grain Trade," "Flour Milling," etc.)

Charities and Corrections.—

The Department of Charities and Corrections is charged with the relief of the poor and the care and management of the city hospital and the work house. The office of the board and of the superintendent of the poor is in the city hall, where applications for relief are considered. The city hospital is at 5th St. and 8th Av. S. Application for admission should be made to the superintendent. (See "Workhouse" and "Associated Charities.")

Charter.—St. Anthony was incorporated as a city March 3, 1855; Minneapolis as a town, March 1, 1856, and as a city Feb. 6, 1867. The two cities were consolidated Feb. 28, 1872. The rapid growth of the city made amendments more than usually numerous, and in 1881 the legislature passed a new act consolidating all previous enactments into what was practically a new city charter, so little did it resemble the act of 1872. Under a more recent act and constitutional amendment a charter was formulated on a "home rule" basis and submitted to the vote of the people in 1898, but failed to be adopted. Another charter commission was appointed in 1899 and its work was submitted at the November election

of 1900 but also failed to be accepted. A third commission was appointed early in 1903, and a charter submitted to the voters in the fall of 1904, but it failed of adoption. (See "Government.")

Chimes.—A beautiful chime of bells hangs in the tower of the Church of the Redeemer (Universalist) at 2nd Av. S. and 8th St., and familiar tunes are played every Sunday before the morning and evening services. The belfry of the court house and city hall is equipped with an even finer chime of bells which are played on public holidays and special occasions.

Churches.—It is estimated that the seating capacity of Minneapolis churches is so large that the entire adult population of the city could attend church every Sunday, provided one half was present at the morning service and the other half in the evening, and this without more serious crowding than is experienced without complaint at some of the more popular churches each Sunday in the year. There are over 150 church buildings, including missions and chapels. The strongest denominations numerically are the Baptist, Catholic, Congregational, Episcopal, Lutheran, Methodist and Presbyterian. There are comparatively few organized churches which are not self-supporting, and a considerable number rank among the wealthiest and most liberally benevolent of their denominations in the United States. The larger churches are naturally in the central part of the city, there being one or more of each leading denomination within a few blocks of the principal hotels. Morning services in most churches commence at 10:30, and evening services at 7:45

in summer and 7:30 in winter. In the larger churches the pews are nearly always rented, but strangers are made welcome and accommodated with sittings. The more prominent churches are described elsewhere under their own names. A list of churches of each denomination will be found under the appropriate heading except where the number is small, in which case they are classed under "Churches, Miscellaneous." The following table shows the number of churches and missions of each denomination, with the approximate membership:

	No.	Members
Advent	1	150
African Methodist	1	160
Baptist	19	5,600
Catholic (Roman).....	16	25,000
Christian	4	400
Church of Christ (Disciples)	3	650
Congregational	26	5,300
Episcopal	14	4,000
Evangelical Ass'n	2	150
Free Baptist	1	200
Friends	1	150
Greek Catholic	1	700
Hebrew	9	550
Lutheran	31	12,000
Methodist	25	7,400
Non-Sectarian	1	50
Presbyterian	24	5,200
Scientist	3	1,100
Seventh Day Advent... ..	2	350
Spiritualist	2
Swedish Mission	7	1,600
Unitarian	3	500
Universalist	3	1,500
	189	72,710

Churches, Miscellaneous.—The following list comprises the churches of such denominations as have only a few organizations in the city:

Church of Christ (Disciples).—Cor. Portland Av. and E. Grant St.

First Advent Christian.—Fremont and 24th Av. N.

First Free Baptist.—Cor. Nicollet Av. and W. 15th St.

First Society of Friends.—Cor. 1st Av. S. and 14th St.

First Unitarian.—Cor. S. 8th St. and Mary Place.

Greek Catholic.—Cor. 17th Av. N. E. and 5th St.

Highland Park Evangelical (German).—Cor. 25th Av. N. and Fremont Av. N.

Nazareth Free Christian, (Unitarian).—Cor. 12th Av. S. and 9th St. Peoples—Masonic Temple.

St. Peters African Methodist.—912-914 E. 22nd St.

Scandinavian Church of Christ.—Cor. 21st Av. S. and 8th St.

Scientist.—First Church of Christ.—15th St. between Portland and Park.

Scientist.—Second Church of Christ.—Cor. 11th St. and 2nd Av. S.

Seventh Day Adventist.—Cor. 4th Av. S. and Lake St.

Seventh Day Adventist (Scandinavian).—2214 S. 6th St.

Spiritualist. — Peoples Independent, 703 Nicollet.

Swedish Mission Tabernacle.—Cor. 8th Av. S. and 7th St.

Swedish Temple (Disciples).—7th St. and 10th Av. S.

North Swedish Mission.—Cor. 15th Av. N. and 9th St.

Northeast Swedish Mission.—Cor. Central and 18½ Av. NE.

Zion Evangelical (German).—Cor. 6th Av. N. and 4th St.

Church Music.—In the leading churches of the city the music is furnished or led by paid choirs usually consisting of a single quartet. Westminster Presbyterian, 12th and Nicollet; Plymouth Congregational, 8th and Nicollet; Church of the Redeemer, (Universalist) 8th St. and 2nd Av. S.; St. Mark's Episcopal, 6th St., between Hennepin and Nicollet, and the First Congregational, 8th Av. S. E. and 5th St., have fine quartets. The finest organs are in the Plymouth, First Baptist, (10th St. and Harmon Place), Church of the Redeemer, Westminster, and the First Congregational churches. Chorus choirs are found in most of the other churches. Gethsemane Episcopal church, 9th St. and 4th Av. S., maintains a surpliced choir of boys and

men. Elaborate music is rendered in the principal churches at the Christmas season and on Easter Sunday.

Church of the Redeemer.—One of the most prominent churches in Minneapolis and the Northwest is the First Universalist, or as it is better known, the Church of the Redeemer. Its building stands at the corner of 2nd Av. S. and 8th St. The First Universalist society was organized in 1859 and worshipped for awhile in public halls after which, in 1866, it completed a church building at 4th Av. S. and 5th St. Ten years later a new stone church was dedicated on the present site and given its present name. It cost about \$90,000. In January, 1888, this building was burned and the present structure is an enlargement and reconstruction of the available part of the ruins. It was completed as it now stands and dedicated on Sunday, November 24, 1889. The church is built of blue limestone in gothic style. The interior is even more handsome than the outside. The general effect is of subdued colors, softened by mellow light from the stained windows. The woodwork is all of solid black walnut. The timber work of the roof is left exposed, dividing the ceiling into panels and producing an imposing effect. There are galleries at the front and the rear but none on the side of the church where two exceedingly beautiful transept windows are the chief ornaments. The various panels of these windows are memorials placed there by members of the church. All the panels were executed by New York stained glass companies and are claimed to be as fine as anything of the kind in the country. For windows alone about \$20,000 was expended. The

church is fitted with a three-manual organ costing \$11,000 and a tuneful chime of bells which is played before each service on Sunday. The membership includes an exceptionally large proportion of wealthy and prominent citizens of Minneapolis. Rev. M. D. Shutter, D. D., is pastor.

City Hall.—(See "Court House and City Hall.")

City Library. (See "Public Library.")

City Missions.—Mission rooms for the holding of "Gospel Services" are maintained by several churches along Washington Av. and in churchless localities elsewhere in the city. The audiences are generally rough and illiterate but attentive to the services. (See "Union City Mission.")

City Officials.—A roster of the city officials for the years 1902 and 1903 follows:

Mayor, David P. Jones; comptroller, Dan C. Brown; treasurer, C. S. Hulbert; president city council, A. E. Merrill; clerk, L. A. Lydiard; attorney, Frank Healy; superintendent of police, Jas. G. Doyle; chief of fire department, J. R. Canterbury; engineer, Andrew Rinker; assessor, C. J. Minor; commissioner of health, Dr. P. M. Hall; city physician, Geo. E. Ricker, M. D.; superintendent of the poor, W. P. Barton; building inspector, Jas. G. Houghton; inspector of meats and provisions, Wyman Costigan; registrar of water works department, H. B. Gray; supervisor of water works, J. H. McConnell; inspector of gas, W. H. Roberts; sealer of weights and measures, Frank T. Gaylord.

City Council.—President, A. E. Merrill; aldermen, 1st ward, M. A. Gerber, John Ryan; 2nd ward, E. C. Chatfield, W. E. Satterlee; 3rd ward, W. F. Nye, Claus Mumm; 4th ward, A. E. Merrill, Perry Starkweather; 5th ward, Wendell Hertig,

Charles B. Holmes; 6th ward, Lars M. Rand, Nels Nelson; 7th ward, A. C. Vaughan, Harry McLaskey; 8th ward, E. W. Clark, Platt B. Walker Jr.; 9th ward, Peter McCoy, F. H. Castner; 10th ward, J. H. Duryea, Aug. J. Anquist; 11th ward, G. A. Westphal, Wm. M. Peterson; 12th ward, Dennis C. Bow, W. W. Ehle; 13th ward, J. H. Van Nest, F. L. Schoonmaker.

Park Commissioners.—President, Fred L. Smith; vice president, Jesse E. Northrup; secretary, J. Arthur Ridgway; treasurer, C. S. Hulbert, ex officio; attorney, Chelsea J. Rockwood; superintendent, William M. Berry; Frank H. Nutter, engineer; William W. Folwell, Chas. M. Loring, E. H. Moulton, J. S. Bradstreet, P. D. Boutell, Daniel W. Jones, Jesse E. Northrup, Fred L. Smith, J. W. Allan, W. F. Decker, Chas. O. Johnson, E. J. Phelps.

Ex-officio members, David P. Jones, Mayor, John H. Van Nest, chairman council committee on roads and bridges, Platt B. Walker Jr., chairman council committee on public grounds and buildings.

Office of board in the city hall. Office of superintendent in Loring Park.

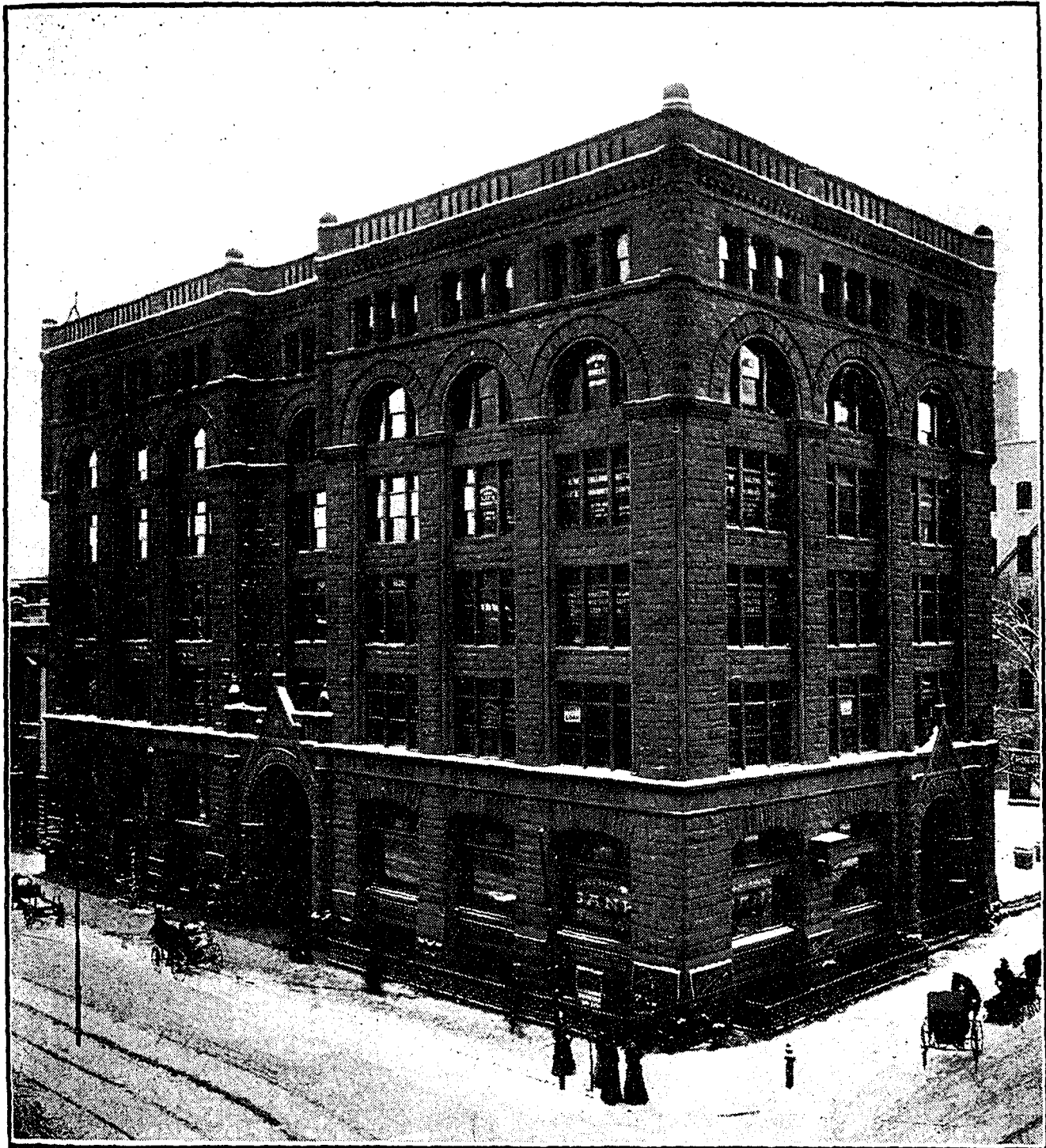
Board of Education.—President, Robert Pratt; secretary, W. K. Hicks; treasurer, C. S. Hulbert; clerk, H. W. Marchbank; foreman of buildings, W. H. Adams.

Supt. of schools, Chas. M. Jordan; members, Thomas F. Quinby, M. D., W. K. Hicks, Robert Pratt, John A. Schlener, Fred B. Chute, Clifford A. Thompson, C. J. Bintliff.

Office of the board and superintendent of schools at the new city hall.

Library Directors.—President, T. B. Walker; secretary, Lettie M. Crafts. Members, Samuel C. Gale, Jacob Stone, Frank H. Carlton, Lettie M. Crafts, T. B. Walker, Frederick B. Wells. Ex-officio, David P. Jones, mayor, Robert Pratt, president of the board of education; Cyrus Northrop, president of University of Minnesota.

(See "Government," "Public Schools," etc.)



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DAVID P. JONES,
President.

WALLACE H. DAVIS,
Vice-Pres. & Counsel.

WALLACE C. MCWHINNY,
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INCORPORATED 1900

FIRST MORTGAGE LOANS, REAL ESTATE, RENTALS AND INSURANCE

Money to loan, 4½ to 6 per cent. Terms to suit special requirements. Partial payments accepted. We make loans from \$100 upwards. We make a specialty of managing property for resident and non-resident owners.

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T. C. 1840

NATIONAL BANK OF COMMERCE

MINNEAPOLIS, MINN.

Capital,	-	-	\$1,000,000
Surplus,	-	-	\$300,000

S. A. HARRIS,	-	-	-	-	<i>President</i>
F. E. KENASTON,	-	-	-	-	<i>V.-Pres.</i>
A. A. CRANE,	-	-	-	-	<i>Cashier</i>
W. S. HARRIS,	-	-	-	-	<i>Asst. Cashier</i>
G. E. WILLIAMSON,	-	-	-	-	<i>Asst. Cashier</i>

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Your
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Clearing House.—The office of the Minneapolis Clearing House association is in the Metropolitan Life Bldg., formerly the Guaranty Bldg. on 3d St. and 2d Av. S. Its functions are, as is ordinarily the case, simply the daily adjustment of the accounts between the various city banks, but its reports are an incontestible indication of the volume of business. Following are the clearings for 1885, 1890, 1895 and the years since:

1885	\$125,477,478
1890	303,913,022
1895	372,895,344
1896	392,965,673
1897	414,597,614
1898	460,222,572
1899	539,705,249
1900	579,994,076
1901	626,020,457
1902	720,752,331
1903	741,049,348
1904	843,230,773

In total volume of clearings Minneapolis outranks a number of places of much larger population, such as Buffalo, Milwaukee and Cleveland. (See "Banks.")

Climate.—The city and state enjoy a generally dry atmosphere in the winters, which are usually uniformly cold. The thousands of lakes being then frozen and the remoteness of other large bodies of water, precludes the possibility of extended periods of moist winds. For this reason the snow fall is very light. In spring, summer and fall there are usually copious rains, but nothing approximating the wet seasons of the Pacific coast. The average temperature of the winter months is 44.60 degrees; of the summer 70.50 degrees. The snow lies on the ground without melting during three winters out of four, disappearing early in March; and in this month farmers usually sow their wheat. Spring is

about as forward as in central New York. The autumns are long and delightful, it frequently happening that there is no snow or settled cold weather till the middle of December. As a whole the climate is undeniably salubrious and healthful and especially beneficial to those afflicted with diseases of the lungs. Many of the hearty, hale, successful business men of Minneapolis originally came here with little prospect of more than a short term of life.

Clubs.—The Minneapolis and the Commercial Clubs are the leading mens clubs of the city. (See under respective headings.) Of women's clubs there are several hundred in the city. (See "Woman's Organizations.") In the various professions and lines of business, sports, society, etc., there are clubs without number. To enumerate them all is quite beyond the capacity of this work, but the leading organizations are mentioned below. Most of them are referred to at more length under their respective names.

Apollo Club, Lyceum Theatre building.

Automobile Club, office of secretary, 1215 Metropolitan Life Bldg., formerly the Guaranty building.

Bryn Mawr Golf Club, Bryn Mawr Golf.

Calhoun Yacht Club, Lake Calhoun.

Commercial Club, Andrus Building. Mens. Commercial and social.

Hennepin County Medical Society, 1028 Andrus building.

Ladies Thursday Musicales, Metropolitan Music Co. Bldg., 41-43 S. 6th St. Musical.

Lafayette Club, Lake Minnetonka. Social.

Long Meadow Gun Club, Long Meadow on Minnesota river.

Minneapolis Club, 1st Av. S. and 6th St. Mens. Social.

Minikahda Club, west shore Lake Calhoun. Social and athletic.

Minnetonka Club, Lake Minnetonka.

Odin Club, Evanston building, 6th St. and 2nd Av. S. Scandinavian. Social.

Philharmonic Club, 41-43 S. 6th St. Musical.

Phoenix Club. Jewish. Social.

Roosevelt Club, Hennepin and 7th. Town and Country Club, east end Lake St. bridge, over Mississippi river. Social.

Whist and Chess Club, 335 Andrus building.

(See "Woman's Organizations," and "Musical Societies.")

Coal. (See "Fuel.")

Colleges.—In addition to the various colleges or the University of Minnesota (see "University") there are several educational institutions in the vicinity of Minneapolis which are doing college work. All are denominational in management. The leading institutions of this order are:

Augsburg Seminary.—21st Av. S. and 7th St.

Carleton College.—Situated at Northfield, about 40 miles from Minneapolis. Congregational.

Hamline University.—At Hamline, midway between the two cities. Methodist.

Macalester College.—At Macalester, a suburb between Minneapolis and St. Paul. Presbyterian.

(See "Private Schools.")

Commerce.—With the rapid development of her tributary country, the commerce of Minneapolis has made remarkable advances. The city is the natural market for the products of three states; she has abundant facilities for manufacturing; with St. Paul she is the natural distributing center for an enormous area. Given these conditions and a due amount of business enterprise and energy and the present extent of her commerce was the natural result. Ten great railroad systems center here. (See "Railroads.") The Mississippi river brings to the city millions of feet of pine logs annually

from the forests of the north and with a comparatively small outlay for improvements will shortly be open for steamboats from the Falls of St. Anthony to the Gulf. During seven months of the year the great lakes are an important factor in the commerce of the city. The low rates of this water line serve to prevent excessive charges on all rail routes from the east. The opening of the Minneapolis, St. Paul & Sault Ste Marie railroad was another safeguard against combinations of an unfavorable character. This route, locally known as the "Soo," forms, in connection with the Canadian Pacific, a short line to tide water at Montreal and a direct route to Portland and Boston. Its efficiency as a safety valve in railroad problems, always complicated by the jealous influence of Chicago, is obvious. The principal articles received in Minneapolis are wheat and other grains, general merchandise, coal, building stone and machinery; the larger items of shipment are flour, lumber, machinery and general merchandise. The aggregate amount of receipts and shipments for last year of the leading articles of commerce will serve to convey an idea of the magnitude of the commercial transactions of Minneapolis.

	Receipts.	Shipments.
Wheat, bu..	86,935,980	18,177,340
Flour, bbls..	352,093	14,129,785
Mdse., lbs..	437,687,369	747,466,469
Mach., lbs..	118,264,143	117,023,760
Lumber, ft.	148,048,000	350,816,000
Live stk., hd.	23,600	22,450
Sunds., lbs..	690,480,000	345,570,000
Fruit, lbs...	114,239,018	54,290,688
Coal, tons..	698,261	13,636
Lin. oil, lbs.	1,290,666	64,708,309
Oil cake, lbs.	306,750	91,062,574
Car lots....	289,301	255,238

(See "Grain Trade," "Jobbing Trade," "Manufactures," "Elevators," etc.)

Commercial Club.—The Commercial Club of Minneapolis is an organization of business and professional men having as its object "the social and literary culture of its members and the promotion of the welfare of the city of Minneapolis." The first of these purposes is attained through the maintenance of well appointed club rooms and all the concomitants of a first-class club. And it is believed that the second purpose—the promotion of the welfare of Minneapolis—is to be best realized through the success of the first; in other words that a strong club of active loyal men who know each other well and can work together for any purpose is one of the best possible factors in the prosperity of the city. It is the aim of the club to maintain a strong and successful organization, keeping its rooms and appointments up to a high standard, and to take such part in public affairs as may seem desirable, using its influence in a conservative but, when necessary, powerful way.

The club is managed by a board of twenty directors, a house committee and the usual officers, while public matters are considered by a committee on public affairs. The club was organized in 1893 and reorganized in 1899. It now has 1,100 resident members, about 175 non-resident and a very large waiting list, and is in a very flourishing condition. The annual dues are \$25 and the initiation fee \$50. Any man of good standing is eligible but must be proposed by two members of the club and the proposal duly considered by the proper committee.

Early in 1900 the Commercial Club occupied new rooms on the ninth floor of the Andrus Bldg., at 5th and Nicollet. In its new home the club has every club convenience

and necessity — parlors, dining rooms, kitchen, billiard rooms, card rooms, an assembly hall, reading and smoking rooms, chess rooms, ladies parlors and private dining rooms, lavatories—in fact everything incident to the comfort and convenience of members.

The officers of the club for the current year are:

President, Fred R. Salisbury; first vice president, T. W. Stevenson; second vice president, Henry Deutsch; treasurer, F. E. Holton; secretary, E. J. Westlake. Directors: Fred R. Salisbury, A. W. Armatage, W. F. Bechtel, H. S. Gregg, E. J. Couper, Conway MacMillan, L. C. Rains, T. W. Stevenson, F. M. Barnard, C. W. Gardner, Walter Gregory, W. A. Kerr, B. F. Nelson, J. H. Riheldaffer, Henry Deutsch, F. E. Barney, James Gray, F. E. Holton, John Leslie, A. C. Paul.

The Committee on Public Affairs is composed of B. F. Nelson, chairman; W. S. Dwinnell, vice chairman; E. J. Phelps, treasurer; W. G. Nye, secretary; B. F. Nelson, E. G. Potter, George H. Elwell, C. A. Smith, Walter S. Harris, Wm. P. Roberts, W. S. Dwinnell, J. D. Shearer, John Leslie, F. E. Barney, Conway MacMillan, Dr. C. A. McCollom, Asa Paine, W. A. Durst, F. W. Lyman, Thomas Voegeli, Charles M. Loring, L. P. Chute, George V. B. Hill, H. R. Yerxa, A. C. Danenbaum. The committee employs its own secretary and its finances are entirely separate from those of the club proper. An office is maintained at 533 Andrus building.

Commission Merchants.—The produce commission merchants are mostly in the vicinity of 6th St. and 2nd Av. N. Grain commission men are nearly all to be found in the Chamber of Commerce Bldg. or the Corn or Flour Exchanges, opposite.

Comptroller. (See "Government" and "Finances.")

Concerts.—In the development of musical taste Minneapolis has made quite as rapid progress as in more material matters. This development has been accelerated by the infusion within a few years of a large cultivated class which has joined with similar elements already resident here, in encouraging the best in musical art. During the autumn, winter and spring concerts are given by the Minneapolis Symphony orchestra and by Danz' orchestra. The faculty and pupils of the Northwestern Conservatory of Music and the Johnson School of Music give numerous recitals. The Ladies' Thursday Musicales is most efficient in promoting concerts of the highest class and the work of the Apollo club, Philharmonic club, and other choral and instrumental organizations has added much to the sum of musical enjoyment each season. Piano and vocal concerts by other local musicians are announced from time to time. (See "Musical Societies.")

Conduits. (See "Electric Conduits.")

Congregational Churches. — During its forty years of existence in Minneapolis, Congregationalism has obtained a strong foothold. It is now one of the largest and strongest of the Protestant denominations. The following includes both churches and missions:

- Bethany.—Taylor St. and 26th St. N. E.
- Ethel Mission.—1416 S. 2nd St.
- Como Avenue.—Cor. 14th Av. S. E. and Como Av.
- Drummond Hall.—Cor. 13th Av. N. E. and 2nd St.
- Fifth Avenue.—Cor. 5th Ave. S.

and 32nd St.

First.—8th Ave. S. E. and 5th St.
First Scandinavian.—16th Av. and Lake St. S.

Forest Heights.—N. James and Iliion Aves .

Fremont Avenue.—Fremont Av. N. and 32d Av. N.

Linden Hills.—Linden Hills, near Lake Harriet.

Lowry Hill.—Cor. Dupont and Franklin Aves.

Lyndale.—Cor. Aldrich Av. and W. Lake St.

Mizpah.—Hopkins.

Oak Park.—Cor. James and 6th Av. N.

Open Door.—Cor. 13th Av. N. E. and Jefferson St.

Park Avenue.—Cor. Park and E. Franklin Aves.

Robbinsdale.—Robbinsdale.

Pilgrim.—Cor. 14th Av. N. and N. Lyndale Av.

Plymouth.—Cor. 8th St. and Nicollet Av.

Temple (Swedish).—Cor. 10th Av. S. and 7th St.

Thirty-eighth St.—38th St. and 3d Av. S.

Union—St. Louis Park.

Vine.—Lake St. near 21st Av. S.

Congregational Club, The Minnesota.—As its name suggests the Congregational Club is an organization of gentlemen connected with the Congregational churches of the state, though chiefly from Minneapolis and St. Paul. Monthly meetings, at which ladies are present, are held, from September till May, alternating between the two cities. A supper precedes the evening's discussion of some timely topic. The membership is limited to 250 and Rev. Walter A. Snow, Peoples Church, St. Paul, is secretary. The annual meeting occurs in May.

Conservatories of Music.—The Northwestern Conservatory of Music, established in 1885, is one of the most successful institutions of its class, several hundred students being

enrolled annually. In addition to instruction upon all musical instruments, voice, elocution, etc., the conservatory offers special advantages, such as lectures, recitals and concerts. The conservatory occupies rooms in the Dayton building, corner 7th St. and Nicollet. There are four terms beginning about September 1, November 15, February 1, April 15, and a summer session on June 15.

The Johnson School of Music, Oratory and Dramatic Art occupies a new building erected especially for its use at 42-44 S. 8th St. It has a large student body and is open throughout the entire year. Gustavus Johnson, the founder of the school, is its director. Frequent concerts are given by students and faculty in the "Johnson Music Hall" which is a part of the building.

Conventions.—Minneapolis has entertained with success many great national gatherings, notably the Christian Endeavor convention of 1891, the National republican convention of 1892, the G. A. R. national encampment, the National Education Association of 1902, and a number of the largest denominational conventions. The city is amply supplied with halls, hotels and transportation facilities and its hospitalities are proverbial. (See "Hotels.")

Cooperage.—An annual output of about fifteen millions of barrels of flour calls for the manufacture of an immense number of barrels, notwithstanding the fact that much of the flour is packed in bags. The demand for cooperage is supplied by about half a dozen shops, most of them conducted on the co-operative plan. (See "Co-operation.") About 400 men find employment in this business. The

shops are mostly to be found in south Minneapolis near the railroad tracks, and within easy hauling distance of the mills.

Co-operation.—Co-operation commenced in Minneapolis in 1874 with the organization of the "Co-operative Barrel Manufacturing Company." The tremendous development of the flour milling industry afforded a market for an ever increasing number of barrels and certain journeymen coopers saw an opportunity for bettering their condition by applying the principles of co-operation. The scheme was entirely successful. As a consequence some eight or ten co-operative shops have since been organized, at least half a dozen being still in existence. The general principle of organization is equal shareholding in the capital stock and apportionment of profits in proportion to work done. Initial payments on stock and weekly assessments thereafter accumulated the capital. The system has prospered phenomenally. Through periods of business activity, the coopers (having disposed of "bosses" and middlemen) accumulated profits rapidly and were enabled to secure some real estate and commodious shops fitted with proper machinery. In hard times they have been able to earn fair wages when the unorganized journeymen were out of work. The co-operative shops have net assets aggregating approximately \$150,000, while many of the members have secured homes of their own.

Corn Exchange.—An office building on 3rd St. and 4th Av. S., directly opposite the Chamber of Commerce, and chiefly occupied by commission firms. It is seven stories high and of red pressed brick.

Council. (See "Government" and City Officials.")

County Commissioners.—Meet at the court house on the first Monday in each month at 10 a. m.

County Officers.—All county offices are in the court house. The incumbents whose terms expire Jan. 1, 1905, are as follows:

Auditor, Hugh R. Scott.
 Treasurer, Chas. W. Johnson.
 Attorney, Al. J. Smith.
 Judge of Probate, F. C. Harvey.
 Sheriff, J. W. Dreger.
 Register of Deeds, George C. Merrill.
 Clerk of District Court, A. E. Allen.
 Superintendent of Schools, D. C. MacKenzie.
 Surveyor, George W. Cooley.
 Coroner, J. M. Kistler.
 Commissioners, S. D. Hamilton, John B. Johnson, A. J. Smith, Frank W. Cook, Peter Weingart.

Court House and City Hall.—The public business of Hennepin county and the city of Minneapolis has been concentrated in one building known as the Court House and City Hall. This structure occupies the entire block bounded by 3rd and 4th Aves. S. and 4th and 5th Sts. It is 300 feet square, surrounds an open court 130 feet square, is five stories in height and is surmounted by a tower which rises to the height of 400 feet above the pavement, measuring to the tip of the flagstaff. This tower is 50 feet square and like the rest of the building is constructed of red Ortonville granite. At the apex of the tower roof is an observatory which is 335 feet above the street and which offers the best view point in the city. It may be reached by a long climb up hundreds of stairs. Permits should be secured from the custodian of the building. A hun-

dred feet below the observatory is the clock which is 231 feet above the street. Its four dials are 23 feet and four inches in diameter and were when built, the largest in the world.

The court house is finished in simple but handsome style. Quarter sawed oak is used throughout the offices and court rooms and in the hallways there is marble wainscoting and tiled and mosaic floors. The building is thoroughly fireproof; in the construction of the interior only steel and iron, brick and hollow tile are used.

In the county half of the building, which is on the 4th Av. side are the offices of the sheriff, county treasurer, auditor, clerk, county commissioners and the various officers connected with the courts—district and probate. The municipal court is also quartered in this part of the building.

In the city side of the building are the offices of the mayor, city clerk, city comptroller, superintendent of the poor, chief of police, city engineer, the water works, the council chamber, committee rooms, city assessor's office, the offices of the building inspector, health officer, the park board, school board and superintendent of schools.

The entire building when finished will cost about \$3,000,000. Long & Kees were the architects.

(See "District Court," "Probate Court," "County Officers," "City Hall," etc.)

Courts. (See "District," "Municipal" and "Probate.")

Crystal Lake Township.—Adjoining the city on the northwest. Takes its name from a pretty lake near the city limits.

Customs.—The office of the Deputy Collector of Customs is in the Federal building at 1st Av. S. and 3rd St. Receipts in 1904 were \$425,272.68.

Cycle Paths. (See "Bicycling.")

Debt. (See "Finances.")

Dentistry, College of. (See "University.")

Department Stores.—The leading department stores are Wm. Donaldson & Co., Nicollet and 6th St.; Minneapolis Dry Goods Co., 501 Nicollet Av.; New Store, Nicollet Av. and 7th St.; Powers Mercantile Co., 1st Av. S. and 5th St. and 421-423 Nicollet Av., Dayton Dry Goods Co., Nicollet Av. and 7th St.

Depots. (See "Railway Stations" and "Freight Depots.")

Design, School of.
neapolis Society of Fine Arts.")

Dime Museum.—The Dime Museum, at the corner of Washington Av. and 1st Av. S., contains the usual assortment of curiosities, specimens and "freaks," and provides in addition, theatrical productions of a light order.

Dispensaries. (See "Hospitals and Dispensaries.")

Distances in Minneapolis and Vicinity.—The city is one of "magnificent distances." It is ten miles long by six miles broad, and its population is pretty thoroughly distributed over its 54 square miles. Following are the distances from the intersection of Washington and Hennepin Aves. to various points about the city:

To Public Library, 8 blocks; to Central Park, 1 mile; to Exposition, $\frac{3}{4}$ mile; to Court House, $\frac{1}{2}$ mile; to milling district, 2-3 mile; to University, 2 miles; to Cedar Av. and Washington, $1\frac{1}{4}$ miles; to Grant St. and Nicollet Av., 1 mile; to Plymouth Av. and N. Washington Av., 1 mile; to 20th Av. N. and Washington, $1\frac{1}{2}$ miles; to Franklin Av. and Hennepin, $1\frac{3}{4}$ miles; to Franklin and Nicollet, $1\frac{1}{2}$ miles; to Franklin and 16th Av. S., 2 miles; to Lake St. and Hennepin 3 miles; to Lake St. and Nicollet Av., $2\frac{1}{2}$ miles; to Lake St. and Bloomington Av., 3 miles; to Lake Calhoun, $3\frac{1}{2}$ miles; to Lake Harriet $4\frac{1}{2}$ miles; to Lakewood Cemetery, $3\frac{1}{2}$ miles; to Washburn Park, 5 miles; to Minnehaha Falls and Park, 6 miles; to Fort Snelling, $7\frac{1}{2}$ miles; to New Boston, $2\frac{1}{2}$ miles; to Stock Yards, 7 miles; to St. Paul, 10 miles; to Lake Minnetonka, (via railroad) at Wayzata, 14 miles, at Excelsior 18 miles, at Minnetonka Beach, 20 miles.

In estimating distances, count 13 ordinary blocks to the mile. South of 24th St. the blocks from north to south are much longer, running just 8 to the mile. Thus from 24th to 32nd Sts. is just a mile.

Distances to Other Cities.—Following are the distances by rail from Minneapolis to the principal cities of the United States and Canada, and the larger towns and resorts in the Northwest:

	Miles.
Aberdeen, S. D.....	288
Albany, N. Y.....	1,254
Albert Lea, Minn.....	108
Ashland, Wis.....	194
Atlanta, Ga.....	1,213
Baltimore, Md.....	1,273
Bismarck, N. D.....	460
Boston, Mass.....	1,456
Brainerd, Minn.....	127
Buffalo, N. Y.....	956

Butte City, Mont.....	1,247	St. Paul, Minn.....	10
Chattanooga, Tenn.....	1,061	St. Peter, Minn.....	64
Chicago, Ill.....	420	Stillwater, Minn.....	30
Chippewa Falls, Wis.....	114	Syracuse, N. Y.....	1,120
Cincinnati, Ohio.....	726	Tacoma, Wash.....	1,930
Cleveland, Ohio.....	777	Toronto, Can.....	1,000
Crookston, Minn.....	287	Tower, Minn.....	246
Denver, Col.....	928	Washington, D. C.....	1,233
Des Moines, Iowa.....	298	Watertown, S. D.....	222
Detroit, Mich.....	705	Waukesha, Wis.....	374
Detroit, Minn.....	219	White Bear, Minn.....	15
Dubuque, Iowa.....	258	Winnepeg, Manitoba.....	443
Duluth, Minn.....	150	Winona, Minn.....	113
Eau Claire, Wis.....	98	Yankton, S. D.....	300
Fargo, N. D.....	231		
Faribault, Minn.....	56		
Fergus Falls, Minn.....	175		
Gladstone, Mich.....	343		
Grand Forks, N. D.....	309		
Glenwood, Minn.....	120		
Great Falls, Mont.....	1,062		
Helena, Mont.....	1,144		
Indianapolis, Ind.....	603		
Jacksonville, Fla.....	1,565		
Kansas City, Mo.....	552		
La Crosse, Wis.....	141		
Larimore, N. D.....	333		
Lincoln, Neb.....	452		
Livingston, Mont.....	1,021		
Louisville, Ky.....	743		
Mackinac, Mich.....	476		
Madison, Wis.....	281		
Mankato, Minn.....	75		
Milwaukee, Wis.....	335		
Minnetonka—			
Excelsior	18		
Wayzata	14		
Montreal, Can.....	1,120		
Nashville, Tenn.....	928		
New Orleans, La.....	1,335		
New York	1,332		
Northfield, Minn.....	42		
Ogden, Utah.....	1,391		
Omaha, Neb.....	359		
Oshkosh, Wis.....	298		
Philadelphia, Pa.....	1,242		
Pierre, S. D.....	414		
Pittsburg, Pa.....	888		
Portland, Oregon.....	1,902		
Quebec, Can.....	1,368		
Red Wing, Minn.....	51		
Rochester, Minn.....	100		
Rochester, N. Y.....	1,026		
Salt Lake City, Utah.....	1,428		
San Francisco, Cal.....	2,224		
Sauk Center, Minn.....	106		
Sault Ste Marie, Mich.....	494		
Seattle, Washington.....	1,971		
Sioux City, Iowa.....	259		
Sioux Falls, S. D.....	230		
Spokane Falls, Wash.....	1,526		
St. Cloud, Minn.....	64		
St. Joseph, Mo.....	484		
St. Louis, Mo.....	581		

District Court. — The district court for Hennepin county is a court of record of original and general jurisdiction. There are six judges and each judge is elected for the term of six years. Each judge sits as a separate court, and each judge has full and equal powers, except when two sit together when, if there is a difference of opinion, the opinion of the senior judge controls. Once a month all the judges sit together to hear certain kinds of cases. But all process is attested in the name of the senior judge—the one longest on the bench. The actual territorial jurisdiction of the court is the 4th Judicial District of the state which consists of the county; but the statutes give the right to serve summons and to have certain jurisdictional powers throughout the state. Four terms are held commencing on the first Monday after the first day in January; the first Monday in April; the second Monday in September, and the first Monday in November. Appeals are taken from the district court directly to the supreme court—the court of final resort. The present incumbents of the District bench are in order of seniority: Judges Charles E. Elliott, David F. Simpson, Frank C. Brooks, John Day Smith, Andrew Holt, H. D. Dickenson. (See "Court House.")



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District Telegraph. (See "Messenger Service.")

Dogs.—There are about 6,500 dogs in Minneapolis—that is, there are about that many which have been regularly licensed to exist under the city ordinances. Owners of valuable or pet dogs should see that the license fees are paid each year and the tags kept attached to the animals by a collar (and replaced if lost) or otherwise they are liable to seizure and execution by the "dog catcher." Maintaining a vicious dog is punishable by fine.

Drainage. (See "Topography" and "Sewers.")

Drives.—A more lovely vicinity for driving could hardly be imagined. The streets of the city are broad and smooth and abound in beautiful shade trees and handsome houses and grounds. Leaving the more thickly settled portion of the city, one can follow the parkway system for miles about the shores of charming lakes or picturesque water courses. Still further out—beyond the city limits—is a magnificently rolling farming country, dotted with blue lakes and interspersed with natural forest. For miles around the city the roads are uniformly good. The sandy character of the soil prevents their ever becoming seriously muddy. There are no toll roads or toll bridges. The vicinity is a paradise for those who enjoy driving. It is scarcely a wonder that the number of private equipages, fine horses and automobiles in Minneapolis is very large in proportion to the population.

Strangers can secure hacks or carriages with careful drivers by applying at their hotel offices or at any of the public hack stands or central

livery stables. (See "Horses and Carriages," "Livery," "Hack Fares," etc.) Automobiles may also be hired with competent chaffeurs in charge. The Minneapolis Journal auto cars make several trips each day giving visitors excellent excursions about the city.

The following drives are suggested for the use of both strangers and residents. Some of the latter could not better spend a few hours occasionally than in improving their knowledge of the suburban beauties of the city. It is assumed in the following drives that the stranger is starting from one of the leading hotels in the central part of town. Residents will know how to make proper allowance for different starting points.

A Rapid View of the City.—Up Hennepin Av. to 10th St., passing West Hotel, Masonic Temple, and Lyceum Theatre; on 10th St. to Harmon Place, passing the Public Library and First Baptist Church; on Harmon Place past Central Park and Judge M. B. Koon's residence to Oak Grove St. and Hennepin Av. in sight of Thomas Lowry's residence; through Oak Grove to Vine Place; on Vine Place to Franklin Av.; on Franklin to Stevens; on Stevens to 24th, passing residences of Sen. W. D. Washburn and the late Chas. A. Pillsbury; on 24th St. to Park Av.; on Park Av. to 10th St.; on 10th to Nicollet; on Nicollet to 3rd St. and thence to hotel. This drive, allowing a pause at points of interest, will occupy about an hour. Forty minutes more will admit of a visit to the State University, via the steel arch bridge and S. E. 5th St. and returning via University Av. and the 10th Av. S. bridge, obtaining a

view of St. Anthony Falls, the stone arch railroad bridge and the milling district. Strangers should not fail to take at least this much time to see the city. This and the succeeding drives may, of course, be extended indefinitely by side excursions or stops for the examination of interesting buildings or places.

A Fairly Comprehensive View.—Up Hennepin Av. to 10th, and via Harmon Place to Loring Park, as in short drive; west from Loring Park over Kenwood Parkway to Lake of the Isles; around north and east sides of lake to 27th St.; on 27th to Hennepin Av.; on Hennepin Av. to Clifton Place; through Clifton Place and Clifton Av. to Vine Place; on Vine Place to Franklin; on Franklin to Stevens Av.; on Stevens to 24th St.; on 24th St. to 3rd Av. S.; on 3rd Av. S. to 17th St.; on 17th St. to Portland Av.; on Portland to 27th St.; on 27th to Park Av.; on Park Av. to 10th St., and thence following the route of the first drive, including the University and milling district. This will occupy about three hours, and will give a stranger, who has little time at his disposal, a fairly good idea of Minneapolis.

The best way to see the city is to plan at least five or six drives of a couple of hours each. In this way the sights may be better enjoyed and there is no danger of any one proving wearisome. The following outlines may prove useful:

The Business Center.—Hennepin Av. to 7th St.; 7th to Nicollet Av.; on Nicollet to 2nd St.; on 2nd St. to 3rd Av. N.; on 3rd Av. to 3rd St.; on 3rd St. to 6th Av. S.; on 6th to flour milling district; after viewing the canal and mills, on 1st St. to 3rd Av. S.; on 3rd Av. to 2nd St.; on 2nd to Nicollet; across steel arch bridge and

Nicollet Island to Main St.; on Main to 5th Av. N. E., past saw mills; returning on Main to 6th Av. S. E., past Pillsbury "A" mill; across 10th Av. bridge to Washington Av.; on Washington to Hennepin. This drive taken slowly will occupy from an hour and a half to two hours. An inside view of Pillsbury "A" flour mill and a big saw mill are pleasant additions, and as much time as desired can be spent in this way.

To See Residences.—Hennepin Av. to 7th St.; to 7th Av. S.; to 8th St.; to Mary Place; to 10th St.; to Park Av.; to 27th St.; to Portland Av.; to 14th St.; to 1st Av. S.; to 17th St.; to 3rd Av. S.; to 24th St.; to Stevens Av.; to 22nd St.; to 2nd Av. S.; to 19th St.; to Ridgwood Av.; to Lyndale Av.; to Clifton Pl. and Clifton Av.; to Vine Place; to Oak Grove; to Hennepin Av.; to Harmon Pl.; to 13th St.; to Linden Av.; to 17th St.; to Laurel Av.; to Hennepin Av., thence to hotel or home. To cover this route will require two hours. It will give a tolerably accurate idea of the residence district of the west side. For the east side see east side drive below.

A Park and Boulevard Drive.—From Loring Park over Kenwood Parkway to Lake of the Isles, around the lake to south end and along Calhoun Boulevard past Lake Calhoun to Lake Harriet; around Lake Harriet and return by same route to Mt. Curve Av., and through Mt. Curve Av. over Lowry's Hill to Hennepin Av.; or, from Lake Calhoun Boulevard and 36th St. east to Hennepin, and thence to Loring Park and home. About two hours.

East Side Drive.—Across steel arch bridge to Nicollet Island; Island Av. around head of Island to Grove Pl.; through Grove Pl. and Eastman Av.;

across east channel to Central Av.; to Prince St.; to exposition building and 1st Av. S. E.; to 4th St.; to 7th Av. S. E.; to 5th St.; to 13th Av. S. E.; to University Av.; through University grounds; returning via University Av. to 6th Av. S. E. and 10th Av. S. bridge. About an hour. May be pleasantly extended to two hours by following drive along river bank from University to Bridal Veil Falls, and returning to and across Washington Av. bridge.

To Minnehaha Falls.—Via any main avenue,—Portland or Park the best—to Lake St.; to Minnehaha Av.; to falls. Returning same route. About two hours. A slightly shorter out not so pleasant route is south on 4th St. to Cedar Av.; to Minnehaha Av. at 8th and Cedar, and thence to falls. A longer route but more pleasant than either of the others is via Kenwood Parkway to Lake of the Isles, Calhoun and Harriet, leaving Lake Harriet at the southeast side and following Minnehaha Parkway along the banks of Minnehaha creek to the falls.

To Fort Snelling.—Same as to Minnehaha about 1½ miles beyond the falls. May be varied by returning on east side of river to Lake St. bridge and thence west to any leading avenue.

A Country Drive.—South on Portland Av. to Diamond Lake (about 5 miles) west 1 mile to Lyndale Av.; north across Minnehaha Creek to 3rd Av. S., past Washburn Home and Park to city. About 1½ hours.

Three Hour Country Drive.—South on Portland Av. to cross road 1½ miles south of Diamond Lake; west 3 miles past Wood Lake; north 2 miles; west ½ mile to Edina mills;

north and east over choice of roads to Lake Calhoun and city.

To Minnetonka.—West from north end Lake Calhoun through Hopkins to Excelsior. About 20 miles. Will require a good part of a day and a good team.

The above are a very few of the delightful drives about the city and are only intended for the use of those unacquainted with the "lay of the land." They may be varied indefinitely and the frequent traveler of the streets and roads will discover new and interesting routes. Until one is acquainted with the outlying country a pocket map will be found useful. (See "Seeing the City," "Automobiles," "Bicycling" and "Excursions.")

Dry Goods.—Nicollet Av. is the great shopping street and all the leading dry goods houses are to be found there. The larger and more prominent establishments are: Wm. Donaldson & Co., Cor. Nicollet Av. and 6th St.; Dayton Dry Goods Co., corner Nicollet and 7th St.; Minneapolis Dry Goods Co., 501 Nicollet Av.; Powers Mercantile Co., 1st Av. S. and 5th St.; J. W. Thomas & Co., 500 Nicollet Av.; and The New Store, corner Nicollet and 7th St.

Eastern District, or East Side.—That part of the city lying east of the Mississippi river. It includes what was originally the town of St. Anthony and is commonly called "the East Side."

Education.—Minneapolis is peculiarly fortunate in possessing exceptional educational facilities. No western city of equal size and few eastern centers have better advant-

ages in this respect. The public school system of Minneapolis has worthily achieved a reputation as the equal of any in the country; its high schools are thorough and well equipped and the state university affords means for higher education in its numerous departments. Besides there are several very creditable private schools for different classes of educational work. All these institutions both public and private are sustained by a cordial public sympathy; the interest in the public school system is especially marked. Altogether Minneapolis is a very desirable place of residence for families having children to educate.

This subject is too comprehensive to admit of treatment under one head; the details of matters pertaining to education will be found under such headings as, "Public Schools," "University," "High School," "Private Schools," "Parochial Schools," "Art Schools," etc.

Election Precincts. (See "Political Divisions.")

Elections. — Municipal elections are held upon the same date as those of the state and county—the first Tuesday after the first Monday in November. Nearly all city officials are, under the present laws, to be elected for two years; their terms of office beginning on January 1st following the election. The elections are held every two years; the two terms just filling the period between presidential elections. The Australian or secret ballot system is in use under a state law. Under a new law the plan of direct nominating elections took the place of the old caucus and convention system in Hennepin county in 1900.

(See "Politics" and "Political Divisions.")

Electric Conduits.—After several years of agitation the work of putting under ground all electric wires in the center of the city, was commenced in 1888. This was in accordance with a municipal ordinance. There are now about 100 miles of conduit or subway.

Electric Lights.—The Minneapolis General Electric Company furnishes arc and incandescent lights as well as electric power to consumers and arc lamps for electric street lighting by contract with the city. This company has a main generating station at 3rd Av. S. E. and Main St. It is a building 150x166 feet, in which are located boilers, engines and water wheels, which operate the dynamos. This station has an output of 6,000 horse power when working at its maximum. A handsome new office building and battery storage plant has been completed on 5th St. between Nicollet and Hennepin Aves.

Electric Street Railways. (See "Street Railways.")

Elevators.—One thing which impresses the traveler arriving by nearly any of the railroads entering the city, is the number and the vast size of the grain elevators. To form a better idea of their number one must sweep the horizon from the lookout tower of the exposition or some of the high buildings. The elevators rise in every direction as sombre monuments to the commercial enterprise and supremacy of the Flour City. There are nearly two score of these great structures and their combined capacity is about thirty-seven million bushels or more than

one-third the receipts of wheat. Each year sees the number and capacity largely increased. They are usually built of wood faced with iron on the outside and the complicated machinery is operated by steam power. A visit and examination of their workings is very interesting. The largest is the St. Anthony No. 2 which has a capacity of 2,500,000 bushels. Besides those already mentioned there are a number of elevators connected with the flour mills which have a considerable storage capacity and in addition to the terminal storage room in the city are the systems of elevators and warehouses in the interior, covering all the territory from northern Wisconsin, northern Iowa and Nebraska to the Pacific coast in Oregon and Washington. These systems operate thousands of elevators, with a storage capacity of many millions of bushels. This, with the terminal elevators, gives an enormous storage capacity, controlled and operated by firms connected with and doing business on the floor of the Exchange room of the Chamber of Commerce of Minneapolis. (See "Grain Trade," "Flour and Flour Milling.")

Elks.—One of the finest lodge rooms in the country is that of the B. P. O. E. in the building at 6th and Hennepin, diagonally across from the Masonic Temple. The quarters are most sumptuous and worth inspection by any one interested in such matters.

Elliot Park.—A four acre lot between 9th and 10th Aves. S. and 8th and 14th Sts. Most of the land was the gift of Dr. Jacob S. Elliot. It contains a small lake and a handsome fountain. (See "Park System.")

Episcopal Churches.—Like most of the other leading denominations the Episcopal church in Minneapolis dates from about 1850. There are now fourteen churches and missions as follows:

All Saints.—Clinton Av. between E. 26th and 27th Sts.

Christ Church Mission.—Blaisdell Av. and 34th St.

Gethsemane.—Cor. 4th Av. S. and 9th St.

Grace.—Cor. 16th Av. S. and 24th St.

Holy Trinity.—Cor. 4th Av. S. E. and 4th St.

Messiah (Swedish).—Blaisdell Av. and 29th St.

St. Andrew's.—Cor. 18th and Girard Aves. N.

St. Ansgarius (Swedish).—5th St. and 19th Av. S.

St. Johannes (Scandinavian). — Newton and 5th Aves. N.

St. John Baptist.—Lake Harriet.

St. Mark's.—Sixth St. between Nicollet and Hennepin Aves.

St. Matthew's.—Cor. 25th Av. N. E. and Fillmore St.

St. Paul's.—Bryant Av. Cor. Franklin.

St. Thomas Mission.—5th Av. S. and 9th St.

Excelsior.—A village on the south shore of Lake Minnetonka and about 18 miles from Minneapolis. On the Minneapolis and St. Louis railroad. (See "Minnetonka.")

Excursions.—The number of excursions which may be made from Minneapolis is almost without limit. Few inland cities have so many attractions and agreeable resorts within easy reach. The city is surrounded by lakes; there are over 200 within a radius of twenty-five miles, and perhaps a score within the city limits. The environs are picturesque. Among the lakes, bluffs and falls the city park system has been entwined and the rapid development of the electrical street railway system has made nearly every part of this beautiful outlying region accessible.

For all sorts of short excursions in and about the city the electric cars offer the quickest and simplest means of transportation. They not only reach, the famed Minnehaha Falls, the chain of beautiful lakes along the southwestern border of the city, the university, fair grounds and interurban district, but now reach out beyond St. Paul and extend to White Bear Lake, and Stillwater on the eastern border of the state.

The season of 1905 will see the completion of lines to Fort Snelling and to Lake Minnetonka as well as the opening of a new and picturesque interurban line between Minneapolis and St. Paul via Lake St. and Marshall Av.

The number of pleasant excursions of from one hour to a day which may be made on the electric lines is almost without limit. A few are outlined below as suggestions. They may be varied—lengthened or shortened—to suit the convenience or pleasure of the excursionist. The time given is that from the business center and allows for a short stop-over at the objective point. If a longer stay is desired it should be taken into account when planning the trip. The fare is for the round trip.

1.—Lakes Calhoun and Harriet.—Como Interurban Harriet electric cars west bound, past Loring Park, Thomas Lowry's residence, Lowry Hill, Sunnyside, Lake Calhoun, Lakewood Cemetery to Lake Harriet pavilion. Time, one hour. Concerts at Lake Harriet every afternoon and evening during the summer. Fare, 10c.

2.—Minnehaha Falls.—Minnehaha electric car any point on 6th St. loop, via Minnehaha Av. to Park and Falls. Time, 1½ hours. This allows for a few minutes view of the Falls. It is worth ones while to take an extra hour for a ramble down the

charming glen below the Falls and a look at the Soldiers' Home buildings and the Mississippi river gorge. Fare 10c.

3.—Washburn Park. — Camden Place and Washburn Park line on Washington Av. or 1st Av. S. to Washburn Park at 51st St. The Washburn Home and grounds, the view from the hills, and the Minnehaha Parkway and Creek, crossed by a long viaduct, are attractions. Time, 1½ hours. Fare, 10c.

4.—Reservoir.—The highest ground in the vicinity of Minneapolis is the hill on which stands the reservoir, just outside the limits northeast of the city. Eighth and Central line going east on Hennepin Av., transferring to extension. From the end of the line a three-quarters mile walk brings one to the reservoir. Time, 2 hours. Fare, 10c.

5.—Como Park.—Como is St. Paul's most beautiful park. Como Interurban Harriet line going east on Hennepin, past exposition building, state university, St. Anthony Park, the state agricultural college and experiment station, the state fair grounds, to Como. Time, 1½ hours. Fare, 20c.

6.—St. Paul (To Summit Av.)—Como Interurban Harriet line through Como Park as in No. 5 remaining on car and entering St. Paul on Como Av. At Fifth and Wabasha Sts. transfer to the Selby line, walk one block south and take Selby Av. car to Summit Av. (top of hill), walk out Summit Av. to Dale St., thence north on Dale St. to Selby Av., take Merriam Park car (west bound) to Prior and University, change to Interurban car going west, to Minneapolis. Time, 3 hours. Fare, 25c.

7.—St. Paul (To See Fort Snelling and Indian Mounds.)—Same as No.

6 to 7th and Wabasha Sts., St. Paul. Transfer to Fort Snelling car, west bound. Return from Fort Snelling to 7th and Wabasha, transfer to Maria Av. car, east bound, and ride to end of line at Indian Mounds and State Fish Hatchery. Return via same to 7th and Robert Sts., St. Paul; transfer to Interurban car for Minneapolis. Time $4\frac{1}{2}$ hours. Fare 25c.

8.—White Bear Lake.—Interurban line (either one) to 7th and Wabasha Sts., St. Paul, transfer to White Bear and Stillwater cars to Wildwood, on White Bear Lake, 12 miles northeast of St. Paul. Time, 4 hours. Fare, 40c.

9.—Stillwater.—Same as No. 8, passing Wildwood and going through to Stillwater. Time on cars 4 hours. If the state prison at Stillwater is visited, at least three hours should be allowed for the stop in the city. Fare, 70c.

10.—Fort Snelling.—After midsummer of 1905 the Minnehaha cars will run through to Fort Snelling, about two miles beyond the falls. Time, 2 hours. Fare, 10c.

11.—St. Paul via Fort Snelling.—After midsummer of 1905. Same as 10 to Fort Snelling. A half-mile walk across the Mississippi river bridge brings the excursionist to the terminus of the St. Paul Fort Snelling line, from which transfer may be made at Wabasha and Seventh St. to any St. Paul line or to either interurban line to return to Minneapolis. Time, $3\frac{1}{2}$ hours. Fare, 20c.

All the foregoing excursions may be made upon electric lines. Many others may be planned; these are merely suggestions regarding the most interesting points. A complete list of the Minneapolis electric lines may be found under the heading "Street Railways," accompanied by a map of the dual city system.

For excursions by carriage or on horseback see the subject "Drives" and for wheeling see "Bicycling."

The Minneapolis Journal maintains an auto car service for "seeing Minneapolis." These cars make daily trips during the summer and give a pleasant means of seeing interesting parts of the city and suburbs.

The railroads running out of the city offer scores of pleasant trips varying from a half-day excursion to a transcontinental journey. When half a day or more is to be spent Lake Minnetonka offers a choice of several excursions via the trains of the Great Northern, Minneapolis & St. Louis or Chicago, Milwaukee & St. Paul railways and the lake steamers. (See "Minnetonka.") For these and all rail excursions mentioned it is well to consult the railroad time cards as they are subject to frequent change. The Dalles of the St. Croix river may be visited in a day's trip and Duluth, Ashland and other Lake Superior points are to be seen in excursions of two or more days duration according to the taste and time of the visitor. West and northwest of Minneapolis lies the famous Park Region of Minnesota abounding in lakes and dotted with villages and tourist's hotels. Detailed information of the resources of this region are obtainable from the Great Northern, Northern Pacific and Minneapolis, St. Paul & Sault Ste Marie railroads which penetrate it. The last mentioned road on its eastern division reaches numerous hunting and fishing resorts of Northern Wisconsin and Michigan, all within a few hours ride of Minneapolis.

Experiment Station, Agricultural. (See "University.")

Exports and Imports. (See "Commerce.")

Exposition.—The exposition building stands upon high ground on the east bank of the Mississippi river, overlooking the Falls and milling district. It was erected in 1886 at a cost of \$325,000 and was used annually for about ten years as an exposition. In 1892 the interior was remodelled and the republican national convention of that year was held in the large hall then provided. The auditorium will seat about 7,500 people and is used for conventions, political gatherings and concerts.

Express Charges.—Rates for express and parcel delivery are regulated by city ordinance. The section applying to this subject is as follows:

Loads not exceeding 200 pounds within one-half mile, 25c.

Loads not exceeding 500 pounds weight 50c. When the distance exceeds one mile, 25c for each additional mile.

Over 500 pounds, 50c for every additional 500 pounds or fraction thereof.

For hauling household furniture, \$1 per hour, with one or two horse trucks.

These prices are not adhered to by parcel delivery companies or expressmen but any charge in excess is extortionate. The usual rate with the package delivery companies, for delivery of an ordinary sized trunk or smaller package within a mile and a half is 25c. Owners of single express wagons will want more and the omnibus company usually charges 50c for a trunk. (See "Express Wagons," and "Parcel Express Companies.")

Express Companies.—The express companies doing business over the various railroads entering the city have their offices on or near

Hennepin Av. in the business center as follows: Adams, 256 Hennepin Av.; American, 27 S. 5th St.; Dominion, 25 S. 5th St.; Great Northern, 25 S. 5th; National, 236 Nic.; Northern Pacific, 236 Nic.; Pacific, 246 Nic Av.; Southern, 256 Hen. Av.; U. S., 246 Nic. Av.; Wells, Fargo & Co., 322 Hen. Av.; Western, 25 S. 5th St.

Express Wagons.—The charges for miscellaneous hauling made by drivers of express wagons vary largely. Always make a bargain before the load is hauled. Following are the regular stands where express wagons may be found:

Northwest side of Washington Av. from 4th Av. S. to 5th Av. S.

North side of Washington Av. from 5th Av. S. to 7th Av. S.

Both sides of High St. from 1st Av. S. to 2nd Av. S.

Southeast side of 1st Av. N. from 1st St. to 2nd St.

South side of Main St. 100 ft. east of Central Av. to 1st Av. S. E.

West side of 10th Av. N. between Washington Av. and 2nd St.

Triangle at the intersection of Washington and Cedar Aves.

Northeast side of 2d St. from 1st Av. N. to 2nd Av. N.

Third St. and 1st Av. N.
(See "Express Charges.")

Fair Oaks.—The name of Senator W. D. Washburn's residence. It occupies the block bounded by Stevens Av., 3rd Av. S. and 22nd and 24th Sts. The grounds are handsomely laid out, with a variety of ornamental trees and shrubbery; an artificial lake; greenhouses and stables. The mansion is built of pink Kasota stone and though simple in architectural outline presents an imposing appearance. It is magnificently furnished and superbly finished throughout. The value of the property approximates half a million dollars. It is the finest residence in the city.



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MINNEAPOLIS

(Wash. Pk. and Camden Pl., or 1st Av. S. & 20th Av. N. electric lines.)

Fairs.—Hennepin county fairs have long since been discontinued. The Minnesota State fair is held annually for one week in September at the grounds near Hamline, midway between Minneapolis and St. Paul. The Como Harriet Interurban electric line runs past the grounds, and it is very convenient for fair visitors to stop in Minneapolis and thus be in easy reach of the fair, and the other sights of the Flour City.

(See "State Fair.")

Farview Park.—Farview Park is rich in the possession of natural advantages. It lies between 26th and 29th Aves. N., and Lyndale and 4th St. The contour of the park is rolling, and it is diversified with groves and lawns of much beauty. On the highest point near the center of the park is a stone observatory 30 feet high and of artistic design. The outlook from the summit is very fine. (Wash. Pk. and Camden Pl. electric line.) (See "Park System.")

Finances. — During the city's years of corporate existence, the finances of Minneapolis have been on the whole economically and prudently managed. Occasional errors in judgment and extravagance in certain lines of outlay, there have been, but the city has never fallen into the hands of a "ring" originated for the purpose of robbing the taxpayers and enriching rascally officials. The city charter prohibits any floating indebtedness and the bonded debt can only be increased by a four sevenths vote of the people and may never exceed ten per cent of the assessed valuation. Another important provision is that of the sinking fund created by an authorized tax of one

mill annually, which amply provides for the payment of all bonds as they come due.

The assessed valuation of the city is \$135,708,902 and the bonded debt is now \$9,634,000, or less the amount in the sinking fund, \$7,332,681. The expenditures are about \$4,000,000 yearly. Minneapolis bonds always command a premium upon issue. (See "Government.")

Fine Arts, Society of. (See "Minneapolis Soc. of Fine Arts".)

Fire Department.—The fire department comprises over 300 men and about 185 horses, 21 steam engines, 5 hose wagons, 7 chemicals, 6 hook and ladder trucks, one water-tower, 7 hose carriages, 14 combination chemical and hose wagons. There are 304 fire alarm boxes, a large number in the central part of the city being keyless boxes. The headquarters of the department are in the Court House and City Hall Building. There is a repair and machine shop in connection with the department, built on land adjoining House No. 6, corner of 12th St. and 3rd Av. S. Here all repairs to the apparatus are done by a daily detail from each engine company in the city. The value of the fire department property is over \$760,000.

Fire Escapes.—A state law provides for the erection of fire escapes on all buildings of three stories or more, of a public nature or which are occupied at any time by a number of people either as employes, residents or guests. The provisions are clear and are enforced by the building inspector. In addition, the city council is authorized to order special fire escapes on any class of buildings which are deemed especially liable to fire or which are occupied in such

a way as to cause special danger to human life in case of fire.

Fire Insurance.—Rates of insurance are not excessive in Minneapolis owing to competition, low fire losses, a good fire department, the extension of water mains and an adequate supply. Dwelling house rates range up from 25c per \$100 according to exposure and risk. Fifty cents might be a fair average. Rates on business buildings and merchandise vary too much to approximate maximum or minimum limits. The growth of the insurance business has been quite in keeping with the expansion of the city's interests.

Fire Limits.—Within prescribed limits surrounding the business center the construction or extensive repair of frame buildings is prohibited. This arrangement tends to build up the center of the city in a most substantial manner and materially lessens the danger from fire.

First Baptist Church.—The largest church of the denomination in the Northwest and one of the most prominent in the country. Its building at the corner of 10th St. and Harmon Pl. is conspicuous for its beauty of architecture and magnificence of interior fitting and decoration. The church was organized in 1853 and originally occupied a chapel at 3rd St. and Nicollet Av., now the heart of the business center.

First Congregational Church.—This title belongs to the organization whose handsome structure stands at the corner of 5th St. and 8th Av. S. E., not only because the first church of the denomination organized in the city, but also the first in the state. The church was formed Nov. 16, 1851. It has had three houses of worship; the first one still stands;

the second was burned May 2, 1886; the present edifice was erected at a cost of \$76,000 and was dedicated March 4, 1888. The building is a model church home in every way. (Como-Harriet or Oak and Harriet electric lines.)

First Unitarian Church.—The building at 8th St. and Mary Pl. occupied by the first Unitarian Church is one of the most unique specimens of church architecture in the city. Within the building is as beautiful as upon the outside.

Fishing.—The lakes in the immediate vicinity of Minneapolis afford rather indifferent fishing though a good string may sometimes be taken from lakes within the city limits. There is good fishing in the more secluded parts of Lake Minnetonka and on smaller lakes at distances of from 15 to 25 miles from the city. The black bass is the best game fish. Pickerel and croppies are next in interest, though catching them is far less exciting. A good day's sport may be had at Minnetonka or White Bear or at Lake Pulaski near Buffalo on the "Soo" line. For more extensive trips the railroad ticket offices should be consulted for information. The game laws prohibit fishing in Hennepin county before June 1, and after December 1. In most of the counties the season opens May 1.

Flats, The. (See "West Side Flats.")

Flats. (See "Apartment Houses.")

Florists.—Leading places are: Latham, 824 Nic.; Swanson, 618 Nic.; Wm. Donaldson & Co., 6th and Nic.; Dayton's, 7th and Nic.

Flour and Flour Mills.—Probably the strongest influence in giving Minneapolis a world wide fame has been her flour manufacturing indus-

try. Minneapolis flour is known in corners of the globe where definite knowledge of any characteristic, or feature or condition of the town, except that it produces good flour, is altogether lacking. It is for this reason, if for no other, that Minneapolis finds the title of the Flour City particularly appropriate. Flour milling has always been the city's chief industry. The unparalleled water power of St. Anthony's falls, together with the city's geographical position, have developed this industry from a clumsy mill of a few barrels capacity to a group of a score of great modern mills having a daily capacity of about 85,000 bbls.; and making Minneapolis the largest flour manufacturing city in the world. Since 1898 the annual output has exceeded 14,000,000 barrels. The influence of this enormous manufacturing business upon the general mercantile and commercial interests of the city has been profound. It has been the nucleus about which the other manufacturing and jobbing interests have centered. It has developed Minneapolis into a leading grain market of the country and the greatest primary wheat market in the world. Millions of dollars of capital have been attracted to the city to engage either in milling or grain dealing. Thousands of people are employed either directly or indirectly, in transacting business created by the milling industry. Railroads have been built to transport the manufactured product. The flour mills are clustered about the Falls of St. Anthony, all but three being on the west bank of the river and about six blocks from the business center. They are nearly all built of the lime stone which lies in vast ledges under the city. Architectural beauty has

generally been subordinated to utility and substantial qualities, though the famous Pillsbury "A" mill—the largest in the world—makes some pretensions towards outward symmetry and beauty. This mill is on the eastern bank of the river and is served by a separate water power from those upon the west side. (See "Water Power.") Nearly all the mills are now provided with steam power for use during low water or when repairs of the canals or sluice ways make it necessary to shut off the supply. The west side milling district is an interesting locality and will well repay a visit. The mills stand on either side of 1st St. which is floored or bridged to cover the canal which supplies the various mills with power. Railroad tracks on high trestles, bring the wheat to the very doors of the mills, (the tracks run into the Washburn "A" mill) and the sacked or barrelled flour is loaded upon the cars with equal ease. A tour through one of the mills will trace the wheat through all its processes until it emerges as the finest of white flour. Pillsbury "A" mill is regarded as the best to visit on account of its arrangement. Permits may be obtained at the office in the Metropolitan Life (formerly the Guaranty building) or at the mills. All the mills are fitted with the latest modern roller process machinery, competition keeping all fairly abreast of the times. Some of the finest of the west side mills stand upon the ground once occupied by the old mills which were destroyed by the terrible flour dust explosion of 1878. Upon the new Washburn "A" mill is a stone tablet in memory of the 18 employes who lost their lives at that time.

In recent years there has been

a marked tendency to consolidation of the milling interests. The first move was the formation of the Pillsbury-Washburn Flour Mills Company in 1889 to control the great properties of the firm of Chas. A. Pillsbury & Co., and the Washburn Mill Co. English capitalists became largely interested in this deal. Early in the season of 1891 five more mills joined forces under the name of The Northwestern Consolidated Milling Company and with a capital of \$2,250,000. In 1899 the United States Flour Milling Co. of New York purchased the three mills previously operated by the Minneapolis Flour Manufacturing Company and prominent stockholders obtained a controlling interest in the Northwestern Consolidated Milling Company. The latter company, however, remained under the management of A. C. Loring, a prominent Minneapolis miller, and the company has since leased from the United States corporation the three mills which formerly belonged to the Minneapolis Flour Manufacturing Company. These various changes have brought the mills of Minneapolis into the following groups:

List of Flour Mills and Daily Capacity.	
Pillsbury-Washburn Flour Mills	
Co.	Barrels
Pillsbury A.....	15,650
Pillsbury B.....	6,965
Anchor	3,475
Palisade	4,210
Lincoln (at Anoka)..	1,650
	<hr/>
	31,950
Washburn-Crosby Co	
	Barrels
Washburn A.....	10,337
Washburn B.....	3,199
Washburn C.....	8,560
Washburn D.....	2,915
Washburn E.....	2,964
	<hr/>
	27,975

Northwestern Consolidated Milling Co.	Barrels
A.....	3,800
B.....	2,500
C.....	2,500
D.....	2,700
E.....	2,000
F.....	3,800
G.....	1,700
H.....	1,000
	<hr/>
	20,000
	Barrels
Cataract, Barber Milling Co...	1,200
Phoenix; Phoenix Mill Co.....	600
Dakota; National Milling Co...	600
Christian, G. C.....	2,000
	<hr/>
	4,400

Total daily capacity, 84,325 bbls.

The mills employ about 2,000 men in the manufacturing departments. Following are the outputs and exports since 1890:

	Output. barrels.	Exports. barrels.
1890	6,988,830	2,107,125
1891	7,877,947	3,038,065
1892	9,750,470	3,337,205
1893	9,377,635	2,877,277
1894	9,400,535	2,370,756
1895	10,581,635	3,080,935
1896	12,874,890	3,717,265
1897	13,625,205	3,942,630
1898	14,232,595	3,994,395
1899	14,291,780	4,009,135
1900	15,082,725	4,702,485
1901	16,021,880	3,879,905
1902	16,260,105	3,410,405
1903	15,582,785	3,081,115
1904	13,652,735	1,741,120

Reference to Minneapolis milling interests is not complete without mention of the "Northwestern Miller," the leading milling journal of the world. This paper, established in 1873 is exclusively devoted to flour milling and represents the entire American milling trade. Its main office at Minneapolis is in its new building at 118 S. 6th St., and it has branch offices at Chicago, St. Louis, Kansas City, Indianapolis, New York and London.

(See "Water Power," "Grain," etc.)

Flour Barrels. (See "Cooperage.")

Flour City, The.—A popular sobriquet for Minneapolis, originating, of course, in her reputation as a milling center.

Foot Ball. (See "Sports.")

Fort Snelling.—In 1819 the United States government established a military post at the mouth of the Minnesota river. This subsequently became Fort Snelling and has been maintained ever since as a military station. The location is equidistant from Minneapolis and St. Paul. The old fort buildings and the modern barracks, supply buildings and quarters stand on a high bluff overlooking the gorge of the Mississippi and the valley of the Minnesota. It is a most picturesque site. The largest garrison in the Northwest is maintained and the daily drill is one of the sights for visitors at the fort. Trains on the Chicago, Milwaukee & St. Paul railway reach the fort within 20 minutes. A more pleasant way to visit the spot is by carriage or bicycle via Minnehaha Av. and the Falls and returning on the east side of the river or by automobile over the same route. (See "Bicycling.")

After midsummer of 1905 Fort Snelling may be reached by the new electric line of the Twin City Rapid Transit Co. This will be an extension of the Minnehaha line and the falls and the fort may be visited in the course of a single excursion of a few hours. Time by electric line, one way, about one hour.

Franklin Steele Square. — In one of the most advantageous localities of the 5th ward, between Portland and 5th Aves. S., and 16th and

17th Sts., lies Franklin Steele Square, which was presented to the city, by daughters of the late Franklin Steele. (See "Park System.")

Freight Depots.—The freight depots of the various railways entering the city are situated as follows:

Chicago, Bur. & Northern.—Cor. 4th Av. N. and 3rd St.

Chicago, Mil. & St. P.—Cor. 3rd Av. S. and 2nd St.

Chicago, Rock Id. & Pac.—Cor. 4th St. and 8th Av. S.

Chicago, St. P., Minn. & Omaha.—Cor. 4th Av. N. and River St.

Chicago, Great Western.—Cor. Washington and 10th Aves. S.

Great Northern.—Cor. 4th Av. N. and Washington.

Minneapolis, St. P. & Sault Ste. Marie.—Cor. 5th Av. N. and 2d St.

Minneapolis & St. Louis.—Cor. 4th Av. N. and 4th St.

Northern Pacific.—Cor. 7th Av. N. and 1st St.

Wisconsin Central.—Foot of 1st Av. N.

Fruit.—Minneapolis is one of the largest fruit markets in the west; in fact the largest, with the exception of Chicago. An enormous business has grown up in handling fruit on commission. The shipments come from the far South, California and foreign countries, and during the summer season from the surrounding states. The center of the fruit trade is 2nd Av. N. and 6th St.

Fuel.—Water transportation via the great lakes and the lumber sawing industry of the city have solved the fuel problem for Minneapolis. Anthracite coal is generally used for heating purposes. It is shipped by the lakes in summer, and in the Minneapolis market retails for from \$6.50 to \$9 per ton. Soft coals are used in considerable quantities for generating steam and occasionally for domestic purposes. The popular domestic fuel is the refuse of the

saw mills—locally styled “mill wood.” This of course is white pine and of varying thickness. It is usually sorted into three grades, “gang” (thin strips, not often more than an inch in thickness), “mixed” (containing a fair proportion of slabs), and “slab” (heavy slabs which require splitting before burning). The “slab” is the most substantial and consequently the most valuable of the three grades, the “gang” naturally burning out very rapidly. Dry mill wood is sold by fuel dealers for from \$1.75 to \$3 per load according to grade and quality.—Three loads about equal two cords of wood. During the summer, while the saw mills are in operation the mill wood may be obtained “green” (wet from the mills) for from 60c to \$1.50 per load according to grade and distance hauled. This will dry sufficiently in a few weeks, if left scattered, or may be piled for use in winter or following spring. Of hard woods maple ranges from \$5.50 to \$7; oak from \$4.50 to \$6, and bass from \$3.50 to \$5 per cord, and are usually in fair supply. Mill wood and anthracite coal were long regarded as the most economical fuels for ordinary family use, but gas is growing more popular every year. (See “Gas.”)

Furnished Rooms.—The practice of renting furnished rooms is very common in Minneapolis. Cards announcing “furnished rooms” are displayed with as much nonchalance as was exhibited by the famous Mrs. Bardell and her preference for “single gentlemen,” seems to have descended to the whole race of room renters. Almost any quality of accommodations may be secured in any locality in the city. As a rule the quieter and more desirable places are

those which do not hang out a permanent sign or even put a card in the window. Advertising in the “want” columns of the daily papers is a favorite, and perhaps the best way, of securing a lodger or a room. Prices range from \$5 to \$20 or more per month for single rooms, and indefinitely more for suites of apartments according to quality and location. Transient lodgers can find accommodations at any of the European plan hotels or the array of cheap lodging houses whose prices run all the way down to 10c per night. It is well to be sure of the character of the cheaper places before taking up a temporary abode within their walls.

Furniture.—The manufacture of furniture and its distribution from the factories and through jobbing houses, has become one of the important industries of the city. Including factories in and about the city and wholesale houses, there are fully a score of important concerns in the business. Manufacturing includes the usual general lines of furniture as well as a number of concerns making special lines, such as iron and brass beds, bedding, wire mattresses, parlor furniture, desks, etc. The city is easily the most important furniture market west of Chicago and one of the leading furniture manufacturing cities of the country.

Garbage. (See “Ashes.”)

Gas.—Consumers of gas are supplied by the Minneapolis Gas Light Company; a corporation having the exclusive right to lay gas mains in the streets of the city. The price of gas is \$1.30 per thousand feet, with a discount of 20c per thousand if paid on or before the 10th day of each month—bills being due on the

1st. This practically amounts to a \$1.10 rate.

When it is desired to have premises connected with the gas mains, the owner of the property or his agent must make application in writing at the office of the Gas Company. The Gas Light Company taps the main, lays the pipe from thence into the building, puts in the necessary stop cock and supplies the meter and connections. As no charge is made for this, the pipes, etc., remain the property of the Company and must not be disturbed, disconnected or removed without permission. When gas is desired to be used, the party who is to become responsible for the payment of the bills must make application in writing at the office of the Company, upon blanks provided for the purpose. The Gas Light Company owns all meters and they are never sold, but loaned to consumers. When the gas meter is placed, no person other than an employe of the Company is permitted to remove or detach it. All meters are thoroughly inspected and their accuracy proved before being placed in use. Every meter is periodically examined and tested for accuracy. Consumers should learn to read their meters. They can then compare the readings with their gas bills as presented monthly. Full instructions for reading meters and the management of gas both for illumination and fuel, may be had at the office of the Company. The Company also keeps a large stock of gas ranges, heaters, lamps, burners and various accessories for the benefit of its patrons.

Pre-payment meters are supplied to consumers by the Gas company when desired. The pre-payment meter is the ordinary me-

ter with a mechanical attachment so regulated that gas to the value of 25c or more may be purchased at one time. These meters are furnished by the Company without extra cost to the consumer. To operate the meter deposit a perfect 25-cent piece in the place provided for receiving the same (see left side of meter); this permits the turning of the handle or knob which opens a valve, permitting gas to pass to the value of the coin deposited. A dial or pointer on the front of the meter marks the amount of the purchase and indicates at all times the amount of gas paid for and unused. When all the gas paid for is nearly consumed, the supply gradually diminishes, the lights grow lesser, and warning is thus given in time to visit the meter and deposit more coins. The total amount of gas used from time to time is recorded upon the main index, as upon an ordinary meter, and consumers can keep the same supervision over the amount consumed. The gas is sold and delivered through these meters at the net selling price and the monthly presentations of gas bills becomes unnecessary.

The Company has about 250 miles of pipes laid in the city streets. Its works are situated at the foot of 14th Av. S., where they cover several acres. Visitors are allowed to inspect them and may secure permits upon application to the general office.

The company completed in the spring of 1903 one of the handsomest office buildings in the city. It is on 7th St. near Hennepin and in it are the general offices, the salesrooms for gas stoves and ranges, heaters, etc., and store rooms for these and other supplies. The building is of brick and terra cotta, classical in

architectural style and is finished within in marble, dark woods and tasteful decoration.

Glenwood Park extends from Western Av. south to Superior Av., is irregular in shape, and its surface is greatly diversified. Within its boundaries are some of the highest points of land in Hennepin county, and hidden among these hills lies a beautiful sheet of water covering an area of about six acres. The park contains about 64 acres. (Western Av. line to Western Av. terminus; walk 1 mile.) (See "Park System.")

Government.—Powers of administration of municipal affairs are vested in a mayor, council and several "boards." The duties of the latter relate of course to the various departments such as schools, parks, library, etc., and they act independently of the council. The mayor has little direct appointive power. His largest power in any one direction is in the police department, of which he is virtually head. Mayor, comptroller, treasurer and the members of the city council are elected directly by the vote of the people. The council which is composed of two aldermen from each ward, appoints a city clerk, engineer, attorney, health officer, chief of fire department, superintendent of water works and most of the minor officers. The council also has power to issue bonds, to appropriate funds for various uses, to order and direct all public works, license and restrict liquor traffic and to generally look after the maintenance of good order in the city. Ordinances may be passed over the mayor's veto by a two-thirds vote. The city engineer has general charge of the sewers, bridges, construction of water works, and the direction

and supervision of street and sidewalk improvements. The president of the council appoints annually, committees on health, sewers, streets, bridges, gas, fire department, ordinances, ways and means, etc., whose business it is to consider all matters pertaining to these subjects and recommend action on the part of the council.


Boards.—The Library Board consists of the mayor, president of the board of education, president of the state university and six members elected by two's at the regular city elections for terms of six years. This board has full power to perform all acts necessary to the establishment and maintenance of public libraries, reading rooms, art galleries, etc. The school board consists of seven members elected for three year terms by the people. This board has entire control of the public schools. More extensive powers are vested in the park board. It may condemn land for public parks, assess the cost upon benefitted property, enter upon entire control of streets (with consent of the council) and issue bonds for park purposes. The city treasurer is custodian of the funds of all these boards and the city comptroller must sign all warrants. Maximum limits for the tax for every fund are established by charter and the board of tax levy reduces the figures as much as possible. Embraced in the membership of the board of health are the mayor, committee on health and hospitals of the city council and a health officer appointed by the council.

An account of the functions of the municipal court will be found under that head. The city council attends to the supervision of buildings, plumbing, street lighting, meats and



THE MINNEAPOLIS GAS LIGHT COMPANY'S BUILDING

16, 18 & 20 So. SEVENTH ST.

A black and white illustration of a man and a woman. The man, on the right, is wearing a suit and is lighting a gas stove. The woman, on the left, is wearing a long dress and is looking at the man. The stove is in the center, and the man is holding a match to it. The background is dark, and the scene is framed by a decorative border.

Get Your Wife A GAS STOVE

**She'll be surprised
and pleased to see
how easily and
economically**

—the fuel A MATCH,
the labor A TURN OF
THE WRIST, the time A
SECOND OR TWO—

**she can have a
quick fire, a slow
fire, a moderate fire**

—have them ALL
AT ONCE, or ONE AT
A TIME—

**or, as soon as she
wishes, no fire at all!**

A Gas Stove applies its heat to the food; not to the whole house.

MINNEAPOLIS GAS LIGHT COMPANY

food, weights and measures through inspectors and superintendents. A board of correction and charities looks after the poor and the penal institutions of the city.

Government Building. (See "Post Office.")

Government Dam and Lock.—Mississippi river near the Lake St. bridge. This work, with other dams and locks to be constructed in the future will make the river easily navigable at all times to the landing in Minneapolis. The lock is easily reached by wheeling or driving east on Lake St. to the river or by Minnehaha electric line to Lake St. transferring to Lake St. Cross-town line. (See "Steamboats.")

Grain Commission. (See "Commission Merchants" and "Grain Trade.")

Grain Inspection.—The official inspection of all grain arriving in Minneapolis is made by the deputies of the state grain inspector. These men visit the railroad yards each morning, take samples of newly arrived bulk grain, and prepare certificates of inspection and grade for the consignees. For this service a fee of 15c per car load is charged and the same rate is authorized on grain loaded out of an elevator. Sampling is done by means of pointed and closed tubes about four feet long with a cavity near the lower end which may be opened when thrust deep into the bulk grain, thus securing a sample from the bottom of the car, and preventing the possibility of fraud. Scales are also provided for weighing the samples and thus determining the weight per bushel. Much the larger part of the inspectors' work is, of course, in wheat. Great care and good judgment are necessary to make

just inspection on the endless variety of wheat received. The established grades are No. 1 Hard Spring Wheat, No. 1 Northern Spring Wheat, No. 2 Northern Spring Wheat, No. 3 Spring Wheat, No. 4 Spring Wheat, Rejected Spring Wheat, four grades of Northern White Wheat, and eight grades of Winter Wheat. The spring wheat is the most common but sometimes it comes in such condition as to make the distinction between two grades very fine. Disputes over inspection are of common occurrence. Corn, oats, rye and barley all have their various grades and all are, like wheat, liable to be classed as "no grade," if heated, musty or damp, or otherwise unfit for storing.

Grain Trade.—Minneapolis is the grain market of the Northwest. Her water power and flour mills early attracted the scattered produce of Minnesota and Dakota in frontier days, and with the gigantic development of both agricultural and milling interests in the past two decades, their relative positions have been maintained. Wheat is the chief product of Minnesota and the Dakotas and it is of course, the leading article of merchandise in the grain trade. Other cereals are handled in great quantities; but wheat so far eclipses them as to make their really creditable bulk appear insignificant. No. 1 hard wheat and Minneapolis flour ground therefrom have a reputation around the world. The business of handling the vast bulk of wheat, now exceeding eighty millions of bushels in a year, is one of the most important elements in the city's prosperity. It employs an enormous capital and an army of men, not only in the offices of the commission merchants, and elevator companies in the city,

but in the hundreds of elevators along the diverging lines of railway. The details of the grain trade are very interesting. Every railroad station through Minnesota and the Dakotas has its elevator or grain warehouse. Some of these were built by private parties, others by the railroads to accommodate traffic, and many by corporations or "elevator companies" having headquarters in Minneapolis. From these local elevators the farmers ship to commission firms in the city or sell direct to the agents of the grain dealers. The tendency is now to the consolidation of these outlying elevator interests. Private elevators are bought up by corporations, and one elevator system is joined to another, while there is a general movement toward establishing headquarters at Minneapolis, the natural center. At the same time the elevator systems are being rapidly extended.

"Nearly all the money paid for grain in the interior is sent from this city by elevator companies and millers to their agents in the country. Thus, Minneapolis is not only the market to which the grain is shipped, and where it is sold, but the financial center from which the money is sent out to purchase and move the grain crops of the Northwest."

When the wheat arrives in the city it must ordinarily be stored soon after inspection. (See "Grain Inspection.") To accommodate the vast quantity often received in a very short space of time, a very large elevator capacity is required. (See "Elevators.") The weekly receipts are frequently several million bushels when the new crop is moving and at that season, October and November, the grain trade is at its liveliest. The rush of wheat to the city is

sometimes so great that the railroad yards are blockaded and enough cars to handle the wheat can not be obtained. The millers buy either "on track," or in storage, from the commission men or elevator lines; but many of them control elevator lines of their own and buy direct from the producers. Millers are also largely interested in the great storage elevators in Minneapolis. The commission men receive one cent per bushel for receiving and selling wheat, barley and rye; and $\frac{1}{2}$ c for corn and oats. In lots of ten cars or more a uniform rate of $\frac{1}{2}$ c per bushel is charged for buying and shipping, the receiving commission being charged for lesser amounts.

Minneapolis is the largest primary wheat market in the world. The following comparative table shows the receipts and shipments last year at the principal primary points:

	Bushels.
Minneapolis	86,935,980
Duluth	26,635,205
New York	8,401,322
Chicago	24,457,347
Buffalo	26,270,000
Kansas City	39,159,900

The flour mills formerly consumed nearly all of the wheat received in the city. More recently a shipping demand has arisen and now Minneapolis supplies hundreds of millers in the neighboring states, and as far east as Indiana and Ohio. The shipments average about 12,000,000 bushels per year. (See "Flour and Flour Mills" and "Elevators.")

Growth. (See "Population.")

Guaranty Building.—See "Metropolitan Life Building."

Hack Fares.—Always have a distinct understanding with a hack or cab driver before entering the vehicle.

The legal rates are clearly defined in the following condensation from the city ordinance:

One passenger not exceeding 1 mile, 50 cents.

Over 1 mile and not exceeding 1½ miles, 75 cents.

Over 1½ miles and not exceeding 2 miles, \$1.

Each mile or fraction over 2 miles, 25 cents.

Each additional passenger of same party, without regard to distance, 50 cents.

Children between 5 and 14, half price; under 5 years, no charge.

Use of carriage by hour, with one or more passengers, with privilege of going from place to place, and stopping as often as may be required:

First hour, \$1.50. For each additional hour or part of an hour, \$1.

The use of any cab or other vehicle drawn by one horse, by hour; first hour \$1. Each additional hour or part of hour \$1.

Any passenger shall be allowed to have conveyed, without extra charge, his ordinary traveling baggage, not exceeding one trunk and 25 pounds of other baggage. Every additional package, where the whole weight of baggage is over 100 pounds 50 cents.

Hacks may be found at the railroad depots, the leading hotels and at the American District Telegraph Company's office, Cor. 4th St. and Nicollet Av. Hacks and coupes are also to be had at the leading livery stables.

Following are the hack stands established by city ordinance:

2nd St. between Hennepin Av and Nicollet Av.

Hennepin Av. between Washington Av. and 3rd St.; between 2nd St. and Washington Av.

Nicollet Av. between Washington Av. and 3rd St.

3rd St. from Hennepin Av to 1st Av. N.

Washington Av. southeast of 3rd Av. S. (C., M. & St. P. R. R. station.)

4th St. between Hennepin Av. and Nicollet Av.

Washington Av. between 3rd Av. N. and 4th Av. N. (Mpls. & St. Louis Ry. station.)

6th St. between Nicollet Av. and 1st Av. S.

University Av. between Central Av. and 1st Av. N. E.

At all railroad depots, 10 minutes previous to the arrival of all passenger trains.

At all theatres and other places of public amusement, 15 minutes before the conclusion of any performance.

(See "Livery.")

Halls.—Minneapolis is well supplied with public halls. For large gatherings the exposition building is suitable. It will accommodate from seven to eight thousand people.

A magnificent auditorium was erected during 1904 by the Northwestern National Life Insurance Company of Minneapolis, at the corner of Nicollet Av. and 11th St. It is fire-proof and seats about 2,500 people. (See "Auditorium.")

Normanna Hall at the corner of 3rd St. and 12th Av. S. has room for about 1,000.

Masonic Temple Hall in the temple at the corner of 6th St. and Hennepin Av. will seat perhaps 900.

The University of Minnesota Chapel in the library building, and the armory building, are used for gatherings connected with the institution.

The militia armory on 8th St. near 1st Av. S. is occasionally used for public gatherings.

The new armory, under construction in 1905 will have a large floor

space and will undoubtedly be used for gatherings for which it may be suitable. Kenwood Parkway near Lyndale.

Hamline University.—Established in 1854 by the Methodist denomination. The buildings are at Hamline, midway between St. Paul and Minneapolis. The school is conducted on the principle of co-education of the sexes. Rev. Dr. G. H. Bridgeman is president. The college has always received its principal support from Minneapolis. (Interurban electric cars.)

Health.—Minneapolis is regarded as one of the healthiest cities in the country. The climate is exceptionally favorable to those threatened with lung troubles. A careful sanitary regulation is removing such objectionable features as are often dangerous in newer cities and public opinion supports the city government in the extension of sanitary measures. There is an elaborate sewer system and an abundant water supply. The death rate in 1904 was 8.75 in a thousand. (See "Health Department," "Vital Statistics," "Hospitals," etc., etc.)

Health Department.—The Department of Health consists of the mayor, the committee on health and hospitals of the city council, and the health commissioner who is elected by the city council. It is an executive body, with power to enforce all laws pertaining to matters of sanitation and health, and the health commissioner is the representative official in all such action. A series of rules and regulations are issued by the board for the direction of its

medical and sanitary inspectors and for the guidance of the public. These rules embrace the subjects of Food and Water Inspection, Nuisance and House Inspection, Diseased and Dead Animals, Scavenger Service, Human Contagious Diseases, Deaths, and Burials and Disinterments. The inspectors are to keep the city clean, to exclude refuse from the alleys, to abate the practice of throwing waste material upon the surface of the soil, to secure the removal of garbage and manure and the regular cleansing of vaults and cesspools. Owners, rather than tenants, are held responsible for nuisances and unsanitary conditions, and are liable to fine if notices from the health department requiring abatement are not heeded. The department has also undertaken the inspection of houses and keeps a record of their sanitary conditions which may be consulted by the public. Houses are also inspected at any time upon request. Cases of small pox are usually removed to the quarantine hospital which is on the outskirts of the city west of Lake Calhoun. The office of the board is on the first floor of the city hall. (See "Vital Statistics.")

Height of Buildings. — Court House tower to top of flagstaff, 400 feet; Metropolitan Life building, formerly the Guaranty building, to top of tower, 218 feet; New York Life building, 140 feet; Lumber Exchange, 137 feet; West Hotel, 128 feet.

Hennepin Avenue.—One of the main thoroughfares of the city. Its course is southwest from the Mississippi river, where it joins Nicollet

Av., to 28th St. where it turns due south. From the river to 10th St. it is 100 feet wide. From Lyndale Av. to Lake St. it is known as Hennepin Boulevard. Among its prominent buildings are the West hotel, Masonic Temple, Holmes hotel, Public Library, Lumber Exchange, Boston Blk., Temple Court and Nicollet House. Hennepin Avenue has little retail trade but some of the largest office buildings.

Hennepin Ave. M. E. Church.—In 1875 Hennepin Avenue Methodist Church was organized with about ninety members. The first house of worship was a frame tabernacle at the corner of First Av. N. and Eighth St. and it was not until 1882 that the present structure at the corner of Hennepin Av. and Tenth St. was erected. The original building cost \$65,000, and it has been greatly improved since its erection. The site is one of the most eligible in the city. Hennepin Ave. M. E. Church early became one of the largest and most influential of the denomination.

Hennepin County.—Minneapolis is the county seat and the only municipality of importance, in Hennepin county. The county takes its name from Father Hennepin, the explorer who discovered the Falls of St. Anthony in 1680. Hennepin county was organized under an act of the territorial legislature in 1852. Its length from north to south is about 32 miles and from east to west 38 miles. The county is extremely irregular in boundary. Its surface is rolling and is diversified by about 100 lakes, including the famous Minnetonka.

Hennepin County Bible Society.—An organization for the pur-

pose of disseminating religious literature and particularly Bibles among families outside of church influences. Udenominational in character. Headquarters at 710 Nicollet Av.

Hennepin Island.—An irregular mass of rock and debris lying in the Mississippi river at the Falls. It separates the east channel and water power from the west, or main channel, of the river. It was formerly crowded with saw mills.

High Bridge.—The term sometimes used to designate the Chicago, Milwaukee & St. Paul railway bridge at the foot of E. 25th St. It crosses the deep gorge of the Mississippi at a height of 100 feet or more above the water.

High License. (See "Saloons.")

Historical.—In 1805 Lieut. Z. W. Pike obtained from the Sioux Indians for the United States government, a grant of land about St. Anthony Falls. This became a military reservation and was not open for settlement. In 1838 the territory on the east bank of the Mississippi was thrown open and Franklin Steele established the first claim and became the founder of the village of St. Anthony which afterwards became part of Minneapolis. Mr. Steele established the first saw mill in 1848. The new town grew rapidly but was confined to the east bank of the river. The late Col. John H. Stevens, another pioneer, obtained, in 1849, permission to take up a farm on the west side. Within a few years the new settlement was larger than St. Anthony. It received the name of

Minneapolis, which is a compound of the Dakota "minne" (water) and the Greek "polis" (city). From 1855 Minneapolis grew marvelously. The development of the lumber and flour industries, stimulated by the inexhaustible water power brought in thousands of settlers. Railroad building was carried on actively during and after the war and in a few years Minneapolis found herself the distributing point for one of the richest farming countries in the world. In 1867 a city government was chartered and in 1872, St. Anthony was annexed. (See "Population.")

Holidays.—In Minnesota the legal holidays are: Sunday, New Years Day, Lincoln's Birthday (Feb. 12), Washington's Birthday (Feb. 22), Good Friday, Memorial Day (May 30), Independence Day (July 4), Labor Day, Election Day (general), Thanksgiving Day and Christmas Day. On these days the public offices and banks are closed.

Homeopathic Medicines and Surgery, College of. (See University.)

Hopkins.—A village southwest of the city on the Minneapolis & St. Louis, H. & D. division of the C., M. & St. P. R'y. and the Great Northern R'y. It is the junction of the two former lines with their Minnetonka branches. (St. Louis Park electric line from 29th St. and Hennepin Av.) (See "St. Louis Park.")

Horses and Carriages.—Exceptionally pleasant streets and rural drives have tended to encourage the keeping of horses. The cost of feed is low and repair bills need not be heavy. Among the well to do classes the "turnouts" are numerous and

handsome. (See "Drives," "Livery" and "Hack Fares.")

Horticultural Society, The State.—An organization for the promotion of horticulture. A state institution; the meetings are usually held in Minneapolis. A. W. Latham, secretary, Kasota Bldg., Cor. 4th St. and Hennepin Av.

Hospitals and Dispensaries.—In the absence, until recently, of any hospital under municipal management private hospitals have flourished and reached a peculiar degree of efficiency. Several have buildings specially adapted to their use, and the medical treatment and attention is usually of the best. Following is a list of the principal institutions of this class:

Asbury Methodist Hospital and Rebecca Deaconess Home.—9th Av. S. and 6th St. General.

Bethany Home.—3719 S. Bryant Av. For unfortunate women and their infants. Charitable.

City Hospital.—5th St. and 7th Av. S. Public.

Maternity Hospital.—2201 Western Av. For women during confinement.

Northwestern Hospital. — 2627 Chicago Av. For women and children. Has a handsome brick building erected for the purpose. Maintains a Nurses' Training School.

Quarantine Hospital.—Near Lake Calhoun. For contagious diseases.

St. Mary's Hospital.—2416 S. 6th St.

St. Barnabas Hospital.—901 S. 6th St. Receives all classes of patients. Under management of Episcopal denomination.

Swedish Hospital.—723 10th Av. S.

University Homeopathic Free Dispensary.—1808-10 S. Washington Av.
(See also "Benevolent Societies and Institutions.")

Hotels.—Minneapolis is well provided with hotel accommodations. The city is equal to the task of entertaining enormous gatherings such as assemble during great conventions or at the time of the exposition or other public attractions. From the great West hotel whose elegance is famed throughout the country the accommodations range through a list of half a dozen or more finely kept hostels to the ordinary "dollar a day" house which abounds in the vicinity of the railroad depots. The European plan prevails. Prices at the better class of hotels vary from \$1 to \$3 per day as a minimum with an upward range for extra accommodations reaching \$5 per day and sometimes more if the very best the house affords is wanted. When one expects to remain several weeks or months much better terms may be secured and should always be bargained for in advance. Several hotels slightly removed from the business center derive a large share of their business from regular boarders; still others farther out make hardly a pretense of receiving transient guests. These are classed as family hotels. The leading hotels are the West, Nicollet, Hyser, Vendome, Brunswick and National. Following is a list of the principal hotels in the city with location:

Allen.—Cor. 2d Av. S. and 3d St.

Beaufort.—112-16 S. 3rd St.

Berkeley.—Cor. 1st Av. S. and 13th St.

Brunswick.—Cor. Hennepin Av. and 4th St.

Clinton.—Cor. 4th Av. S. and Grant St.

Collins.—13½ S. 4th St.

Commercial.—1 Central Av.

French.—43 Central Av.

Glenwood.—9 N. Washington Av.

Golden West.—301 S. Washington Av.

Hampshire Arms.—Cor. 4th Av. S. and 9th St.

Hyser.—406-8 Nic. Av.

Holmes.—806-10 Hennepin Av.

Landour.—820 Nicollet Av.

National.—205 S. Washington Av.

Nicollet.—Hennepin, Washington and Nicollet Aves.

Pauly.—Cor. Nicollet Av. and High St.

Richmond.—826 Nicollet Av.

Rogers.—25 to 29 S. 4th St.

Russell Coffee House.—14-16 S. 4th St.

San Angelo.—1221 Nicollet Av.

St. James.—Cor. Washington and 2nd Av. S.

Tremont.—400 6th Av. S.

Vendome.—19 S. 4th St.

Waverly.—1107-1111 Harmon Pl.

West.—Cor. Hennepin Av. and 5th St.

Windom.—119 Univ. Av. SE.

Windsor.—Cor. Washington Av. and 1st Av. N.

House Moving.—The house moving business is a recognized occupation and sometimes furnishes employment for a considerable number of men. A municipal ordinance prohibits the removal of a house from one point to another within the fire limits. (See "Fire Limits.")

Ice Yachting.—This is a favorite amusement during the winter and at Minnetonka, Lake Calhoun, White Bear and other lakes near the city many fine ice yachts are owned. The Minnetonka Club has a club house at St. Louis Bay, and is a well established organization.

Immaculate Conception, Church of the.—The leading Catholic church of the city, Cor. 3rd Av.

N. and 3rd St. Accommodates about 2,000. (See "Catholic Churches.")

Improvement League—See "Minneapolis Improvement League."

Industrial Education.—Manual training work is carried on at the high schools. The rooms are fitted with benches, tools and apparatus necessary for instruction and practice in the departments of cabinet work, carving and metal work. The work is in the main simple and elementary but pupils are advanced rapidly, when they show proficiency, and many very creditable and remarkable specimens of work are the result. In carpentry, cabinet making and wood carving the Minneapolis manual training schools lead the country. Boys frequently leave the workshops of the school to engage in mechanical employment at good wages. On the other hand, the College of Mechanics' Arts, and the School of Practical Mechanics (an account of which will be found under the heading "University of Minnesota") offers to boys an opportunity for higher and more complete technical education. (See "Public Schools.")

Infirmaries. (See "Hospitals and Asylums.")

Jail.—The county jail is in the upper story, or more properly the attic of the court house. It is one of a very few prisons constructed in the upper portion of a county building and has attracted much interest among officials.

Jewelers.—The principal jewelry stores are on Nicollet Av. Large and magnificent stocks are carried, the display of gems, watches, silverware, fine pottery, cut glass, etc. being the equal of any city of equal size in the country. Leading jewelers are J. B.

Hudson, 519 Nicollet Av.; Eustis Bros., 712 Nicollet; White & Mac Naught, 407 Nicollet; S. Jacobs & Co., 518-20 Nicollet; Weld & Sons, 524 Nicollet.

Jobbing Trade.—The growth of the wholesale trade of Minneapolis has been steady and in proportion to the development of the tributary country. St. Paul formerly held a position in advance as a jobbing point but now Minneapolis can boast of the largest wholesale dry goods, grocery and hardware establishments of the Northwest. The volume of the jobbing trade including the wholesale marketing of the manufactures of the city is in excess of \$200,000,000 annually. Most of the wholesale establishments are situated on 2nd St., Washington Av., 3rd and 4th Sts., and the intersecting avenues between 2nd Av. S. and 4th Av. N. The capital invested in the business is about \$30,000,000.

Kenwood.—The name of a charming suburb lying between Cedar Lake and Lake of the Isles and about two and a half miles southwest of the center of the city. It is accessible by the Kenwood & 8th St. SE. electric line and by Kenwood Parkway.

Kenwood Parkway.—The pleasantest drive to the lakes. It commences at Hennepin Av. opposite Loring Park and extends one and one-half miles to Lake of the Isles boulevard. (See "Park System.")

Kindergartens.—Numerous kindergartens are maintained in various parts of the city. They are frequently connected with the church organizations while others are independent. The public schools maintain four kindergartens, at the Sheridan, Monroe, Calhoun and Franklin schools. The Minneapolis Kindergarten asso-



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ciation maintains a Normal school for Kindergartners and has done much to promote the kindergarten idea in the city. Mrs. T. G. Winter is president and Mrs. F. C. Todd, 411 Groveland Av., corresponding secretary.

Knit Goods.—Minneapolis is one of the leading producers of knit goods in the United States. A single establishment, the Northwestern Knitting company, is the largest manufacturer in the country of knit underwear sold under the maker's brand or name. This concern turns out 10,000 garments per day or about 3,000,000 a year. Other factories produce sweaters, hosiery and specialties in very large quantities.

Labor Organizations.—There are strong unions in every trade in the city. The Trades and Labor Council, formed by representatives of all departments of organized labor, meets on the 1st and 3d Wednesdays of each month at 34 S. 6th St.

Ladies' Thursday Musicale.—This organization is composed of ladies interested in the study of music and the promotion of musical affairs, and is made up of four classes of membership—active, student, associate, and honorary. The active members to be eligible must be proficient in some branch of musical art, and must pass a satisfactory examination before admittance. The musicale meets fortnightly and 14 regular programs are given by the active members according to a definite plan. During each season it gives several concerts of the highest class. The active membership is about 130; student, 150; associate, 250. A studio and office are maintained in the building of the Metropolitan Music Co., 41-43 S. 6th St., open for all members during the season. Mrs. Floyd S. Muckey is

president, and Mrs. M. P. Van der Horck corresponding secretary.

Lafayette Club.—Club house, Minnetonka Beach, Lake Minnetonka. This club owns about 45 acres on which are fine golf links, tennis courts and the usual appointments of a high class country club. There are about 500 members. J. C. Eliel is president and Cavour S. Langdon is secretary.

Lake Calhoun.—About three miles southwest of the business center and within the city limits. It is over a mile long and three-fourths of a mile broad. It may be reached in thirty minutes by the Como Interurban Harriet electric line or by driving out Hennepin Av. or over Kenwood Parkway. (See "Park System.")

Lake Harriet.—The most southerly of the group of four lakes in the southwestern part of the city. It is nearly a mile long and over half a mile wide, and lies within high banks. Around it runs a picturesque park drive. At the northwest corner is a pavilion, where refreshments may be obtained and where band concerts are held during the summer. The lake and pavilion are reached by the Como-Harriet electric railway, over which cars reach the center of the city via Hennepin Boul., in about 30 minutes. Over the park drive the distance is about five miles. (See "Park System.")

Lake of the Isles.—This lake is controlled by the park board. It is the nearest to the center of the city, of the group of lakes along the southwestern limits, and may be reached by the Kenwood Boul. or by Hennepin Av., turning west at Franklin, or any street beyond, to 28th St. The Lake of the Isles Boul. surrounds the lake which is irregular in form and contains a large island.

Como Interurban Harriet or Kenwood & 8th St. SE. car lines. (See "Park System.")

Lakewood Cemetery.—A beautiful tract of several hundred acres $3\frac{1}{2}$ miles from center of city lying between Lakes Calhoun and Harriet, and reached by Como Harriet electric cars.

Law Libraries.—The Minneapolis Bar Association maintains a law library in the Court House. It is customary for large office buildings to establish law libraries for the use of their tenants. Some of the older law firms have magnificent private libraries.

Law School. (See "University of Minnesota.")

Legislative Districts. (See "Political Divisions.")

Libraries.—The following is a list of the libraries which are of a public or semi public character.

Athenaeum. (See "Public Library.")

Augsburg Seminary.—5,000 volumes; for the use of the seminary students and faculty.

Directories.—804-806 Globe Bldg. Directories of all states and principal cities; free.

Hennepin County Med. Soc.—5,000 volumes; 1028 Andrus Bldg.

Masonic.—215 Masonic Temple.

Minneapolis Bar Association.—Court House.

Public.—Cor. 10th St. and Hennepin Av. (See "Public Library.")

Rawlins Post War Library.—Masonic Temple, Cor. 6th St. and Hennepin Av. A collection of literature and relics of the war of the rebellion.

St. Vincent de Paul.—220 N. 3rd St. Catholic.

Teachers' Association.—Third fl. City Hall. About 8,000 volumes. For the use of the teachers of the public schools.

University.—Contains about 90,000 volumes for use of students and professors. Open to public for consultation from 8 a. m. to 9 p. m. week days during school year.

Livery.—Livery facilities are both abundant and low priced. The stranger can hardly fail to find a good stable within a few minutes walk from any point in the central part of the city. For a horse and buggy the usual price is \$1 for the first hour and 50c for each additional hour; for a double team \$1.50 to \$2 per hour.

These figures are subject to a discount where the time is long or to regular customers. Dance orders for two passengers, \$3, and for more than two, \$4; opera orders, \$2.50 for two passengers, and \$3 for more. Horses are boarded at from \$16 to \$20 a month.

Loan and Trust Companies.—There are three loan and trust companies in Minneapolis, which receive time deposits, negotiate loans, execute trusts and perform other banking functions. They are, with location and capital as follows:

Minnesota Loan and Trust Company.—311-313 Nicollet Av. \$500,000.

Minneapolis Trust Company.—Cor. 4th St. and Hennepin Av. \$250,000.

Minnesota Title Insurance and Trust Company.—Cor. 4th St. and 1st Av. S. \$500,000.

(See "Banks.")

Loring Park.—Loring Park is the nearest to the city's center of population. It occupies a tract of 36 acres bounded by Hennepin Av., Harmon Pl., Willow St. and 15th St. The park is too small to admit of driveways but as it is surrounded on all sides by streets its beauties may be enjoyed from a carriage. In the winter special care is taken of the ice; every convenience is supplied for skaters. Como Interurban Harriet or Monroe and Lyndale cars. (See "Park System.")

Lost Property.—For personal

property lost on the street cars, enquire at the office of the company, 11th St. and Hennepin Av., Lost Article Department. Articles left in hacks or found upon the streets are taken to police headquarters in city hall. Articles found in the parks are usually sent to the superintendent's office in Loring Park.

Lowry's Hill.—The ridge of high land lying west of Hennepin Av. and south of Kenwood Parkway. It is named for Thomas Lowry whose residence is on the slope of the hill towards the city and facing on Hennepin Av. The elevation is from 100 to 150 feet above the surrounding region. Its principal thoroughfare is Mt. Curve Av. (Kenwood & 8th St. SE. car line.)

Lumber and Saw Mills.—As a lumber producing point Minneapolis leads the world. The census of 1900 gives her first rank in the United States, her output of \$12,285,305 worth of lumber being greatly in excess of any other city in the country. The first attempt at utilizing the water power of the Falls of St. Anthony was for the purpose of sawing lumber. Lumber was the first article manufactured in Minneapolis. It was a staple product before there was any conception of the possibilities of the flour milling business, and it has always been a source of wealth to the city. In 1822 a small mill was erected at the falls to saw lumber for use at Fort Snelling. Its product was insignificant but for nearly 30 years it was the only mill at the falls. In 1848 the first private saw mill was put in operation and from then on the business gradually developed to its present enormous proportions. The number of mills has varied from time to

time, but the capacity has quite uniformly increased. With the growth of the business, it became evident that it could not be accommodated at the falls, and a movement to more convenient points up the river has been under way for years, until now there is only one sawmill operated by water power. It has been found that steam generated by the mill waste is not much more expensive than water power; while the boomage facilities and convenience to low priced yards, bear no comparison to the crowded region about the falls. Another cause for the removal of some of the mills was the passage of an ordinance prohibiting the piling of lumber in the central part of the city, as a precaution against fire. A long haul from mills to yards would alone have driven the mills away from the falls. The mills now occupy the river bank, at various advantageous points, for a distance of two or three miles above the falls. (Wash. Pk. and Camden Pl. electric line.) To understand the conditions, under which the lumber business of Minneapolis carried on, it is necessary to consider, first, the source of supply. The pine region of Minnesota occupies a territory northwest of Minneapolis, beginning within a comparatively short distance and broadening to the north so as to cover the greater part of the northern third of the state. Much the larger part of the pine is in the Mississippi valley. That part of it nearer Minneapolis has been largely cut off. The logs are all cut in the winter. Gangs of men and teams are sent out by Minneapolis firms to the pine lands, or "stumpage," owned by them, or on which they have bought standing timber. Rude camps are erected and the logs are cut and

hauled to the lakes or water courses over the snow. With the spring thaw and break up the "drive" begins, and the loggers return to the city to find work in the mills, or to go out again for farm or railroad work during the summer. The work of driving the logs lasts for from a few weeks to three or four months, according to the distance and the stage of water. In dry springs the process is very slow and occasionally a large part of the winter's cut is "hung up"; that is, grounded in the shallows, and does not reach the mills till the following year. Driving is done by sturdy men who follow the logs in their slow course along the current, preventing them from lodging on the banks and breaking up "jams" or blockades. At a point some distance above the city the logs are taken in charge by the boom company which sorts those belonging to different owners and delivers them to the various mills where they are to be sawed. Most of the mills work night and day during the sawing season, which begins about May 1st and terminates with the freezing of the river in the late fall, or the exhaustion of the supply of logs. Modern machinery and methods, rapid and scientific sawing, economical and labor saving arrangements for handling the logs and finished lumber, characterize the saw mills of today. At night electric lights make the work almost as simple as in the day and reduces the liability to fire and accident. It is well worth the trouble to visit a large and well equipped saw mill. Standing first on the river bank one sees the logs selected by a nimble athlete in flannel shirt and coarse pants and boots, who steps from one to another as they roll over and over in the

water, as composedly as if upon a solid floor. Endless chains with hooked and spiked attachments convey the logs up an inclined plane to the level of the sawing floor where they are speedily rolled upon the sawmill carriages and fed to the gang, circular or band saws, according to the quality of the timber, and the kind of lumber wanted. As fast as sawed the lumber falls on rollers or movable trucks, by which it is conveyed to wagons. The waste is utilized for lath or shingles or cut into convenient stove lengths and sold as "mill wood." (See "Fuel.") Much of the sawdust, and some waste, is used under the boilers of the mills.

Minneapolis saw mills have an annual capacity of 750,000,000 feet but the average cut is only about three-fifths that amount as is shown by the following table of the amount sawed each year for some years past.

	Feet.
1890	343,573,762
1891	447,713,252
1892	488,724,624
1893	409,000,000
1894	491,256,000
1895	479,102,000
1896	307,179,000
1897	460,348,272
1898	469,701,000
1899	594,373,000
1900	501,522,000
1901	559,914,055
1902	465,244,000
1903	432,144,000
1904	386,911,000

Minneapolis is also the receiving and shipping market for vast quantities of lumber manufactured elsewhere. (See "Booms," "Fuel," and "Commerce.")

Lumber Exchange.—A handsome, brown stone eleven story office building at the corner of 5th St. and Hennepin Av. The majority of lumber manufacturers and dealers of the city besides many financial institutions, have offices in this building.

Lunches.—The city is well supplied with lunch counters where anything from a sandwich to an elaborate meal can be had on short notice. The informality of high stools and the convenience of quick service make these places very popular with busy men. To accommodate night workers the better class of lunch counters keep open all night. Prices are quite uniform and so low that 25 cents will buy as much lunch as is ordinarily wanted. These establishments are mostly in the region bounded by Hennepin, 1st Av. S., 6th and 2nd Sts. In the same locality are a number of very good restaurants, chop houses and lunch rooms where those who prefer the luxuries of table cloths and ordinary chairs find accommodation. Ladies may secure light lunches daintily served, at the department store "tea rooms" and the caterers on Nicollet Av. and vicinity. (See "Caterers.")

Lutheran Churches.—Taken as a whole the Lutheran denomination is the strongest, in point of numbers, of the Protestant sects of the city.

Augustana (Swedish).—Cor. 11th Av. S. and 7th St.

Bethany (Norwegian). — 2527 Franklin Av. E.

Bethel (Norwegian).—18th Av. S. and 31st St.

Bethlehem (Norwegian).—14th Av. S. and 18th St.

Bethlehem (Swedish).—Cor. 14th Av. N. and Lyndale Av.

Ebenezer (Swedish).—22d St. and 28th Av. S.

Gethsemane (Norwegian). — 47th Av. N. and Colfax.

Immanuel Danish.—E. 22d St. and 28th Av. S.

Immanuel Evangelical (Norwegian).—N. E. Monroe St. between 14th and 15th Aves. N. E.

Immanuel (German).—18th Av. N. and 6th St.

Immanuel (Swedish).—Cor. Monroe and 13th Av. N. E.

Immanuel Slavonic Evangelical.—West side flats.

Our Saviour's (Norwegian).—Cor. 14th Av. S. and 7th St.

St. Johannes (Norwegian), Evangelical.—1227 Western Av.

St. John's.—Cor. 16th Av. N. and 3rd St.

St. John's Evangelical (English).—Chicago Av. and 17th St.

St. John's (German).—625 N. E. Main St.

St. Luke's (Norwegian, Lutheran).—17th Av. S. bet. Lake and 31st St.

St. Olaf.—Cor. 14th Av. N. and Dupont Av.

St. Paul's.—Cor. 15th Av. S. and 4th St.

St. Paul's (German).—Quincy and 25th Av. N. E.

St. Paul's Swedish Evangelical.—Cor. Bloomington Av. and E. 25th St.

St. Peter's.—15th Av. N. E. and Madsion.

St. Peters Danish Evangelical.—Cor. 20th Av. S. and 9th St.

St. Petrie's (Evangelical)—Dupont and 18th Aves. N.

Salem (Swedish).—N. Dupont and 42d Av. N.

Salem Evangelical (English).—Cor. Garfield Av. and W. 28th St.

Trinity Evangelical.—9th St. and 20th Av. S.

Trinity (German).—1904 13th Av. South.

Zion's.—Cor. 24th Av. N. and 6th St.

Zion's (Swedish).—Cor. W. 33d St. and Pillsbury Av.

Lyceum Theatre.—On Hennepin Av. between 7th and 8th Sts. It is open regularly for dramatic performances. (See "Theatres.")

Macalester College.—Between the two cities. It is a Presbyterian college and has a considerable amount of land and several buildings. Interurban electric line, transferring to Merriam Park line.

Mails, Arrival and Departure of. (See "Post Office.")

Manual Training. (See "Public Schools," "Industrial Education," etc.)

Manufacturing.—In early days the manufactures of Minneapolis were chiefly flour and lumber. These still retain the supremacy but other lines are pushing forward and taking a prominent place. Machinery, (farm, milling and general), farm implements, building material, furniture, boots and shoes, beer and liquors, wagons and carriages, street cars, woolen and knit goods, confectionery and scores of other branches are in a process of rapid development. Still there is room for additional establishments in most of these lines, and some favorable opportunities for the production of articles now imported from the east have not been taken advantage of. The value of the manufactured product is estimated at \$150,000,000 and some 30,000 men were employed. The principal departments of manufacturing will be found treated under their appropriate heads.

Masonic Temple.—The Masonic Temple is the finest structure of its kind in the West, and is surpassed by but few in the country. The exterior view is imposing and at the same time ornamental and graceful. Covering a ground space of 88 feet on Hennepin Av. and 153 feet on 6th St., it rises eight stories in height. The material used in the construction is Ohio white sandstone. The architecture is Romanesque. The front entrance, on Hennepin Av. is striking and imposing in design. The hallway is of costly design, the floor being paved with mosaic tiling and the walls and ceiling wainscoted with pure white polished marble. The marble stairway rises at the right of the entrance, and on the left are two elevators. The building is fire proof throughout, and provided with all the modern conven-

iences. It is intended primarily for the use of the Masonic fraternity, but the Knights of Pythias and Rawlins Post G. A. R. have comfortable quarters therein, and there are numerous office apartments. The rooms devoted to the Masonic lodges are, of course, the main feature of the building. On the second floor, and extending through two stories is the blue lodge room, occupied by three lodges. This apartment occupies the center and the rear, and is 44 by 48 feet in dimensions. The frescoing is exceedingly rich and the furnishings are of the costliest material. Adjoining is the room occupied by the Masonic library. The lodge rooms on fourth and fifth floors are occupied by the "Scottish Rite"—two fine halls. The Commandery and one Blue lodge occupy the hall on sixth and seventh floors, the armory occupying the corridors on the seventh floor. The lodge room is one of the finest in the country. On the eighth floor of the building is the ball room, for banquets, dancing and drills, and is used for the meetings and work of the "Mystic Shrine." This ample apartment is 80x114 feet in size, and occupies the center and rear. The ceiling is supported by eight light steel arches, springing from the sides and rising by graceful curves. At the south end of the hall is a gallery with a seating capacity of 150. Opening from the south end of the drill hall is the parlor and next is the banquet hall which has a seating capacity of 200. Adjoining the banquet hall is a kitchen. The first move made toward erecting the Temple was in 1885, by an organization known as "The Masonic Temple Association of Minneapolis." The site was purchased at a cost of \$61,000.

The corner stone was laid September 4, 1888, with appropriate ceremonies. The total cost of the structure was \$300,000. The association and structure is now controlled by the several Masonic bodies which meet in the Temple, who own about four sevenths of the capital stock. (See "Secret Societies.")

Messenger Service.—Boys for special messenger service are furnished on short notice by the American District Telegraph Company, Cor. 4th St. and Nicollet Av.; National Dist. Telegraph Co., 3rd and Hennepin; and the Guaranty Messenger Despatch Co., 326 2nd Av. S. They may be summoned by telephone or automatic signal from all hotels and many stores and offices.

Methodist Episcopal Churches.—With characteristic energy the Methodists organized in the frontier village of St. Anthony about a year before the other denominations. The first Methodist church was formed in 1849 and became the forerunner of the 25 churches and missions of the denomination of the present day which appear in the following list:

Bloomington Avenue.—Cor Bloomington Av. and E. 22nd St.

Broadway.—738 N. E. Jefferson St.

Columbia Heights.—At Columbia Heights.

First.—Cor. 9th Av. and 5th St. S. E.

Forest Heights.—2016 N. James Av.

Foss.—Cor. 11th Av. N. and 6th St.

Fowler.—W. Franklin and S. Dupont Aves.

Hennepin Avenue.—Cor. Hennepin Av. and 10th St.

Hobart Memorial.—Washburn Pk. Lake Street.—Cor. W. Lake St. and Fremont Av.

Minnehaha.—Near Minnehaha Falls.

North.—Cor. 44th Av. N. and Emerson Av.

Park Avenue.—Park Av. and 34th St.

Prospect Park.—Malcolm Av. bet. Barton and Orlin Ave's.

Simpson.—Cor. 1st Av. S. and 28th St.

Trinity.—Cor. 25th Av. N. E. and Taylor St.

Thirteenth Avenue.—13th Av. S. near 18th St.

Wesley Chapel.—Cor. 23rd Av. S. and 24th St.

Wesley.—Cor. 1st Av. S. and Grant St.

Western Avenue.—Cor. Western and N. Irving Av.

In other conferences:

Central German.—Cor. 13th Av. S. and 18th St.

First German.—Cor. 10th Av. N. E. and 2nd St.

North Minneapolis German.—Cor. 18th Av. N. and N. Lyndale.

Norwegian Danish.—Cor. 13th Av. S. and 9th St.

Swedish.—S. 7th St. between 10th and 12th Aves.

Second Swedish.—18 1-2 Av. N. E. and Central Av.

The resident bishop is Rev. Dr. I. W. Joyce, 310 Groveland Av.

Metropolitan Building.—The musical center of the city. It is a handsome five-story building and is occupied by the Metropolitan Music Co. and numerous musical societies and teachers of music. The Philharmonic club, Ladies Thursday Musicale and other musical organizations have their headquarters here. The Metropolitan building is at 41 and 43 S. 6th St., near Nicollet Av.

Metropolitan Life Building.—Formerly the "Guaranty Building." At the corner of 3rd St. and 2nd Av. S. It is a magnificent structure twelve stories in height covering just half an acre and with a total street frontage of 282 feet. The total height from the street level to the top of the main tower is 220 feet, or as high as Bunker Hill monument. The material used in the construction for the first three

stories is North Conway and New Hampshire green granite, the nine stories above being Portage red sandstone. The finishings of the interior are iron, brick, terra cotta and antique oak. There are some 400 offices in the building and they are occupied by some of the heaviest financial and legal firms in the city, as well as by a host of minor tenants. From the tower which rises high above the main structure a comprehensive view of the city may be obtained. The building is heated by steam and lighted by electricity. Six hydraulic elevators and commodious stairways afford access to the upper floors. The total cost with site approximated \$1,000,000. Visitors are welcome in the building at all times.

A charge of 10c is made for admission to the roof and lookout tower.

Metropolitan Opera House.—On 1st Av. S. between 3rd and 4th Sts. The leading theatre of the city. It has an exceptionally large stage and capacious and comfortable auditorium. It is usually open during the entire season from late August to June and frequently presents light opera or other attractions during a part of the summer at popular prices. (See "Theatres.")

Midway District.—That portion of St. Paul lying between the city proper and Minneapolis. It comprises the suburbs of Merriam Park, St. Anthony Park, Macalester, Hamline and considerable farming and vacant land. The midway district is traversed by the Interurban and Como Interurban Harriet electric lines.

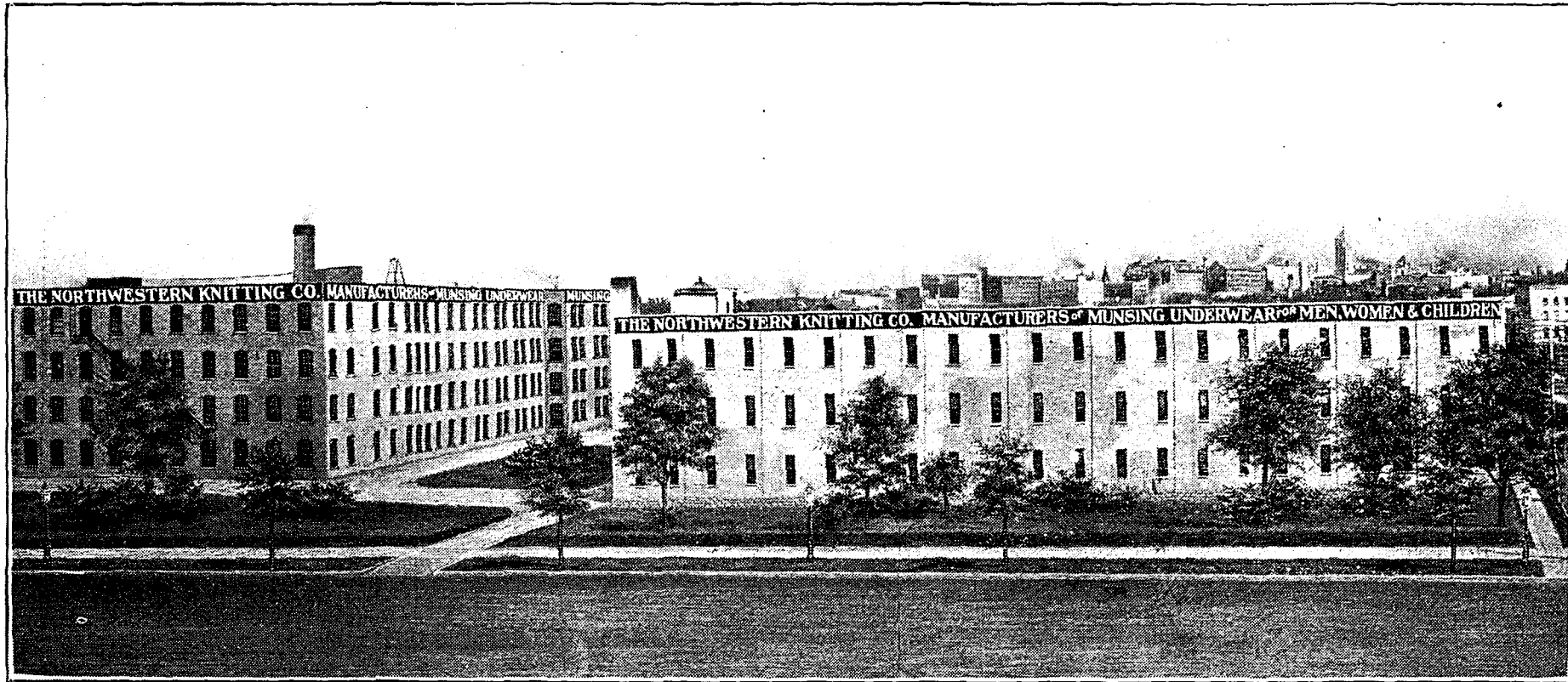
Millinery.—The leading millinery establishments are on Nicollet Av. or the cross streets near the avenue. Some of the principal millinery stores are the following: Vose,

824 Nicollet; Holbrook, 820 Nicollet; Wallace, at Dayton's; Phillips, 45 S. 6th St.; Murray, 626 Nicollet; Slayton, S. 7th St., near Hen.

Mills. (See "Flour and Flour Mills," and "Lumber and Saw Mills.")

Milling District.—The region at the foot of 6th Av. S., and adjacent to St. Anthony's Falls, in which the larger part of the flour mills are located.

Mill Explosion.—On a large tablet set in the wall of the Washburn "A" flour mill is an inscription in memory of fourteen men who perished in the great explosion of 1878. This disaster, wholly without precedent both as to cause and extent of damage, as resultant from explosion, called the attention of the whole world to Minneapolis for the time being. The disaster occurred at 7 o'clock in the evening. Eye witnesses saw first a sheet of flame and a volume of black smoke issue from the lower story of the Washburn "A" mill, followed almost instantly by the explosion. The concussion was so terrific as to partially wreck the surrounding mills and was felt as far away as St. Paul. Thousands of dollars worth of glass was broken in Minneapolis, the damage extending even to distant parts of the city. Not one of the employes of Washburn "A" escaped, so the exact cause of the explosion was never determined by verbal testimony. It was, however, satisfactorily concluded that fire broke out in the mill and that the explosion was occasioned by the ignition of flour dust mingled with the air. The walls of the "A" mill were leveled instantly. Five more mills were destroyed and five damaged, the whole loss of property



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being over a million dollars. The total loss of life was 18. Appliances were introduced, when the mills were rebuilt, which do away with the liability of the disaster. (See "Flour and Flour Mills.")

Mill Wood. (See "Fuel.")

Minikahda Club.—The clubhouse of this popular organization is on the west shore of Lake Calhoun where the club owns about 60 acres of land in a beautiful location. The clubhouse is complete in every appointment of a modern club home and the grounds have extensive golf links. Membership is open to both men and women. C. T. Jaffray is president and Thomas S. Wallace Jr. secretary.

Minneapolis & St. Louis Railroad.—A distinctively Minneapolis enterprise. The line runs south through a fertile section of Minnesota and Iowa to Des Moines and has direct trains for Chicago, St. Louis and Omaha. To Chicago through trains run via Albert Lea, Minn., and the Illinois Central R'y and the line is known as the "Albert Lea Route." The Omaha service is via Fort Dodge, Ia., in connection with the Illinois Central and forms the shortest line to Omaha. Over the same route through cars are operated to Kansas City. A western division reaches Watertown, S. Dak., and a new line to the southwest, which will eventually be the direct route to Omaha, passes through New Ulm, Minn., and now terminates at Storm Lake, Ia. The M. & St. L. reaches the principal points on the south shore of Lake Minnetonka and during the summer frequent trains accommodate the cottagers and visitors.

The management of the M. & St. L. is vigorous and progressive and thoroughly in sympathy with Minneapolis interests. Edwin Hawley of

New York is president, L. F. Day of Minneapolis vice-president and general manager, A. B. Cutts, general passenger and ticket agent and J. N. Tittmore, freight traffic manager. The general offices of the company are on the 11th floor of the Metropolitan Life building, formerly the Guaranty building, and the city ticket office at 424 Nicollet Av. The passenger station is at Washington and 4th Aves. N. (See "Railroads.")

Minneapolis Club.—The leading social club of the city. It maintains a handsome club house at the corner of 6th St and 1st Av. S which is fitted in a most sumptuous manner, with all the accessories of a modern club. The membership includes about 425 of the prominent business and professional men of the city and about 75 non-residents. The entrance fee for resident members is \$100 and the annual dues \$75; for non-residents \$50 and \$25. The president of the club is David M. Chute and the secretary is Reuben Tomlinson.

Minneapolis Improvement League.—An organization of women with the purpose of improving the conditions of city life. Such work as the beautifying of the city, the encouragement of home gardens, and the maintenance of public playgrounds is carried on with much success. The work is practical and deserving of generous support. The league was organized in 1892. Dr. W. W. Folwell, Univ. of Minn., is president. Mrs. Asa S. Wilcox, 2713 S. Fremont Av., is secretary.

Minneapolis Kindergarten Association. (See "Kindergartens.")

Minneapolis Park Band.—Emil Oberhoffer, conductor, an organization of forty instruments, mostly be-

longing also to the Minneapolis Symphony orchestra. This band gives a concert season of six weeks in Lake Harriet pavilion, under the auspices of the park board.

Minneapolis Society of Fine Arts.—Is almost wholly the result of the untiring efforts of Dr. W. W. Folwell of the University of Minnesota. In January of 1883 he with 24 others, lovers of art, organized the Society of Fine Arts, an incorporated body. Dr. Folwell was also the first president of the society, and held the office until succeeded by T. B. Walker, who has been one of the most ardent supporters and workers for the society. J. B. Gilfillan is now president.

Up to 1886 all that the society accomplished was in promoting the love and study of art by means of loan exhibitions and in other general ways. In April of that year an art school was opened and supplied with temporary quarters till the close of 1889 when the completion of the new library building gave access to the handsome rooms now occupied by the society and school. The working rooms of the students of the art school are on the fourth story of the building adjoining the art gallery. They are light and airy and admirably suited to the purpose. The art gallery is one of the strong features of the art society's work. In it are placed a number of fine paintings loaned by T. B. Walker and others. Six paintings presented by James J. Hill are the property of the Library Association. The exposition casts of statuary, one of the finest collections of its kind in the country, are distributed about the building. Containing, as it does, most of the masterpieces of the Greek and Roman artists, the value of this collection as

studies for the art students can scarcely be estimated. The art school maintains classes in antique art, still life, portrait painting, one for children Saturday mornings, a department for decorative design and wood carving and, in summer, out-of-door sketching.

The gallery is open to the public every week day from 10 a. m. to 12 noon and from 1:30 p. m. to 6 p. m.; and on Sundays and holidays from 2 to 6 p. m. (except that in winter the gallery closes at dusk). The society arranges an annual exhibition of work by leading American artists, besides holding special exhibitions from time to time.

The school of fine arts is supported only in part by tuition fees paid by the students, the balance being contributed by the Society of Fine Arts from its membership fees. There are over 200 students. Robert Koehler is director. (See "Public Library.")

Minneapolis, St. Paul & Sault Ste Marie Railway.—One of the characteristic enterprises of Minneapolis was the construction of the Minneapolis, St. Paul & Sault Ste Marie R'y, commonly known as the "Soo" line.

The need of a direct line to the seaboard which should be able to make rates in the interests of Minneapolis was urgent. A route of 500 miles to Sault Ste Marie was taken and the road was opened in 1888 in connection with the Canadian Pacific.

With the completion of the line to Sault Ste Marie the necessity of a western feeder became evident and the result was the construction of a line from Minneapolis northwest through Minnesota and North Dakota to the international boundary where connection was again made

with the Canadian Pacific and a transcontinental route opened to Puget Sound. The line, east and west, traverses beautiful country and reaches some of the best fishing and hunting districts in the Northwest. It is therefore a favorite with sportsmen.

The general offices are in the Metropolitan Life Bldg., formerly the Guaranty Bldg., the city ticket office is in the same building, 119 S. 3rd St., the through passenger trains use the "Milwaukee" station at Washington and 3rd Av. S. Thomas Lowry is president, E. Pennington, general manager and W. R. Callaway, general passenger agent. (See "Railroads.")

Minneapolis Symphony Orchestra, The—Composed of fifty professional musicians. Emil Oberhofer is conductor. Gives six regular orchestral concerts during the winter season; also festival concert tours throughout the Northwest.

Minnehaha Creek.—The outlet of Lake Minnetonka. It flows in a generally easterly course along the southern boundary of Minneapolis, draining several lakes and finally falling over the cliff near the Mississippi river thus forming Minnehaha Falls.

Minnehaha, Falls of.—The Falls of Minnehaha are perhaps the most widely celebrated of the natural curiosities of the Northwest. Since Longfellow sung of the deeds of Hiawatha, Minnehaha has been an object of the curiosity and admiration of travelers. The Falls are formed by Minnehaha creek, (the outlet of Lake Minnetonka) which after a devious course of 25 miles, plunges over a cliff 50 feet high, just before joining the Mississippi river. Below the Falls the stream follows a beautiful

glen which is all a part of Minnehaha Park. Minnehaha electric line. About six miles from the center of town. (See "Park System," "Drives," "Bicycle Paths.")

Minnehaha Park.—Consists of 122 acres surrounding Minnehaha Falls (which see). This park contains a zoological collection, a pony track and abundant facilities for picnics.

Minnehaha Parkway.—Extends from Lake Harriet along the banks of Minnehaha creek to the Falls, about five and one-half miles. It is a charming drive and one of the most important links in the park system. Bicycle paths have been constructed at points where the roadway is not well suited to wheeling and the route is a favorite with wheelmen. (See "Park System" and "Drives.")

Minnesota Academy of Natural Science. (See "Academy of Natural Science.")

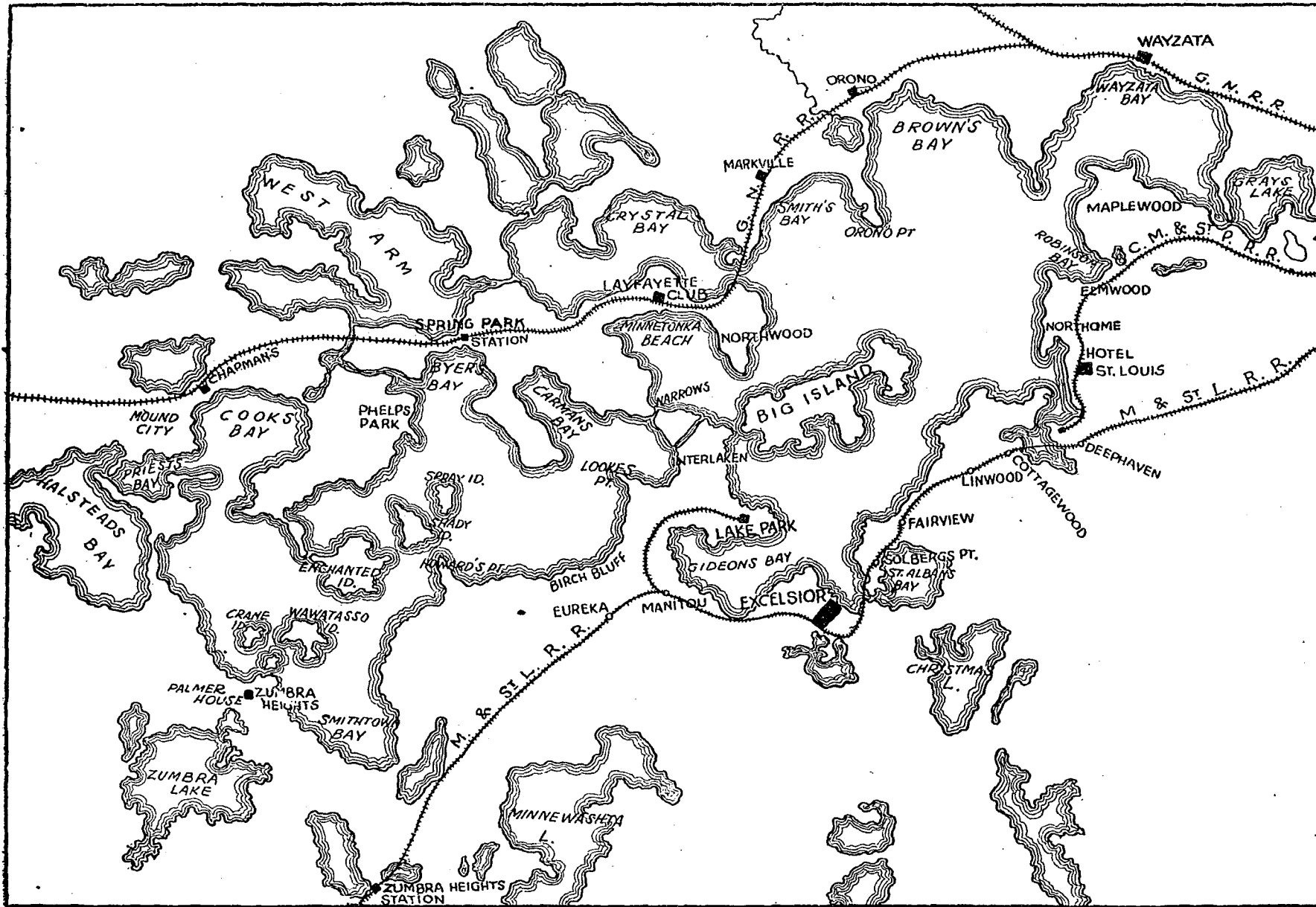
Minnetonka.—Lake Minnetonka lies slightly southwest of the center of Minneapolis and within easy reach by three lines of railroad. Its eastern arm is only about seven miles from the city limits. Since the days of the first settlers this lake has been renowned for its beauty; in recent years it has established a wide reputation as a summer resort. Except that it is rather larger than the average, Lake Minnetonka is, perhaps, as perfect a physical type of the northwestern lake as could be selected. It possesses to a marked degree the characteristic irregularity of outline which constitutes the chief sources of beauty in the lakes of this region. The voyager upon its waters is bewildered by the multitude of channels and inlets, the unexpected opening of new vistas of blue water,

the seemingly exhaustless resources of delight to the sense of sight. The extreme eastern and western points of the lake are scarcely a dozen miles apart, but the shore line measures about 115 miles. This wonderful length includes, in addition to countless bays and deep arms, as well as long points which nearly divide the lake, the shores of some ten or a dozen islands. In making the tour of the lake the steamers usually follow a course, which, though touching only the principal landings is at least 40 miles long. The lake is divided by a narrow marsh near the center into the "upper" and "lower" lakes; the latter being, of course, the part from which flows Minnehaha creek. The "lower lake" is much the larger portion and contains the wide expanse which won the Sioux name of "Broad-water." As the greatest length is from east to west the principal shores of Minnetonka naturally received the designation of the "north shore" and "south shore." The north shore is reached by the Great Northern R'y, which skirts the "lower lake" and passes through the town of Wayzata, the nearest point to Minneapolis on the lake. From Wayzata steamers start upon their daily trips about the lake. Just west of the village the main line of the railroad leaves the lake but a branch, follows the sweep of the shore and crossing the "north arm" reaches Minnetonka Beach. Here is the Lafayette Club house. Two miles beyond is Spring Park, where extensive picnic grounds are located. Besides these places there are numerous stations used by the owners of the cottages which line the lake shore. These cottages range from rough board shanties to palatial villas costing thousands of dollars. They are

mostly owned and occupied by citizens of Minneapolis, though some are inhabited every season by people from distant points. On the south shore is the village of Excelsior, the largest town upon the lake. Across an adjacent bay is the Tonka Bay Hotel, and in a bay on the eastern shore, about two miles northeast of Excelsior, is the Hotel St. Louis.

In St. Louis Bay are the beautiful club houses of the Minnetonka Club (which see). Hotel St. Louis is the terminus of the Minnetonka branch of the C., M. & St. P. R'y and it may also be reached by the Minn. & St. L. R'y which passes near and skirting the shore reaches Excelsior and Tonka Bay. At Excelsior there are a number of good hotels and many summer boarding houses; cottages abound at every point on the "lower lake." The "upper lake" is less accessible and more beautiful and romantic. The railroad stations are Spring Park and Mound. Small steamers meet the trains and convey passengers to Shady Isle, Zumbra Heights, and various private landings.

During the summer there is much gaiety at the lake. Parties at the hotels, concerts, excursions, yacht races, fishing and similar amusements fill up the time. It is the custom with many families to occupy their cottages from early May till late in the fall. The hotels are open from perhaps the middle of June till Sept. 1 and steamers make the trip of the lake during about the same period. As the city may be reached from almost any point in about half an hour, business men find it convenient to live at the lake and come to the city each morning; it being in fact nothing less than a very



LAKE MINNETONKA.

beautiful and charming summer suburb.

Board for the season may be obtained at rates slightly in advance of city charges. Boats are to be had at all the principal landings. Fishing is fair and may be enjoyed without the inconvenience attending a trip to a remote lake.

Minnetonka Yacht Club.—The leading yachting organization. It was formed in 1902 through the consolidation of the Minnetonka Ice Yacht club and the Minnetonka Yacht club. Two beautiful club houses are maintained at St. Louis bay where the members gather for social pleasures, and which serve as rendezvous for the frequent regattas. In winter ice yachting is a popular sport.

Lucian Swift is commodore and George K. Belden, secretary.

Mississippi River.—One of the most interesting sights in Minneapolis is, quite naturally, the Mississippi river. In all its course of nearly 3,000 miles the "Father of Waters" is nowhere more attractive than here. It is at Minneapolis that the great river loses its character as a rapid, tortuous lumbering stream and begins its course of 2,200 miles as a navigable stream. Minneapolis interests are closely identified with the Mississippi. The great water power afforded by the Falls of St. Anthony led to the founding of the city; the same power developed has been one of the chief factors in its growth; the river has brought millions upon millions of feet of logs from the pineries of the north to supply the second great manufacturing industry of the city; and lastly Minneapolis is at the head of navigation, and with improvements now

begun, will reap large benefits from the commercial advantages of this position with regard to the Mississippi valley. At Minneapolis the river has an average width of perhaps 1,200 feet. Above the falls its placid surface is well covered with log booms; below, it dashes off in furious rapids for a half mile, and courses for miles between high and exceedingly picturesque cliffs. Delightful views of this gorge may be had from half a dozen bridges. The source of the Mississippi is near Lake Itasca which is only about 150 miles from Minneapolis in a direct line but by the devious course of the river channel is several times that distance.

Municipal Court.—Has power to try civil actions where the amount in controversy does not exceed \$500 or where the title to real estate is not involved, but cannot issue writs of habeas corpus, mandamus or injunction, nor entertain divorce proceedings. It also has jurisdiction in cases of misdemeanor arising within the county. In cases of violation of the state laws ordinarily triable before justices of the peace it has exclusive jurisdiction, and also in offenses against the city ordinances. The maximum penalty which it can impose is a fine of \$100, or imprisonment for 90 days in the county jail or city work house. In felonies and indictable misdemeanors it examines and may hold accused persons to await the action of the grand jury. Complaints in criminal cases may be made to either the judge or clerk of the court, and must be in writing and sworn to. There are two judges to this court, a municipal judge and a special judge, who have equal rank. The court is held in rooms on the fourth floor of the city hall.

Musical Societies and Clubs.—

A list of the principal musical societies and clubs is as follows:

Apollo Club.—Lyceum Theatre building.

Danz Orchestra.—41-43 S. 6th St. Frank Danz, director.

1st Regiment Band.—41-43 S. 6th St.

Harmonia Society.—1228 N. Washington Av.

Ladies' Thursday Musicale.—402 Metropolitan Music Co. Bldg., 41-43 S. 6th St.

Masonic Quartette.—314 Masonic Temple.

Minneapolis Journal Newboys' Band.—47 S. 4th St.

Minneapolis Park Band.—Emil Oberhoffer, conductor.

Minneapolis Symphony Orchestra.—41-43 S. 6th St.

Normandenes Singing Society.—Berglund Block; F. Melius Christianson, director.

Philharmonic Club.—41-43 S. 6th St.

Schubert's Orchestra.—606 Nicollet Av.

University of Minnesota Band.—University of Minnesota.

National Banks. (See "Banks.")

National Guard.—Four companies of infantry and one battery of artillery is the contribution of Minneapolis patriotism to the organization of the National Guard, State of Minnesota. The companies include 300 men. The four companies of infantry belong to the First Regiment. The battery belongs to the First Battalion of Artillery. Their armory is on 8th St. near 1st Av. S. Some very fine drilling has been done by the various companies. Awards for individual drill stimulate to efficient and painstaking work. The First Regiment companies are A, B, F, and I, commanded respectively by Captains M. D. Garcelon, Earl D. Luce, Percy A. Walton and E. W. Langdon. Captain Albert F. Pray commands Battery B. (See "Armory.")

New Boston.—The popular name for the locality surrounding Central Av. and 25th Av. N. E. Take 8th and Central electric cars.

Newsdealers.—Most of the bookstores, some of the stationery stores and many stands in the hotels, office buildings, depots and in all directions through the city, sell current periodicals and the leading daily papers.

Newspapers and Periodicals.—In proportion to its size, as compared with other cities, Minneapolis has few daily newspapers. Its class and trade publications are numerous and important. Below is given a list classified as to frequency of publication and with the yearly subscription price and place of publication:

Daily.

Journal.—(Evening except Sundays).—\$4. 47 and 49 S. 4th St. Independent Republican.

Legal News.—206 S. 3rd St.

Market Record.—248-50 4th Av. S. \$3. (Evening except Sunday.) Grain Markets.

Market Reporter.—602 2nd Av. N.

Minnesota Daily.—University of Minnesota. \$2. (During College year.)

News, The Minneapolis Daily.—\$3. 316 2nd Av. S. Independent.

Railway and Hotel News.—408 1st Av. S.

Times.—(Morning.) \$4. 114-16 S. 4th St. Independent.

Tribune.—(Morning daily, \$3, evening except Sunday). 57-61 S. 4th St. Republican.

Tidende.—\$2. 47 S. 4th St. Norwegian.

Volkszeitung.—Daily \$5, and semi-weekly, \$5. 110 S. Wash.

Weekly.

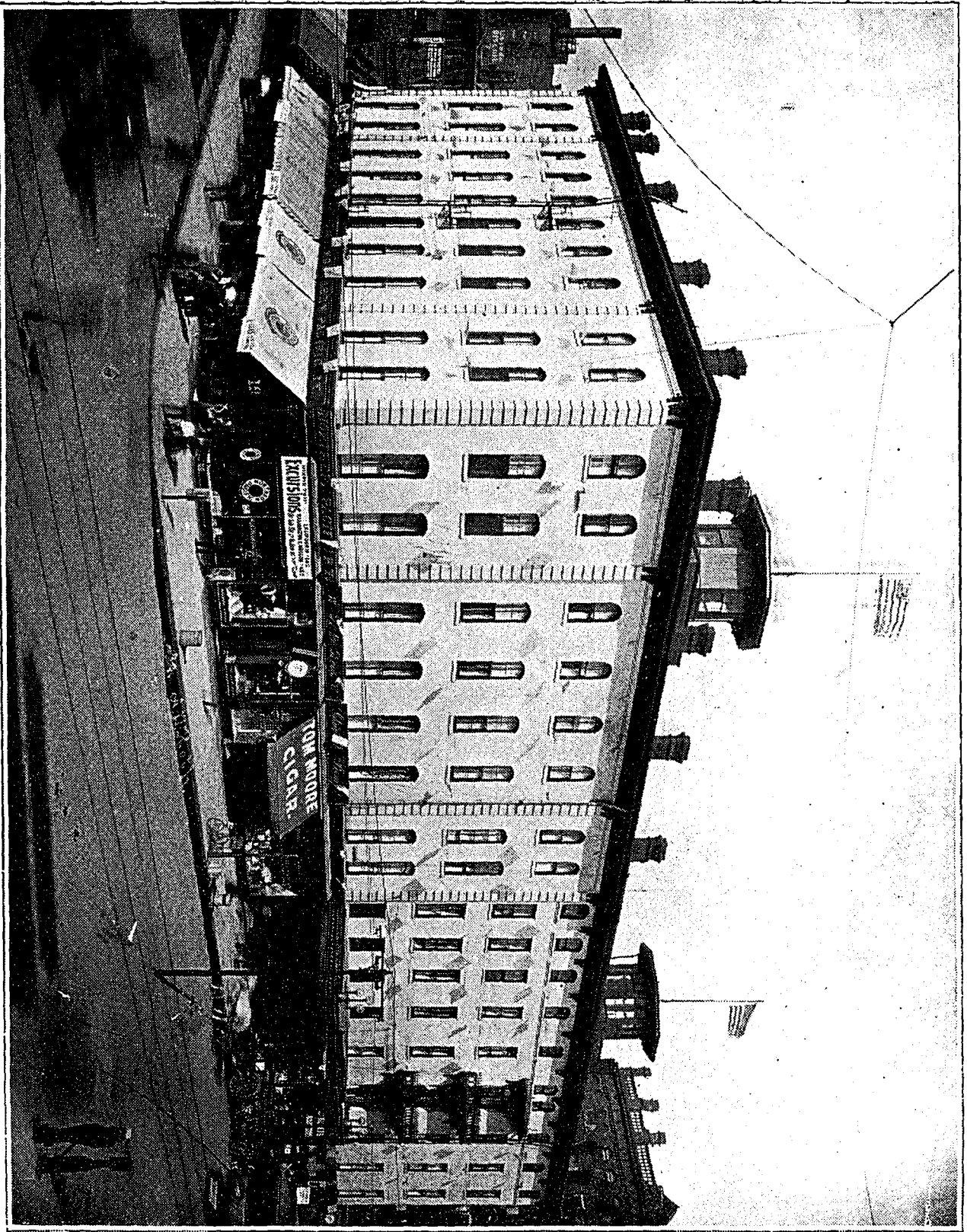
Both Sides.—\$2. 102 S. 3rd St. Chronicle.—\$1. 1627 N. Washington Av.

Commercial Bulletin and Northwest Trade.—301-3 Boston Blk. \$2. Saturday. Mercantile.

Commercial West.—\$3. Metropolitan Life Bldg., formerly the Guaranty Bldg. Saturday. Financial.

Court Record.—\$5. 206 S. 3d St.

- Echo de L'Ouest.—\$1. Thursday.
305 Central Av.
- Free Baptist.—75c. 75 N. 17th
St. Religious.
- Freie Presse Herold.—49 S. 3rd
Street.
- Illustrirt Familie Journal.—\$1.50.
720 S. 4th St.
- Improvement Bulletin.—\$5. 912-
913 Lumber Exchange. Building.
- Irish Standard.—\$2. Saturday.
51 S. 4th St.
- Lutheraneren.—\$1. 225 Cedar
Av. Norwegian.
- Luthersk-Börneblad. — 225 Cedar
Av. Norwegian.
- Masonic Observer.—\$1. 214-15
Masonic Temple.
- Minnesota Alumni Weekly. — \$1.
315 14th Av. SE.
- Mississippi Valley Lumberman. —
\$2.50. 1011 Lumber Exchange.
- N. E. Argus.—2423 Central Av.
Local.
- Northwestern Agriculturist.—60c.
525 S. 7th St.
- Northwestern Miller. Friday. 118
S. 6th St. Milling.
- Nye Normanden. — \$1. Tribune
Bldg. Norwegian.
- Progress.—\$1. 417 Hennepin Av.
- Register.—Saturday. Bank of
Commerce Bldg.
- Skandinavisk Farmer Journal.—
50 cents. 720—24 S. 4th St. Agri-
cultural. Scandinavian.
- Svenska Amerikanska Posten.—\$1
114-116 S. 4th St.
- Svenska Folkets Tidning. — \$1.
Wednesday. Tribune Bldg.
- Telegram.—\$1. 1822 11th Av. S.
- Ugebladet.—\$1. 720—24 S. 4th
St.
- Union.—\$1. 225 S. 3rd St.
- Veckoblad.—\$1.50. 115 S. 6th St.
Swedish. Religious.
- Weekly Mirror.—\$1. 840 Lumber
Exchange.
- Semi-Monthly.
- Farm, Stock and Home.—50 cents.
827 Lumber Exchange. Agricultural.
- Forskaren.—\$1.50. 1119 S. Wash-
ington Av. Swedish.
- Hardware Trade.—\$1. 301-3 Bos-
ton Blk.
- Northwestern Lancet. — \$2. 840
Lumber Exchange.
- Skördemannen.—75 cents. 2625
Chicago Av. Swedish Agricultural.
Monthly.
- Church Record.—60c. 505 Kasota
Bldg.
- Cigar and Tobacco Journal.—304
Commercial Bldg.
- Family Circle.—50c. 804 Lumber
Exchange.
- Farm Implements.—\$1. 1018 Lum-
ber Exchange. Trade.
- Gittit.—\$1.25. 45 S. 5th St.
Swedish musical.
- Home Magazine.—25c. 525 S.
7th St. Family.
- Housekeeper.—50c. 801 S. 4th St.
- Keith's.—\$1. 917 Hennepin Av.
- Minnesota Magazine.—University
of Minnesota. Students.
- Minnesota Horticulturist.—\$1. 207
Kasota Bldg.
- Northwestern Druggist.—\$1. 912
Lumber Ex.
- Pythian Advocate.—\$1. 204 Ma-
sonic Temple. Knights of Pythias.
- School Education.—\$1. 1401 Uni-
versity Av. SE.
- Svenska Familj Journal.—\$1. 720
—24 S. 4th St. Scandinavian.
- Western Camera Notes.—\$1. 826
Hennepin Av.
- Western Architect.—914-15 North-
western Bldg.
- Annually.
- Dictionary of Minneapolis.—25c.
Hudson Pub. Co. 404 Kasota build-
ing.
- Directory of Office Buildings.—
\$1.50. Hudson Pub. Co., 404 Kasota
building.
- Minneapolis City Directory.—804
—06 Globe building.
- New York Life Building.**—One
of the finest office buildings in the
city was completed in 1890 by the
New York Life Insurance Co. It
stands at the corner of 5th St. and
2nd Av. S. with a frontage of 150
feet on the former and 99 feet on the
latter thoroughfare. In exterior ap-
pearance it is massive and substan-
tial. The lower stories are of St.
Cloud granite, with pressed brick
above topped with an artistic balus-
trade and cornice of terra cotta.
While the outside is almost severely
simple, the inner vestibule and corri-
dors are magnificent. A lobby with
walls of marble leads to an inner
court finished in rare marbles in the
style of the Italian Renaissance.



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The blending of the fine tints of costly stones with gilded decorations and color effects from the stained glass arch above, give an almost oriental magnificence to the place. On either side are spacious banking rooms 76 by 40 feet in size, floored with marble and richly wainscoted with cherry. Four elevators lead to the upper floors. All the offices are finished with cherry and are conveniently arranged. On the upper floor is a law library, with 10,000 volumes, free to tenants of the building, provided with commodious reading-rooms. Throughout the building is perfectly fire proof and equipped with every modern appliance. There are about 240 offices. The whole cost of the building and site was about a million dollars. As in the other beautiful buildings of Minneapolis, visitors are always welcome.

Nicollet Avenue.—Beginning at Bridge Square Nicollet Avenue takes a southwesterly course to Grant St. and thence due south to the city limits. It is the most prominent street in the city. From 1st to 8th Sts. it is crowded with retail stores and in fact almost monopolizes this class of trade. Architecturally the street is above the average. Its chief structures are the Andrus Bldg., Syndicate Blk., Minnesota Loan and Trust Company's building, The Glass Block, Dayton Bldg. and Plymouth Congregational and Westminster Presbyterian churches. Nicollet Avenue is 80 feet wide. It is paved with granite below Washington Av. and with asphalt from Washington to 10th St. From Grant St. it is the route of the electric line to Washburn Park.

Nicollet House.—One of the best known hotels in the Northwest. It fronts upon Washington, Nicollet

and Hennepin avenues at the center of the street railway system of the city and within a short distance of the principal railroad stations and both the wholesale and retail districts. The Nicollet was established in 1857 and for nearly half a century has been a Minneapolis landmark and a center of the city's life and activity. It is conducted on the European plan, and has accommodations for about 300 guests. The cafe, on the main floor adjoining the office, has been remodeled and refitted and is one of the finest in the Northwest.

Nicollet Island.—Directly opposite the center of the city and only a few hundred yards above the St. Anthony Falls. It is about half a mile long and divides the Mississippi river into the east and west channels. The latter is spanned by the "steel arch" bridge and the former by a stone arch bridge, the two forming with Bridge St. connecting, the main thoroughfare to the east side. At the lower end of the island, factories and ice houses fill all the available space. The upper and larger portion is occupied by residences.

Northeast Minneapolis.—That part of the city lying in the eastern district and north of Central Av. and Division St. A popular term.

North Minneapolis.—The common designation for that part of the west division lying north of 4th Av. N.

Nurses.—A training school for nurses is maintained by the Northwestern Hospital Association, 2627 Chicago Av., and diplomas furnished upon graduation. A good nurse can usually be obtained by applying to any of the hospitals or to some reputable physician.

Oak Grove.—(W. 17th St.) Received its name from the large oak trees growing on the slope, through which it takes its course. It is one of the beautiful residence streets of the city.

Oak Lake.—A section of the city lying between Western Av. and 6th Av. N. and Lyndale and Hoag Aves. It is laid out in park style. Western and 2nd St.; and 4th Av. S. and 6th Av. N. electric lines.

Oak Park.—A slightly locality north of 6th Av. N., and west of Humboldt. It occupies high ground overlooking the city. 6th Av. N. cars.

Office Buildings.—Minneapolis is well supplied with office buildings of a high order. For a list of the more important ones see "Buildings."

Officials.—(See "City Officials.")

Old Books. (See "Book Stores.")

Oldest House.—The first house erected in Minneapolis (west side) was that of Col. John H. Stevens built in 1849 on the bank of the river where the Union passenger station now stands. It was removed, years ago, to 16th Av. S. between 4th and 5th Sts. and later to Minnehaha Park where it is preserved as a memento of the early days of the city.

Omnibuses.—A responsible concern operates busses for the transfer of passengers between depots and hotels; and pleasure omnibuses for excursions, may be had at the large livery stables.

Opera Houses. (See "Theatres.")

Organs.—The finest pipe organs in the city are in the Auditorium and the following churches: Plymouth, Westminster, First Baptist, Church of the Redeemer and First Congregational.

Orphan Asylums. (See "Ben-evolent Societies and Institutions.")

Orpheum Theater.—Seventh St. near Hennepin Av. One of the newest and most complete of Minneapolis theaters. It was opened in 1904 and is devoted to vaudeville at popular prices.

Parcel Delivery Companies.—A full list with location of offices may be found in the city directory. They will be found convenient for the delivery of small packages especially where there are many for different addresses.

Park Avenue.—A handsome residence street corresponding to 7th Av. S., south from 10th St. It is 100 feet wide and is paved with asphalt.

Park Avenue Congregational Church.—At the corner of Park and Franklin Aves.; was completed in 1888 at a cost of about \$75,000. The church was organized on Oct. 14, 1867 with 20 members; it now has about 400 and a Sunday school enrollment of over 300. 8th and Central electric line.

Park Commissioners. (See "City Officials and "Parks.")

Parks and Parkways.—Below are given lists of the parks and parkways and boulevards of the city. For a full description see "Park System" and the different parks in their appropriate alphabetical position:

Parks.

Barnes Place.—0.57 acres; Elwood Av. and 8th Av. N.

Calhoun Terrace.—20.50 acres; east side of Lake Calhoun.

Cedar Avenue Triangle.—0.021 acres; Cedar Av. and 7th St. S.

Clifton Triangle.—0.034 acres; Clifton Av. and Clifton Pl.

Columbia Park.—166.20 acres; Central Av. and 31st Av. N. E.

Cottage Park.—0.50 acres; James Av. and Ilion Av. N.

Eighth Ward Park.—3.68 acres; Bryant Av. S. and 31st St.

Elliot Park.—4 acres; 8th St. and 9th Av. S.

Farview Park.—20.82 acres; Lyndale Av. and 26th Av. N.

Franklin Steele Square.—1.54 acres; Portland Av. and 16th St.

Glen Gale.—1.65 acres; Irving Av. and 23rd Av. N.

Glenwood Park.—57.10 acres; Western Av. and Abbott Av. N.

Highland Oval.—0.058 acres; In Highland Av. near Royalston Av., in Oak Lake Addition.

Hillside Triangle.—0.50 acres; Hillside Av. and Logan Av. N.

Hiyata Park.—10.30 acres; Kenwood Parkway and Fremont Av.

Humboldt Triangle.—0.35 acres; 6th Av. N. and Humboldt.

Interlachen.—25.50 acres; south of Lake Calhoun.

Irving Triangle.—0.11 acres; Irving Av. and 22nd Av. N.

Lake of the Isles Park.—154 acres; surrounding and including Lake of the Isles.

Lakeside Oval.—0.316 acres; north of Lakeside Av. in Oak Lake Addition.

Logan Park.—10.08 acres; Broadway and Monroe St.

Loring Park.—36.34 acres; Hennepin Av. and Harmon Pl.

Lovell Square.—1.35 acres; Irving Av. and 10th Av. N.

Lowry Triangle.—0.16 acres; Hennepin Av. and Vineland Pl.

Lyndale Park.—61.26 acres; between Lake Harriet Boul. and Lake-wood Cemetery, from King's Highway to Penn Av. S.

Minnehaha Park.—138.94 acres; at Minnehaha Falls.

Mount Curve Triangle.—0.05 acres; Mount Curve and Fremont Aves.

Murphy Square.—3.33 acres; 22nd Av. S. and 7½ St.

Newton Triangle.—0.12 acres; Hillside Av. and Newton Av. N.

Normanna Triangle.—0.07 acres; Minnehaha Av. and 22nd St. E.

Oak Lake.—1.33 acres; between Lakeside Av. and Border Av. in Oak Lake Addition.

Oliver Triangle.—0.04 acres; 21st Av. N. and Oliver Av.

Parade The.—44.50 acres; Kenwood Parkway and Lyndale Av.

Powderhorn Lake Park.—53.86 acres; 10th Av. S. and 32nd St.

Rauen Triangle.—0.027 acres; 11th Av. N. and 5th St.

Richard Chute Square.—1.07 acres; University and 1st Aves. SE.

Riverside Park.—19.78 acres; 6th St. and 26th Av. S.

Royalston Triangle.—0.20 acres; 6th Av. N. and Royalston Av.

Smith Triangle.—.26 acres; Hennepin Av. and 24th St.

Stevens' Place.—0.06 acres; Portland Av. and Grant St.

Svea Triangle.—0.089 acres; Riverside Av. and 26th Av. S.

Van Cleve Park.—6.97 acres; Como Av. and 14th Av. S. E.

Virginia Triangle.—.167 acres; Hennepin and Groveland Aves.

Washington Triangle.—0.04 acres; Washington St. and 8th Av. N. E.

West Riverside Park, including Islands in River.—175.36 acres; Mississippi River, Franklin Av. to Minnehaha Park.

Wilson Park.—1.13 acres; 12th St. N. and Hawthorne Av.

Windom Park.—8.63 acres; Johnson St. and 25th Av. N. E.

Boulevards and Parkways.

Calhoun Terrace.—1.33 miles, east bank of Lake Calhoun.

Dean Boulevard.—¾ mile from Lake of the Isles (west side) to Calhoun.

Hennepin Avenue Boulevard.—1.77 miles continuation of Hennepin Av. from Douglas Av. to W. Lake St.

Interlachen Drive.—.25 miles, from Lake Calhoun to Lake Harriet.

Kenwood Parkway.—1.68 miles from Hennepin Av. opposite Central Park west and south through Kenwood to Lake of Isles Boulevard.

Kings Highway.—1.2 miles, same as Dupont Av. from 38th to 46th Sts. and via latter to Lake Harriet.

Lake Harriet Boulevard.—3½ miles; the Parkway encircling Lake Harriet.

Lake of the Isles Boulevard.—2.80 miles; the parkway around Lake of the Isles.

Lyndale Boulevard.—2.1 miles; Lyndale Av. N. to Farview Park.

Minnehaha Parkway.—5.55 miles from Lake Harriet to Minnehaha creek and thence to Minnehaha Park.

St. Anthony Parkway.—2.45 miles from the University along east river banks to city limits.

Stinson Boulevard.—.75 miles; S. E. Minneapolis.

West River Bank Parkway.—3.6 miles; along Mississippi river, Franklin Av. to Minnehaha Park.

(See "Park System.")

Park System.—Nature has supplied Minneapolis with all the requisites for the finest park system in the world. All that has been done in the way of improvement has simply been along the line of wise adaptation of the natural advantages lying ready to the hand. But it required courage, wisdom and forethought, to bring about the present admirable condition of the park properties of the city.

Stated briefly the park system embraces a general plan of medium sized neighborhood parks, at convenient distances throughout the city, with an elaborate system of parkways and boulevards skirting the lakes, and the gorge of the Mississippi, and connecting several large parks in the outlying districts. The presence within or adjoining the city limits of several slightly ridges, no less than a dozen beautiful lakes, the picturesque Minnehaha creek (the outlet of Lake Minnetonka) and the renowned Minnehaha Falls, left no lack of natural material. Building on these natural gifts, and supported by public opinion, and favorable legislation, the gentlemen in charge of the parks have accumulated for the public, park properties valued at about \$5,000,000 and amounting to one acre to each 150 of the city's population, a larger area in proportion to population than any other American city. The city owns about 1,800 acres of park area with connecting and encircling drive-ways aggregating 35 miles in length.

Board of Park Commissioners.—The board of park commissioners was created in 1883. The law provides for the election of twelve commissioners who with the mayor, ex-officio, the chairman of the committee on public grounds and buildings, and the chairman of the committee on roads

and bridges of the city council, ex-officio, constitute the board. It has power to obtain title to lands by purchase or condemnation and to assess the value of lands selected for parks upon the surrounding benefitted property. The board further has power to issue bonds to pay for property acquired, close streets which may divide lands bought for park purposes, construct bridges, adopt police regulations and acquire and control park ways. One very valuable power given the board is that of planting and controlling shade trees on any streets or public grounds in the city.

The Park System.—A look at the map will show that four large lakes lie along the southwestern boundary of the city while Minnehaha creek winds its way near the southern limits, finally tumbling over the cliffs and forming Minnehaha Falls, in the extreme southeasterly corner of the city. To reach these points of interest was of course the object of the park board in laying out the park system. The beautiful Loring Park (described elsewhere under its own heading) was, from its location the natural point of beginning, and the place to which one must repair who wishes to view the park system most advantageously. Due west from Loring Park extends Kenwood parkway. It is a broad avenue with walks and double rows of trees on either side. Like all the boulevards, it is beautified with occasional flower beds and ornamental shrubbery. Further on the drive occupies a ridge extending in a general southwesterly direction and commanding fine views of the city and the lakes. At its southernmost end it connects with Lake of the Isles Boulevard which completely encircles the charming little lake of that name. Next south

and connected by a drive of a few hundred yards is Lake Calhoun along whose eastern and southern shores the boulevard continues now rising high above the water and again dropping almost to its level. A short distance farther south is Lake Harriet around which extends the most beautiful part of the parkway system. The natural contour of the lake shore has been preserved, in most places, with admirable effect. Between Lakes Calhoun and Harriet and north of the latter is a large tract of land acquired partly by the gift of the late Col. Wm. S. King and partly by purchase. From Lake Harriet southeasterly the parkway system extends along Minnehaha creek to the Falls. The driveway winds along the shores of the romantic stream, occasionally crossing and approaching or diverging as the formation of the land suggests. At Minnehaha Falls the parkway reaches a park of 137 acres which, with the adjoining grounds of the Minnesota soldiers home, form 200 acres of parked land. From this point the line of improvement will include a boulevard along the summit of the Mississippi river cliffs to Riverside Park about a mile below St. Anthony Falls.

There are certain outlying parks and boulevards which as yet have no connection with the main system but with its development will be made a part of the whole. Of these Glenwood Park, Farview Park in North Minneapolis and several parks in the east division are the most prominent. Facts relating to the various parks are to be found under their own individual headings. (See "Parks," "City Officers," and "Government.")

Parochial Schools.—Schools connected with the Catholic church of

the city have an enrollment of about four thousand pupils and are as follows:

The Christian Brothers, high school for boys, Nicollet Island; Immaculate Conception, 3rd St. and 3rd Av. N.; Holy Angels' Academy, 643 N. 4th St.; Holy Rosary, 18th Av. S. and 24th St.; St. Joseph, 5th St. and 11th Av. N.; St. Anthony of Padua, 2nd St. between 8th and 9th Aves. N. E.; St. Boniface, Cor. 2nd St. and 7th Av. N. E.; Our Lady of Lourdes, Prince St. near Central Av.; St. Elizabeth, 1412 8th St. S.

Patrol Limits.—The boundaries of the region in which by special legislation the saloons of the city are compelled to remain. This district is almost exclusively what is usually called the business region, making the residence parts of the city practically prohibition localities. (See "Saloons.")

Patrol Wagons. (See "Police.")

Paving.—Minneapolis has over 100 miles of paved streets. Asphalt, brick, granite and cedar blocks are the materials principally used. There are about 200 miles of curbstone in place. Most of this is of substantial quarried stone, though an artificial cement curb is sometimes used. (See "Streets" and "Public Improvements.")

Periodicals. (See "Newspapers and Periodicals" and "Newsdealers.")

Philharmonic Club, The. — A musical society of 16 years' standing. Its active membership is about 300 and its associate membership 800. The chorus of ladies and gentlemen constituting the active membership gives four concerts each

season which are accounted among the best musical events. The club has headquarters at the Metropolitan Music Co. Bldg., 41—43 S. 6th St. Frederick Fayram is president, H. W. Freeman secretary and Emil Oberhoffer, musical director.

Photography.—There are many well equipped photographic galleries. The leading are those of J. A. Brush, 36 S. 6th St.; Sweet, 605 Syndicate Arcade; H. T. Bishop, 62 Syndicate Bldg.; A. H. Opsahl, 23 S. 6th St.

The thousands of amateur photographers in the city include many artists of ability. Their organization is the Minneapolis Camera Club which is a division of the Society of Fine Arts. The leading dealers in photographic supplies are: C. A. Hoffman, 624 Nicollet Av.; E. B. Meyrowitz, 604 Nicollet Av.; O. H. Peck Co., 116 S. 5th St.; T. V. Moreau, 616 Nic. Av.

Picnic Grounds.—For large parties the most desirable picnic grounds are on the shores of Lake Minnetonka. Spring Park reached by the Great Northern R'y, Hotel St. Louis on the C. M. & St. P. R'y, and Lake Park on the M. & St. L. R'y, are the most accessible. Small companies can also be accommodated at these places and at scores of others about the lake. Nearer the city are the groves about Lake Calhoun and Harriet (Como Interurban Harriet electric line) and at Minnehaha Falls, reached by the Minnehaha line. If carriages or bicycles are used the roads about the city lead to many pretty places which are very retired. (See "Excursions.")

Pillsbury "A" Mill.—The great "Pillsbury A," familiarly described as "the largest flour mill in the world," stands on S. E. Main St. at the corner of 3rd Av. S. E. It is built of stone, six stories high with

dimensions of 115x175 feet and a height from the bottom of the wheel pit to the roof of 187 feet. Work was begun on the mill in March, 1879, and it commenced operation in 1881. The cost, equipped, was about half a million dollars. The machinery includes 370 pairs of rolls, 180 purifiers, 61 cleaning machines, 117 bolting reels, 50 scalpers, 92 plansifters, 28 bran dust-ers, (nearly 1,000 machines). and the mill has a capacity of 15,650 barrels of flour in twenty-four consecutive hours. About 50,000 bushels of wheat are needed for the ordinary daily run, 350 men are employed, and the force furnished by the two immense turbine water wheels is 2,850 horse power. This is supplemented by a 1,000 horse power steam engine. The arrangement of the machinery in this mill is such that it is the best to visit. Permits may be obtained at the office of the company in the Metropolitan Life Bldg., formerly the Guaranty Bldg. Como Interurban Harriet, or Oak and Harriet lines. (See "Flour and Flour Mills.")

Pillsbury Hall. (See "University.")

Pillsbury Library.—One of the most beautiful buildings in Minneapolis is the Pillsbury library which was completed in October 1903, and is now occupied by the East Side branch of the public library. It is located at University Av. and 1st Av. S. E. This structure represents a long-considered plan of the late John S. Pillsbury for the erection of a public library for the special benefit of the "east side" where he lived during his half century of residence in Minneapolis.

The building is 90 feet long by 70 feet in depth, of stone and steel construction, entirely fire-proof and adapted perfectly to the modern ideas of a circulating and reference library. It is beautifully finished in mahogany, and is furnished with handsome mahogany furniture and the most modern steel book-stacks. Besides the regular reading room, reference room, children's room and delivery room, there is also a very comfortable audience hall. The cost of the building was about \$75,000.

Places to Visit. (See "Seeing the City," "Drives," "Excursions," "Bicycling.")

Plumbing Inspection.—Householders or tenants may secure the sanitary inspection of plumbing by making proper application at the health department office in the city hall. (See "Health Department.")

Plymouth Congregational Church.—The largest church in the denomination, and one of the most influential in the city. Its membership includes some of the wealthiest and most prominent of the citizens of Minneapolis. The church is always foremost in the activities of the religious element of the community. Its building is at the corner of Nicollet Av. and 8th St. The church was organized in 1857 with 18 members. The present church edifice was dedicated in 1875. It seats 1,250. In 1885 the vestry was enlarged, and convenient rooms were provided on the first floor for the use of Sunday school and prayer meetings and on the second floor, reception rooms, a kitchen and a large parlor for the social gatherings of the church.

In benevolences and charities Ply-

mouth Church has a remarkable record. An important branch of the church work is in the line of city missions. At the Bethel Branch, 1416 S. 2nd St., are maintained a kindergarten, a day nursery, a Sunday school and gospel services of various kinds. Drummond Hall, at 2nd St. and 13th Av. N. E. is the home of a Sunday school, reading-room, sewing-school and kindergarten and other institutional work. The church is well organized and active and aggressive. Plymouth Church has one of the finest pipe organs in the West and maintains an excellent choir. Strangers are made welcome. Rev. L. H. Hallock, D. D., is pastor.

Police.—The Minneapolis police force is composed of about 250 men directed by a superintendent who, however has no appointing power. Headquarters are in the City Hall. The city is divided into five police precincts, each in charge of a captain and lieutenant. The police stations are located as follows:

First Precinct, in City Hall.

Second Precinct, 510 Central Av.

Third Precinct, Cor. 19th Av. S. and 4th St.

Fourth Precinct, 3rd St. near 20th Av. N.

Fifth Precinct, 213 E. Lake St.

As adjuncts to the First, Third and Fourth precincts there are three patrol wagons kept in constant readiness to aid officers who have arrested unruly prisoners. In case of mobs or riots the patrol wagons are valuable for bringing a large number of officers speedily to the scene of action. They are also used when raiding tough resorts, or gambling dens, or in making wholesale arrests. As ambulances, they are convenient and always ready if rather unpleasantly public for the unfortunate sufferers who need their assistance.

Police Court. (See "Municipal Court.")

Political Divisions.—Minneapolis is divided into 13 wards for the administration of local government and contains several senatorial and legislative districts. It is in the Fourth Judicial District and with the remainder of Hennepin County forms the Fifth Congressional District of the state.

Wards and their Boundaries.—(It should be understood that where a street or avenue is mentioned as a dividing line the middle of the street is the actual line.

1st Ward.—Bounded on the west by the river, on the south by Bridge St., Nicollet Island, Central Av., on the east by N. E. 5th St., and on the north by the city limits.

2nd Ward.—On the west and south by the river, on the east by city limits, on the north by Division St., S. E. 9th St., Central Av. and Bridge St.

3rd Ward.—On the east by the river, south by 3rd Av. N., 6th St. and 6th Av. N., west by west city limits, north by 26th Av. N.

4th Ward.—On the north by 3rd Av. N., 6th St. and 6th Av. N., west by city limits, south by W. Franklin Av., (laid out and extended) and east by Nicollet Av., E. Grant St., 1st Av. S. and the river.

5th Ward.—On the west by 1st Av. S., E. Grant St. and Nicollet Av., south by E. 24th St., east by 10th Av. S. and north by river.

6th Ward.—On north and east by river, south by S. 7th St., west by 10th Av. S.

7th Ward.—On north by E. 24th St., east by Hiawatha Av., 28th St. and 21st Av., south by city limits, west by Chicago Av.

8th Ward.—On North by Franklin Av., Nicollet Av., and E. 24th St., east by Chicago Av., south by 34th St. (laid out and extended), west by western city limits.

9th Ward.—On north and east by city limits, south by Division and S. E. 9th Sts. and Central Av., west by N. E. 5th St.

10th Ward.—On north by city limits, east by river, south by 26th Av. N., west by west city limits.

11th Ward.—On the north by S. 7th St., east by river, south by E. 24th St. and west by 10th Av. S.

12th Ward.—On the north by E. 24th St., east by river, south by city limits and west by 21st Av. S., E. 28th St. and Hiawatha Av.

13th Ward.—North by 34th St., east by Chicago Av., south and west by city limits.

State Legislative Districts.—Members of the state senate and house of representatives are elected from the following districts either wholly or partly within the city limits:

38th District.—The 1st and part of 3rd wards is entitled to elect one senator and two representatives.

39th District.—2nd and 9th wards and the town of St. Anthony, is entitled to elect one senator and two representatives.

40th District.—The 4th ward: one senator and two representatives.

41st District.—The 5th and 6th wards one senator and four representatives.

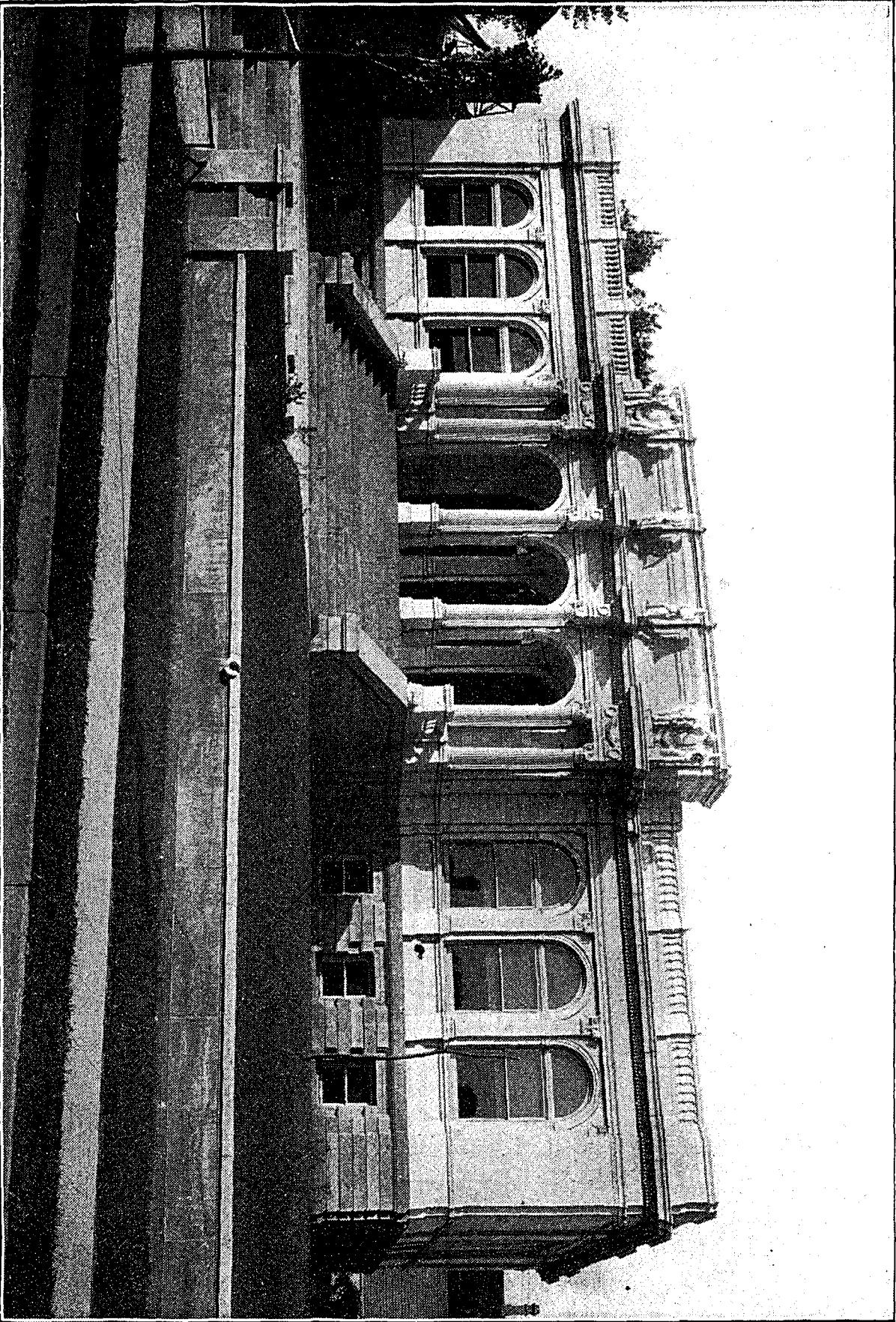
42nd District.—The 7th, 11th and 12th wards, the village of Edina, and the towns of Richfield, Bloomington, Eden Prairie and the village and town of Excelsior: one senator and two representatives.

43rd District.—The 8th and 13th wards of the city, and the towns of Corcoran, Greenwood, Medina, Independence, Minnetonka, Plymouth, Minnetrista, Maple Grove, Orono, Golden Valley, St. Louis Park, West Minneapolis, Minnetonka Beach and Wayzata, one senator and two representatives.

44th District.—Part of 3rd ward and 10th ward and towns of Crystal, Robbinsdale, Osseo, Crystal Lake, Brooklyn, Champlin, Dayton and Hassan.

Voting Precincts.—In compliance with the terms of the state law and for convenience in conducting elections the city is divided into 139 precincts or election districts which are apportioned among the wards as follows:

First, 10; Second, 9; Third, 18; Fourth, 17; Fifth, 16; Sixth, 12; Seventh, 8; Eighth, 13; Ninth, 11; Tenth, 6; Eleventh, 11; Twelfth, 5; Thirteenth, 3.



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Politics.—In national elections Minneapolis has ordinarily been classed as "republican" but in municipal elections there has been much fluctuation between the two prominent parties. Since 1880 five democratic and eight republican mayors have been elected.

In 1887, the time of holding municipal elections was changed from April to November making them occur at the same time as the state and national elections. The vote of the City of Minneapolis for mayor in the last election showed 40,391 votes cast, as follows:

For Mayor.

Ward	Total for Mayor	David P. Jones—Rep.	James C. Haynes—Dem.	Charles M. Way—Pro.	Milton N. Rogers—Pub. Ownership.	Benj. A. Frankford—Soc. Lab.
1	2654	713	1727	16	170	28
2	3040	1569	1179	108	166	18
3	4921	2017	2491	70	319	24
4	5043	2443	2223	71	272	33
5	4534	2346	1876	62	228	22
6	2299	787	1238	22	229	23
7	2371	1104	1037	51	159	20
8	4624	2720	1636	113	143	11
9	3319	1230	1567	92	397	33
10	1952	935	796	35	162	24
11	2887	1269	1276	75	234	33
12	1483	596	710	30	123	24
13	1264	716	433	32	80	3
Tot	40391	18445	18189	777	2682	296
Plu		256				

The vote for mayor in the last two decades has been as follows:

Year	Rep.	Dem.	Pluralities.
1880	3,039	1,690	Rand, R. 1,349
1882	3,505	5,259	Ames, D. 1,754
1884	12,244	5,876	Pillsbury, R. 6,388
1886	10,011	15,151	Ames, D. 5,140
1888	17,882	14,759	Babb, R. 3,123
1890	11,000	17,200	Winston, D. 5,200
1892	17,910	15,728	Eustis, R. 2,182
1894	19,666	15,343	Pratt, R. 4,323
1896	25,401	16,610	Pratt, R. 8,791
1898	9,494	16,066	Gray, D. 6,572
1900	17,292	12,732	Ames, R. 4,560
1902	14,437	20,345	Haynes, D. 5,908
1904	18,445	18,189	Jones, R. 256

There is a growing tendency, in local municipal politics, to independence of party lines.

Population.—The following table shows the growth of the city in forty years according to the U. S. census:

Year	Population.	Gain in 10 yrs.
1850	538	
1860	5,849	5,311
1870	18,079	12,230
1880	46,887	28,808
1890	164,738	117,851
1900	202,718	37,980

The figures for 1850 are those of the village of St. Anthony alone, Minneapolis not then being in existence; those of 1860 and 1870 are the combined population of the two towns. In 1872 the two places were permanently united. In the 10 years from 1880 to 1890 Minneapolis gained 251.75 per cent. in population, a rate of increase not equalled by any city of the same class.

Portland Avenue.—The continuation of 6th Av. S. from 11th St to city limits. It is 100 feet wide with broad sidewalks and grass strips.

Post Office.—The government building at the corner of 1st Av. S. and 3rd St. was completed and occupied by the Minneapolis post office on Nov. 6, 1889. Like most government structures it was unduly long in building and when it was completed the city for which it was originally planned had more than doubled in population. The site was purchased in 1882, excavation was begun in 1883 and stone laying was commenced in 1886. Completed and furnished the post office cost about \$700,000. It stands upon about one-fourth of a city block but is only 180x155 feet on the ground leaving ample space in the rear for light and access. The building is four and one-half stories high. The style of architecture is Romanesque. The material used in the construction of the building is sandstone, the foundation being St. Cloud granite and Mankato limestone. Granite columns are used for trimming. The whole of the first and second floors is devoted to the working force of the office and the public corridor giving access to boxes, etc. The executive rooms including that of the cashier are located on the second floor of the building. At the latter stamps are sold at wholesale and box rent paid. Also on the second floor is located the money order division; the registry department is on the first floor. In the extreme southeast corner of the building is the dispatching and receiving room. On the second floor the two U. S. court rooms. Three rooms are devoted to the United States District attorney, and the United States marshal. Two rooms on the third floor are used

by the local civil service examining board. The official roster of the office includes about 450 persons.

Postal Facilities.

Though planned for a city one-quarter the size of the present Minneapolis, after being twice enlarged, the post office affords tolerable facilities for handling the city's mail. But there is little room for future growth. The equipment is modern and the space well economized. Mails are handled with uniform promptness. There are eight branch post offices as follows:

- St. Anthony Falls Station, 228 Central Av.
- Riverside Station, Cedar Av. and 3rd St.
- Station C, 222 Plymouth Av.
- Station D, 3041 Nicollet Av.
- Station E, 2528 S. Lyndale Av.
- Camden Pl. Station, 4201 N. Washington Av.
- Station F, 53rd St. and Lyndale Av.

Chamber of Commerce Bldg.

These branch offices perform all the functions of a regular post office. In addition to these are 29 drug store-stations located in drug stores, which issue and pay money orders, register letters and sell stamps. Street boxes are located all over the city and letter chutes are found in all office buildings of importance. From these boxes and chutes collections are made daily from those in the business center many times during the 24 hours. There are 500 lock boxes in the post office which may be rented at prices ranging from \$1.50 per quarter up.

Through the central portion of the city from three to six carrier deliveries are made daily. Outside one or two is the rule. On Sundays mail may be obtained at the post office and stations from 10 to 11 a. m. Nearly all mails arrive and depart both morning and evening. Eastern mails leave, usually, very early, the

closing hour (varying with the railroad schedules) being ordinarily not later than 5:30 p. m. for the "fast mail." The eastern mails arrive from 8 to 9 a. m., 2 to 3 p. m. and about 4:30 p. m. the latter being the "fast mail" from New York. The special delivery system is in successful operation. A 10c "special delivery" stamp secures immediate delivery of a letter to any part of the city between 7 a. m. and 11 p. m. and messengers will be sent from the post office for special delivery letters when summoned by telephone. There is no extra expense for this service on letters for delivery in the city; but for outside points an extra charge of 12c is made.

Five Rural Delivery routes radiate from the city into the country districts. Four of these start from Station F., 53rd St. and Lyndale Av. S., supplying the districts included in Richfield and Bloomington townships and one starts from St. Anthony Falls station, supplying mail delivery to the country bordering the city on the east and north.

Following are the rates of domestic and foreign postage, money orders and registry, and cautionary directions for mailing:

Domestic Postage.

First Class.—Letters and all written matter whether sealed or unsealed, and all other matter, sealed, nailed, sewed, tied or fastened in any manner so that it cannot easily be examined, two cents per ounce or fraction thereof. Postal cards 1c.

Second Class.—All regular newspapers and periodicals issued at intervals not exceeding three months, 1 cent for each four ounces.

Third Class.—Printed books, pamphlets, circulars, engravings, lithographs, proof-sheets and manuscript accompanying the same and all matter of the same general character, and not having the character of personal correspondence, circulars produced by hektograph or similar

process, or by electric pen; limit of weight 4 pounds, except single books exceeding that weight, 1c for each two ounces or fraction thereof.

Fourth Class.—All mailable matter not included in the three preceding classes, which is so wrapped as to be easily examined. Rate, 1c per ounce or fraction thereof. Limit of weight, 4 lbs. Liquids, and other like injurious matter, not admitted except under conditions which may be learned at the post office.

Direct mail matter to a post office; writing the name of the state plainly; and if to a city, add the street and number or post office box of the person addressed; or "general delivery" if your correspondent is temporarily there. Write or print your own name and address upon the left hand upper corner of the wrapper of all classes of mail sent. This will insure its immediate return to you for correction if improperly addressed or insufficiently paid; and if it is not called for at destination, it can be returned to you without going to the Dead Letter office. Register all valuable letters and packages. Registry fee, eight cents, which, with the postage must be fully prepaid.

Money Order Fees.—For money orders the following fees are charged: \$2.50 or less, 3c; \$5 or less, 5c; \$10 or less, 8c; \$20 or less, 10c; \$30 or less, 12c; \$40 or less, 15c; \$50 or less, 18c; \$60 or less, 20c; \$75 or less, 25c; \$100 or less, 30c.

Foreign Postage.—Canada and British N. W. Provinces, except Newfoundland, same as U. S. Letter postage to all the principal foreign countries is five cents for each ½ ounce. Newspapers and other printed matter 1c for each two ounces, payable in U. S. postage stamps.

The money order division is open from 9 a. m. to 9 p. m., the registry division from 9 a. m. to 9 p. m.

Postal Business.

The receipts of the Minneapolis post office in 1904 were \$1,189,572, which was \$118,672 larger than in 1903. The money order business of the year aggregated \$12,563,834, an increase over 1903 of \$1,197,619.

Precincts. (See "Political Divisions.")

Presbyterian Alliance.—An organization of members of the Pres-

byterian denomination for the purpose of church extension in Minneapolis and assisting financially the weaker churches. The meetings are usually held at Westminster Church, corner Nicollet Av. and 12th St. Chas. T. Thompson, pres.; C. S. Cairns, secretary.

Presbyterian Churches. — Andrew Presbyterian church in East Minneapolis had its origin in the year 1857. On the west side the First Presbyterian church was organized in 1853 and Westminster in 1857. The denomination now numbers the following 21 churches and missions:

Andrew.—Cor. 8th Av. S. E. and 4th St.

Bethany Church. — Cor. Ontario and Essex Sts. E. D.

Bethlehem. — Cor. Pleasant Av. and W. 26th St.

Camden Place.—Cor. Lyndale and 41st Av. N.

Elim Church.—Cor. 32nd Av. S. and Lake St.

Chinese Mission. — Meetings held at Westminster Church, Cor. Nicollet Av. and 12th St.

Fifth.—Cor. N. Lyndale and 4th Av. N.

First.—Cor. Portland Av. and E. 19th St.

Franklin Avenue.—Cor. 23rd Av. S. and Franklin Av.

Grace.—Cor. Humboldt Av. and 28th St.

Highland Park.—Cor. 21st Av. N. and Emerson Av.

Hope Chapel.—Wash. Av. bet. 19th and 20th Avs. N.

House of Faith.—Cor. Broadway and Jefferson Sts. N. E.

Oliver.—Cor. Bloomington Av. and E. 27th St.

Providence Mission.—3249 17th Av. S.

Riverside.—Cor. 20th Av. S. and 2 1-2 St.

Shiloh.—Cor. 24th Av. N. E. and Central Av.

Stewart Memorial.—Cor. Stevens Av. S. and 32nd St.

Welsh.—2019 17th Av. S.

Westminster.—Cor. Nicollet Av. and 12th St.

Prisons. (See "Police" and "Workhouse.")

Private Schools.—There are a number of successful institutions of this class. Among them may be mentioned:

Graham Hall.—1800-04 1st Av. S. Boarding and day school for girls.

Holy Angels Academy.—4th St. and 7th Av. N. Boarding and day school for girls.

Minneapolis Academy.—Cor. Harvard and Delaware Sts. S. E. Preparatory school for boys and girls.

Stanley Hall.—2118-2122 Pleasant Av. Boarding and day school for girls.

Probate Court.—The rooms of the Hennepin county probate court are in the court house, on 4th St.

Produce Exchange.—The Minneapolis Produce Exchange is composed of commission merchants and dealers handling fruit, eggs, butter, poultry and this class of goods. Sixth St. and 2nd Av. N.

Prominent Buildings. (See Buildings.)

Protestant Episcopal Churches. (See "Episcopal Churches.")

Public Carts. (See "Express Wagons.")

Public Improvements.—All public improvements are under the direct control of the city council and its committees and under the immediate supervision of the city engineer. An exception must be made in the case of the parks, which are under the management of the board of park commissioners. (See "Parks.") Street grading is paid for by a regular assessment for each ward, which is added to the general tax levy. The amounts thus raised are disbursed under the direction of the aldermen of each ward, a "street commissioner" having charge of the ac-

tual work. The cost of paving, curbing and guttering, sewers, water mains and sidewalks (the latter when not laid by owner) is assessed upon abutting property at an equal rate per front foot, the city, however, paying for all such work at the intersection of streets. (See "Paving," "Sewers," "Bridges," etc.)

Public Library.—Cor. Hennepin Av. and 10th St. The public library was the outgrowth of a private institution, the Athenaeum, incorporated in 1860 and endowed by Dr. Kirby Spencer. In 1884 steps were taken to establish a public library with the understanding that a consolidation with the Athenaeum should be effected, and upon the establishment of the library board, a contract was made by the terms of which the Athenaeum was to place its entire collection in the city library building.

By the terms of the public library act, \$50,000 in private subscriptions was required to supplement the public issue of bonds. This sum was secured in a few weeks, such prominent men as T. B. Walker, (who was a leader in the enterprise from the start), C. A. Pillsbury, Thos. Lowry, W. D. Washburn, Clinton Morrison, C. G. Goodrich, W. S. King and J. Dean subscribing \$5,000 each. The site cost \$63,867. Work was begun on the building in 1886 and it was completed and furnished in 1889 at a cost of \$270,000 more. It is occupied by the library, the Minneapolis Society of Fine Arts and the Minnesota Academy of Natural Sciences. (See the separate descriptions.) The librarian is Miss Gratia Countryman.

The Building.—The building has a frontage of 142 feet on Hennepin and 116 on 10th St., and is three stories

above the basement. The walls are Lake Superior brown stone. The main entrance on Hennepin Av., consists of two doorways, each 11 feet wide and 12½ feet high, and surmounted by a polished gray granite cap stone, the two being separated by a cluster of three polished granite shafts. The entire front is broken up with large arched windows with elaborately carved casements and cap stones. The architecture is Romanesque. Just within the entrance there is a staircase hall 36 feet square and extending upward 80 feet. The grand staircase, 17 feet wide, runs up the centre of the hall to the first floor landing, and on either side are secondary flights leading upward and downward, with landings midway between the floors.

On the first floor is the general reading room in the northeast corner, the open shelf room in the northwest corner and the delivery room at the head of the stairway. The mahogany wainscoat in the reading and open shelf rooms extends over six feet high. In each apartment is a magnificently carved mantel. All other apartments are finished in quartered oak. The corner room over the general reading room is devoted to the directors, and next above is the working room of the Society of Fine Arts. Book stacks occupy the 10th St. side on the basement and first floor, while the art department occupies the second floor. This department has been newly shelved with steel roller shelves, and furnished with large sloping desks and tables, and is now the finest department of its kind in the West, filling a room 28x103 feet. The librarian's room in the southwest corner of the building

is connected with the book rooms and work rooms

Books and the Book Rooms.—In December 1889 when the library was opened there were about 30,000 books upon its shelves. In December, 1904, there were over 144,000 books and the number is constantly increasing. During 1888 Mr. Herbert Putnam, then librarian, spent some time abroad and secured some 17,000 volumes, of especial value, at very low prices. The peculiarly happy union of two purchasing funds—one the Athenaeum fund designed more especially for the purchase of reference material, and the other the money raised by general taxation, and therefore, naturally, appropriated to more popular classes of literature—has enabled the librarian to build up both the reference and the more popular departments, with a very unusual independence. The result is, that the library while not a very large one, contains a great deal of expensive reference material in the way of long sets of serials, publications of learned societies, illustrated works on natural science, etc., very rarely to be met with in a free city library of its size. The three main reading rooms accommodate 250 readers. Thirty-eight alcoves, with desks and chairs, afford quarters for investigators and students. The capacity of the shelving is barely adequate to the present collection, but the completion of a wing 30x130 feet, which is now in course of construction, will give the library a capacity of over a million volumes.

There are about 40,000 borrowers' cards out and an average of 1865 books are issued each day.

Branches.—Three branches of the library have been opened; one on Emerson Av. near 20th Av. N., one

on Franklin and Bloomington Aves., and one at University Av. and 1st Av. SE. These branches have reading rooms supplied with various magazines and periodicals. Besides the branches there are also eight delivery stations where books called for are delivered: "D," Hennepin Av. and 2nd St., in the Salvation Army Headquarters; "E," Camden Place; "F," Stevens Av. and 26th St.; "G," Bloomington Av. and Lake St.; "H," Central Av. and 24th Av. N. E.; "I," Oak St. and Washington Av. S. E.; "K," 6th Av. N. and Humboldt; and "L," Lyndale Av. and Lake St. "M," at Marshall Av. and 22nd St. NE.; "P," at Lake and Minnehaha. (See "Pillsbury Library.")

Regulations.—The Library is open on all week days, not legal holidays, from 8:30 a. m. till 10 p. m.; but no books are issued for circulation after 8:30 p. m. The reading rooms and reference departments are open on Sundays and legal holidays from 2 until 10 p. m.

Each adult borrower may have two cards, on only one of which fiction can be drawn.

Books may be retained for 14 days, and may be renewed for the same period. Books of recent purchase, marked "Seven Day Books," may not be retained more than one week and cannot be renewed. Nor can any fourteen day book, retained over the fourteen days, be renewed.

A fine of 2 cents a day must be paid on each volume which is not returned according to rule.

In addition to the 350 periodicals and newspapers to be found in the reading rooms the library circulates copies of twenty of the more popular magazines, the total of such copies amounting to 230 per month, and

the time being restricted to three days.

In the case of books of great popularity, in addition to the five regular copies furnished, the library provides C. D. (collection of duplicates) copies, the number varying according to the demand, which are loaned at a charge of 5c a week.

Public Playgrounds.—The Minneapolis Improvement League has maintained for several years several public playgrounds on or near certain school premises in the poorer parts of the city. In some of the parks places are set aside for sports, tennis, croquet, base ball, etc., and sand piles are provided for the children. (See "Minneapolis Improvement League.")

Public Schools.—In point of efficiency, thoroughness, quality of teaching force, buildings and general management, the public schools of Minneapolis are as well equipped as the best. The board of education (See "City Officers") is chosen directly by the people. Prof. Chas M. Jordan is the superintendent of schools. Minneapolis has now a very satisfactory group of school buildings. It is the accepted policy "to build well and cheaply; to plan pleasing, substantial and commodious structures; to fit them with all modern improvements; to make matters of plumbing, lighting, heating and ventilation of vital importance; to make, in short, a perfect school building, with due regard meanwhile to economy." In the new buildings the light enters all school rooms from the left side and from behind the seated pupil. Two stories and a basement are the model. The basement provides for play rooms, manual training shops, etc.

There are 60 school buildings in the city, over 905 teachers and about 42,000 pupils enrolled. There are four high schools with an enrollment of about 3,600 pupils.

Manual training is taught in the high school course of four years with the greatest success. The system employed is designed to give skill and precision in the handling of tools and to give the pupil a training in mechanical principles, in drawing, in designing and in the treatment of materials, that will enable him very readily to acquire the practical technique of any particular mechanical trade.

It also fits him for a course in mechanics offered by any university in the United States. Aside from this direct preparation for higher mechanical pursuits the manual training work does not lose sight of its primary and original purpose of development of mind and character through the training of eye and hand. (See "Industrial Education.")

The teaching of drawing, and clay modeling in lower grades, the use of certain kindergarten methods in the primary rooms, and the general teaching of music are carried on with success. The whole tendency of the improvements in the Minneapolis school system has been to develop the individuality of the pupil, to train his judgment, to give him the use of his native powers. In connection with the state university the school system of the city has a certain completeness within itself. The pupil may pass through all grades into the university, or may from the high school enter one of the state normal schools, and in due time secure a position as a teacher in the schools.

The schools open on the 1st of

September and close with the Friday nearest the 10th of June. Holidays occur on Labor day, at Thanksgiving, from Christmas to New Years, Washington's and Lincoln's Birthdays, at Easter and on Memorial day. Owing to the continuous erection of new buildings and the rapidly increasing population the boundaries of many of the school districts are changed quite frequently. Corrected descriptions of the district boundaries are published in the daily papers at the opening of the school year.

The offices of the school board and superintendent are in the city hall where the clerk of the board is to be found. Regular board meetings are held on the last Tuesday of the month. Running expenses of the school system are about \$950,000 annually.

Names and Locations of Schools.

Central High.—4th Av. S. between 11th and 12th Sts.
 East High.—4th St. and 1st Av. S. E.
 North High.—Fremont and 17th Aves. N.
 South High.—Cedar Av. and E. 24th St.
 Adams.—16th and Franklin Aves.
 Blaine.—3rd St. and 12th Av. N.
 Bremer.—Fremont and 32nd Aves. N.
 Bryant.—37th St. and Clinton Av.
 Bryn Mawr.—Erie Av. and Elm St.
 Calhoun.—Girard Av. near Lake St.
 Clay.—4th St. and 20th Av. S.
 Clinton.—Clinton Av. and 28th St.
 Corcoran.—34th St. and 19th Av. S.
 Douglas.—Franklin and Dupont Aves.
 Emerson.—14th St. and Spruce Pl.
 Eugene Field.—Portland Av. and E. 48th St.
 Everett.—University and 6th Aves. N. E.
 Franklin.—4th St. and 15th Av. N.
 Garfield.—Chicago Av. and 24th St.
 Grant.—Girard and 12th Aves. N.

Greeley.—26th St. and 12th Av. S.
 Hamilton.—Camden Place.
 Harrison.—James and 4th Aves. N.
 Hawthorne.—6th St. between 24th and 25th Aves. N.
 Hiawatha.—36th Av. S. and 36th St.
 Holland.—Washington St. and 17th Av. N. E.
 Holmes.—5th St. and 3d Av. S. E.
 Horace Mann.—Chicago Av. and 34th St.
 Humboldt.—Main St. and 13th Av. N. E.
 Irving.—28th St. and 17th Av. S.
 Jackson.—4th St. and 15th Av. S.
 Jefferson.—7th St. and 1st Av. N.
 Kenwood.—Penn and Franklin Aves. S.
 Lake Harriet.—Sheridan Av. and 42nd St.
 Laurel.—Laurel and Lyndale Aves.
 Lincoln.—Washington, between 6th and Seventh Aves. N.
 Logan.—Emerson and 18th Aves. N.
 Longfellow.—Lake St. and Minnehaha Av.
 Lowell.—22nd St. and 23 Av. N.
 Lyndale.—Lyndale Av. and W. 34th St.
 McKinley.—Bryant and 37th Av. N.
 Madison.—5th Av. S. between 15th and 16th Sts.
 Marcy.—4th St. and 9th Av. S. E.
 Margaret Fuller.—Harriet Av. and W. 48th St.
 Minnehaha.—51st St. between 38th and 39th Aves. S.
 Monroe.—Franklin and 23rd Aves. S.
 Motley.—Oak St. and Washington Av. S. E.
 Nicollet.—Upper Nicollet Island.
 Peabody.—2½ St. and 19th Av. S.
 Pierce.—Fillmore St. near Spring St. N. E.
 Prescott.—Taylor St. and 25th Av. N. E.
 Rosedale.—Wentworth Av. and W. 43rd St.
 Seward.—24th St. and 28th Av. S.
 Schiller.—26th Av. N. E. and California St.
 Sheridan.—Broadway and University Av. N. E.
 Sidney Pratt.—Malcolm and Orlin Aves.
 Sumner.—Aldrich and Sixth Aves. N.



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Washington.—8th Av. S. and 6th St.

Webster. — Summer and Monroe Sts. N. E.

Whittier.—Blaisdell Av. and 26th St.

(See "Education," "High School," "University," "Industrial Education," "Teachers," "Training School," etc.)

Public Service Club, The—An organization unique and in its general scope and idea practical and useful. As its name would imply, it is a vast bureau of information, advice, investigation or assistance with this peculiarity, that is unbiased and unwarped by any personal or proprietary interest in the matter under discussion. There is no similar institution in this section of the country and it promises to grow in results from year to year. Its rooms are in new Northwestern National Bank building, 407—13 First Av. S.

Pumping Stations.—(See "Water Works.")

Quarantine Station.—An isolation station for the detention of persons afflicted with small pox, located west of Lake Calhoun. In charge of the Health department, which see.

Railroads.—Ten great railways afford transportation facilities for Minneapolis. Their numerous branches and divisions, if counted separately, would double the number. Trains arrive and depart daily over a score of routes. The railway systems represented in the city aggregate about 40,000 miles of lines, and include the strongest corporations of the kind in the West. Seven railways connect Minneapolis with Chicago and the eastern lines there terminating but

the city is in a measure independent of Chicago. The Minneapolis, St. Paul & Sault Ste Marie Railroad, with its Canadian Pacific connection to the east, north of Lake Michigan, and several "lake and rail" routes via Duluth, Green Bay, Milwaukee and Gladstone, practically control the rate situation, and competition does the rest. To the westward there is a choice of four routes to the Pacific coast. Every section of Wisconsin, Minnesota, the Dakotas, Nebraska and Montana is in direct communication with Minneapolis.

The Chicago, Milwaukee & St. Paul, Northern Pacific, Great Northern, "Soo" line, Wisconsin Central, Chicago, St. Paul, Minneapolis & Omaha, ("The Northwestern Line"), Chicago Great Western, C. R. I. & P., and Minneapolis & St. Louis have acquired extensive terminal facilities in the city. (See "Railroad Stations," "Ticket Offices," etc.)

Railroad Shops.—The Chicago, Milwaukee & St. Paul, the Minneapolis & St. Louis and the "Soo" railways have extensive shops in the city, and take rank among the largest local employers of skilled labor. The aggregate value of the real estate, terminal property and shops owned by these companies is very large, probably exceeding \$8,000,000. The total number of hands employed by these companies is 1,800, and the total amount of their combined earnings per annum aggregates over \$1,000,000, which is all expended here.

Railroad Stations. — Passenger trains of five railroads entering the city, arrive at and depart from the Union passenger station which is situated at Bridge Square and the river at the foot of Hennepin and Nicollet Aves. and 1st Av. S. This

station is used by the Great Northern; Chicago, St. Paul, Minneapolis & Omaha; Chicago, Burlington & Quincy; Wisconsin Central and Northern Pacific. The building is of red pressed brick two stories above the street grade with a tower containing a clock the faces of which are illuminated at night. There are commodious waiting, refreshment and baggage rooms and a general ticket office for all roads using the station. The tracks are all below grade, the trains being reached by broad and easy iron stairways. As about 100 trains use the station daily the advantage of doing away with adjacent grade crossings is evident.

The Chicago, Milwaukee & St. Paul passenger station is on Washington Av. at the corner of 3rd Av. S. It is a handsome new building, three stories in height and surmounted by a lofty clock tower. There are commodious waiting rooms, baggage rooms, and all the conveniences of a modern railway passenger station. The train sheds are on the level of the main floor of the station. Besides the C. M. & St. P. R'y the C. R. I & P. R'y and Minneapolis, St. Paul & Sault Ste Marie railroads use this station.

The Chicago Great Western depot is at the corner of Washington and 10th Av. S. Interurban, Minnehaha, or Cedar and Emerson electric cars.

The Minneapolis & St. Louis R'y, has its own station at Washington and 4th Aves. N. It is within easy walking distance from the business center and the Camden Pl. and Washburn Park; 1st Av. S. & 20th Av. N.; Cedar & Emerson and Plymouth & Bloomington electric cars pass the station.

(See "Ticket Offices," "Railroads.")

Railroad Ticket Offices. (See "Ticket Offices.")

Reading Rooms.—There are reading rooms at the public library Cor. Hennepin Av. and 10th St., where an exceedingly fine collection of magazines and newspapers is on file. Readers also have the use of the extensive reference department, and in fact of all the books in the library. The rooms are open from 8:30 a. m. to 10 p. m.; on Sundays from 2 p. m. till 10 p. m. Any person of good deportment may use the reading rooms and consult works in the library whether a card holder or not. A large collection of newspapers and periodicals is to be found at Young Men's Christian Association reading rooms at 10th St. and Mary Place. These are free to men and are open from 9 a. m. to 9:30 p. m. and on Sunday from 9 to 10 a. m. and from 2:30 to 6:30 p. m. (See "Libraries.")

Real Estate.—There are about 400 real estate agents or firms whose names appear in the Minneapolis directory. As some of these employ many clerks and assistants it is safe to say that there are at least a thousand persons engaged in the business in the city. The daily transfers of real estate, as recorded in the office of the register of deeds, are published in the papers and scanned with interest. Minneapolis has never had what is known in western towns as a "real estate boom"; a conservative element in the business community has discouraged it. But the city has not been entirely free from the presence of "boomers" and outside property has failed to realize their expectations. While some of this class of property has declined in price, good business property has steadily advanced—an evidence that

there is a healthy adjustment of proportionate values going on rather than any actual retrogradation of the real estate interest.

The real estate transfers in 1904 aggregated \$13,565,470; the building permits \$6,701,465.

Real Estate Board.—An organization of the leading real estate and financial agents for mutual advantage in the buying, selling and renting of real estate, the loaning of money upon the same and the promotion of the interests of the city of Minneapolis. The Board was organized in May, 1892, and reorganized in the spring of 1900 upon a very substantial and business-like basis, its membership consisting of the representative real estate and loaning houses of the city. The officers are: S. S. Thorpe, president; Fred E. Barney, vice president; F. B. Chute, treasurer, H. F. Newhall, secretary. Executive committee: Walter A. Eggleston, chairman, Fred G. James, W. B. Tuttle, Edmund G. Walton, F. L. Palmer and Walter L. Badger. The work of the valuation committee of the real estate board is especially valuable to the community and the members of the same, under the rules must personally examine every piece of property appraised. It consists of five members, and the valuations are reliable and unbiased. Regular meetings are held on the second Wednesday of each month. Information may be secured and applications for valuations made through the secretary of the board, whose office is at 550 Temple Court. (See "Rental Board.")

Religious Societies.—In the following list are found the more prominent religious associations of the city or those having local representatives here. Those of most importance are also found under separate heads.

American Sunday School Union of Minn.—833 Guaranty building, F. A. Bartlett, State Sup't.

Christian Worker's Mission.—29 Washington Av. S. Wm. A. Petran, director.

Church Club, Diocese of Minnesota.—505 Kasota Bldg.

Congregational Club of Minnesota.—Rev. Walter A. Snow, Secretary, Peoples' Church, St. Paul.

Congregational S. S. & Pub. Society.—518 Phoenix Bldg.

Hennepin County Bible Society.—710 Nicollet Av.

Hennepin County Sunday School Association.—710 Nicollet Av.

Methodist Episcopal Missionary and Church Extension Society.—628 Andrus Bldg.

Norwegian Young Men's Christian Association.—283 Cedar Av.

Peoples' Mission.—717 S. Wash. Av. Sup't Rev. C. H. Sweatt.

Presbyterian Alliance.—Westminster Church, 12th and Nicollet.

Sunday School Officers Ass'n.—305 Andrus Bldg.

Union City Mission.—122-24 Washington Av. S. C. M. Stocking, superintendent.

Woman's Christian Association.—409 S. 6th St.

Woman's Christian Temperance Union.—(See separate heading.)

Young Men's Christian Association.—10th St. and Mary Place.

Young Women's Christian Association.—87 S. 7th St.

(See "Benevolent Institutions and Societies.")

Rental Board, The Minneapolis.—An organization of rental agents and real estate dealers having especially to do with the care and handling of rented property. It is the object of the board to maintain rents, promote uniformity in management, correct abuses on the part of tenants and variously improve the conduct of the business in the interests of owners and occupants. The president is R. D. Cone and the secretary and treasurer W. C. McWhinney, care David P. Jones & Co., Bank of Commerce building, corner 4th St. and 1st Av. S. The

board is closely allied to the "Real Estate Board," which see.

Reservoir.—The reservoir of the city waterworks is at Columbia Heights, northeast of the city. There are two basins having a capacity of 48,000,000 gallons each. The cost was \$432,000. Eighth and Central electric line—with walk of one mile from terminus. (See "Waterworks.")

Retail Stores.—Nicollet Avenue is the favorite street for the better class of retail stores though trade is gradually extending on to the side streets. Washington Avenue South abounds with less pretentious shops. Central Avenue is the retail center of the east side, and lesser centers occur at intervals throughout the different sections of the city. Thus Cedar Avenue is a retail trade center in South Minneapolis and the vicinity of Plymouth and Washington Avenues in North Minneapolis is busy. Twenty-sixth Street and Nicollet and Franklin and 16th Avenues S. seem to be favorable points for retail business of the smaller kind.

Richfield.—The township lying immediately south of Minneapolis. It is an excellent farming section, with a rolling surface diversified by a score or more of beautiful lakes. Many fine drives may be had through Richfield, almost every road leading out of the city to the south being pleasant. (See "Drives" and "Bicycling.")

Riverside Park.—A pleasantly situated tract of land on the cliffs overlooking the Mississippi is called Riverside Park. It is between 27th and 29th Aves. S. and contains nearly twenty acres. The picturesqueness and beauty of this location has always made it a favorite resort and the hand of the landscape artist has found but little work to convert it in-

to an ideal park. In the adornment of the park the aim has been to preserve its pristine beauty. Minnehaha line.

Roman Catholic Churches. (See "Catholic Churches.")

Rowing. (See "Sports.")

Safe Deposit Companies.—For the safe keeping of valuables several companies maintain "safe deposit" vaults with drawers and compartments, for the use of the public. The vaults are of the most approved fire and burglar proof patterns. Small drawers may be had for \$5 per year and from this prices range up. Only drawer renters have keys, but they cannot obtain access to their compartments without the aid of the attendant who must identify them. The safe deposit companies are: New York Life Bldg. Safe Deposit Vaults, 1st floor New York Life Bldg., Cor. 5th St. and 2nd Av S.; Guaranty Safe Deposit Vaults, Metropolitan Life Bldg., formerly Guaranty Bldg., 2nd Av. S. and 3rd St.; Minneapolis Trust Co., Cor. 4th St. and Hennepin Av.; Minnesota Loan and Trust Co., 311-313 Nicollet Av.; Lumber Exchange Safe Deposit Vaults, Lumber Exchange Bldg., corner 5th St. and Hennepin Av.

Sailing.—Sail-boats may be had for hire at the principal lakes in the vicinity of the city. Lakes Calhoun and Harriet and Minnetonka are the most available. At Minnetonka there are scores of private sail-boats and regattas by the yacht club are the most interesting events of the lake season.

Salaries of City Officials.—The more important are: Mayor, \$4,000; aldermen, \$800; city clerk, \$3,100; municipal judges, \$3,000; attorney, \$4,300; treasurer, \$5,000; comptroller, \$3,500; assessor, \$3,300; inspector of buildings, \$2,000; engineer, \$4,300; commissioner of health, \$2,750;

chief engineer fire department, \$3,500; superintendent of police, \$3,300; registrar water works, \$2,600.

Saloons.—Minneapolis disposes of the temperance question by a strict surveillance of the saloons under the drastic general and special legislation of the state. High license is the principal restriction. An annual tax of \$1,000 is assessed upon every saloon keeper. Application must be made for such license two weeks before the time of issue, July 1, of each year, and when the licenses are issued cash payment of the full amount must be made. Licenses may be revoked and confiscated for disorderliness, or violation of any of the laws regulating the sale of liquor. Another statute provides that all saloons must close promptly at midnight, and all day on Sundays. The "patrol limits" confine the saloons to the business part of the city and absolutely prevent their invasion of any residence quarter. There are about 400 saloons in the city. (See "Patrol Limits.")

Saw Mills. (See "Lumber and Saw Mills.")

School Board. (See "Public Schools and City Officials.")

School of Agriculture. (See "University.")

School of Design. (See "University.")

Schools. (See "Public Schools" and "Private Schools.")

Secret Societies.—A description of the Masonic Temple is given elsewhere. The masons are a large and powerful body in the city and have gained prestige with the erection of such a creditable structure. Next in rank come the Odd Fellows who as yet have no building, their lodges meeting in various halls about the city. The Knights of Pythias

and the Ancient Order of Foresters are very strong and rapidly growing in membership. Among the other orders represented in the city are the Good Templars; A. O. U.W.; Knights of Honor; Druids; Royal Arcanum; Elks and Grand Army of the Republic. G. A. R. headquarters in Lumber Exchange. For the meeting places of the posts, as well as the lodges of the various secret societies the city directory must be consulted. (See "Masonic Temple.")

Security Bank Building.—Corner Second Av. S. and Fourth St. Under construction in 1905. It will be ten stories high and will be one of the finest office buildings in the West.

Seeing the City.—Minneapolis is a city of "magnificent distances" and it is well to plan one's sightseeing unless unlimited time is at disposal. Otherwise a good deal of time may be lost in uninteresting places or in doubling on one's course. The principal places of interest are the retail district, the wholesale district, the flour mills, the saw mills, the Falls of St. Anthony, the state university, the public library and art collections, the parks, lakes and Minnehaha Falls. Following are a number of outlines of short trips about the city for the use of strangers, or of residents when showing visitors about. It is well to look over the map of the city before starting and have general directions and distances in mind. The time given is for continuous walking or riding at ordinary speed; if time is taken to examine the interior of buildings or to diverge from the route, allowance should be made. In each case the center of street railway traffic at Washington and Hennepin Aves. is taken as the starting point; the trips may be

adapted to other starting places with proper allowance for time. Combinations of the various routes may, of course, be made up to suit the individual.

As a part of each trip about the business center, or in lieu of any other sight-seeing, if the visitors are short of time, a visit to the roof of the twelve-story Metropolitan Life Bldg., formerly the Guaranty Bldg., at 3rd St. and 2nd Av. S., should be made. From this vantage point a very comprehensive idea of the center of the city may be obtained. Admission to the roof 10c.

1. A Hasty Glance.—Walk up Hennepin Av. to 3rd St., Nicollet House at left and Temple Court and Sykes Blk. at right; north on 3rd to 1st Av. N. and west on 1st Av. N. to 5th St., passing some of the largest wholesale houses; south on 5th to Hennepin Av., West Hotel on right and Lumber Exchange diagonally opposite; west on Hennepin to 6th St, Masonic Temple on right; south on 6th to Nicollet, view up and down Nicollet, Pillsbury Bldg. at right, Glass Blk. opposite and Syndicate Blk. diagonally opposite; proceed on 6th to 1st Av. S.; 1st Av. S. to 5th St., Minneapolis Club at right, passing large retail stores; south on 5th to 2d Av. S., passing New York Life Bldg.; east on 2d Av. S. to 3rd St., passing Court House one block at the right and Guaranty Bldg at 3rd St.; north on 3rd St. to 1st Av. S., Post Office at left; west on 1st Av. S. to 4th St., Metropolitan Opera House at right, Phoenix Bldg., Oneida Bldg. and Bank of Commerce Bldg. at corner of 4th; north on 4th to Nicollet passing newspaper offices; east on Nicollet to Washington passing retail stores and office buildings; north on Washington to Hennepin. 30 to 40 minutes.

2. An Hour's Walk.—Same route as in No. 1 to 6th and Hennepin; continue west on Hennepin past Lyceum theatre to Public Library at 10th St.; south on 10th past First Baptist church and Y. M. C. A. Bldg. to Nicollet Av.; east on Nicollet past Plymouth church at 8th St. and office buildings and retail stores to 6th St.; complete as in No. 1.

3. For Two Hours.—Same as No. 1 with this addition: On return to Washington and Hennepin take Oak & Harriet or Como Interurban Harriet car going east, passing union passenger station, crossing steel arch bridge over Mississippi river with glimpse of saw mills at left and flour mills at right; through Central Av. (Exposition Bldg. one block distant at right) and 4th St. S. E. (pleasant residence district) to 15th Av. S. E.; walk one block to right, enter University campus (for description see "University of Minnesota"); walk from University grounds through Pleasant St. two blocks to Washington Av.; take west-bound Interurban car, passing across Washington Av. bridge (fine view), the flour mills at 6th Av. S., the C. M. & St. P. passenger station at 3rd Av. S., to Washington and Hennepin.

4. For Three Hours.—Same as No. 3 with this addition: On return to Washington and Hennepin from the University, transfer to Como Interurban Harriet car going west; out Hennepin past Lyceum theatre, public library at 10th St., Loring Park, Lowry Hill (residence of Thomas Lowry at right), through Hennepin Boul. (rapidly developing residence district), past Lake Calhoun; past Lakewood Cemetery at left; to Lake Harriet. The return may be made without leaving the car or such time

as may be added to the trip may be spent in the pavilion or in exploring the lake and vicinity.

5. The Flour Mills. — Cedar and Emerson or Interurban cars south on Washington Av. to 6th Av. S.; walk two blocks to the left to 1st St. Half an hour, unless the mills are entered, when at least 30 minutes more should be allowed.

6. Falls of St. Anthony.—Same as No. 5, continuing east from 1st St. under stone arch bridge to the "apron." 30 minutes.

7. Pillsbury "A" Flour Mill.—Como Harriet Interurban or Oak and Harriet cars east on Hennepin Av., Central and 4th St. S. E. to 3rd Av. S. E. Walk three blocks to the right. This is the best mill to inspect. Permits should be obtained at the office. 1 to 1½ hours.

8. Flour Mills and Falls.—Same as No. 5 to mills on west side; turn to right at 1st St. and walk through milling district and railroad yards to 10th Av. S. (View of falls and river at left.) Cross 10th Av. S. bridge. (View of falls and milling district at left, new dam and power house which supplies electric power for street railway system, at right. University in distance at right.) At east end of bridge walk along river bank to Pillsbury "A" mill; thence on 3rd Av. S. E. to 4th St.; electric cars to Washington and Hennepin. 1½ hours.

10. University.—See No. 3. 1 hr.; if buildings are examined 2 or 3 hours.

11. Saw Mills.—Washburn Park and Camden Pl. cars north on Washington. Most of the saw mills in the city are visible from the cars. A good idea of the extent of the industry may be had by riding to the end of the line and back. 1 hour. If a mill and lumber yard is to be

visited an additional hour may be put in to advantage. In such case stop at 44th Av. N., look over the C. A. Smith Lumber Co. plant and see something of the operation of sorting logs in the booms on the river. (See "Lumber and Saw Mills.")

12. Residences. — Many fine residences are to be seen in trips Nos. 3 and 4. To see another interesting residence section, take 8th and Central cars going west to 27th St.; walk two blocks west on 27th to Park Av.; north five blocks to 22nd St.; west on 22nd (passing Gen. W. D. Washburn's residence, between 3rd and Stevens Aves.) to Nicollet; any car going north for return. Time about 1 hour if the walk is taken briskly. An additional hour will allow of seeing more of the pleasant neighborhoods traversed. (See "Drives.")

13. Railroad Terminals.—These include hundreds of miles of tracks in all parts of the city but the visitor who wishes to have an idea of the down town terminals may walk north on Washington Av. to 4th Av. N. bridge over the Great Northern and Minneapolis & St. Louis roads, where a glimpse may be had of one end of a system of terminals extending three miles toward the southwest. Passing north on 4th Av. to River St. will give an idea of the nearer yards of the Soo line, Northern Pacific and "Northwestern." When the latter yards are reached the union passenger station is in sight at the right but a few blocks away. Returning to Washington Av. take Cedar and Emerson electric car to 6th Av. S.; walk toward the mills through C. M. & St. P. yards and about the mills observe the facilities for handling wheat and flour in and out. This

much can be done in an hour of brisk walking.

Many trips about town may be made most pleasantly on the electric cars and still other more successfully in carriages or automobiles or on bicycles. Automobile tours for "Seeing Minneapolis" and "Seeing the Twin Cities" are conducted by the Minneapolis Journal. Automobiles leave the Journal office on Fourth St. at stated intervals daily. (See page XVI). (See "Excursions," "Drives," "Automobiles," and "Bicycling.")

Servants.—The larger portion of the "girls" are Scandinavians, there being but few German or Irish in service. Authorities differ as to the best way of engaging a girl. An advertisement in one of the daily papers will usually bring applicants. Wages range from \$2 to \$5 per week for girls doing general housework.

Sewer Gas.—Most modern houses are fitted with sanitary plumbing; but it is well for tenants, or those moving into houses with which they are not acquainted, to examine the waste pipes and if not satisfactory, insist that the owner make them so. A free inspection may be had by applying to the office of the Department of Health in the city hall.

Sewers.—There are about 175 miles of sewers in the city of Minneapolis. Most of this has been the work of the past 20 years. The main sewer system of the city is nearly perfect, penetrating every important section, and can have many miles added in years to come at a small cost, as the trunk sewers are all laid. One of the heaviest engineering works in this line was the construction of a large sewer tunnel from the foot of 8th Av. S. under the main business center to the northern part of the city. It drains a large region

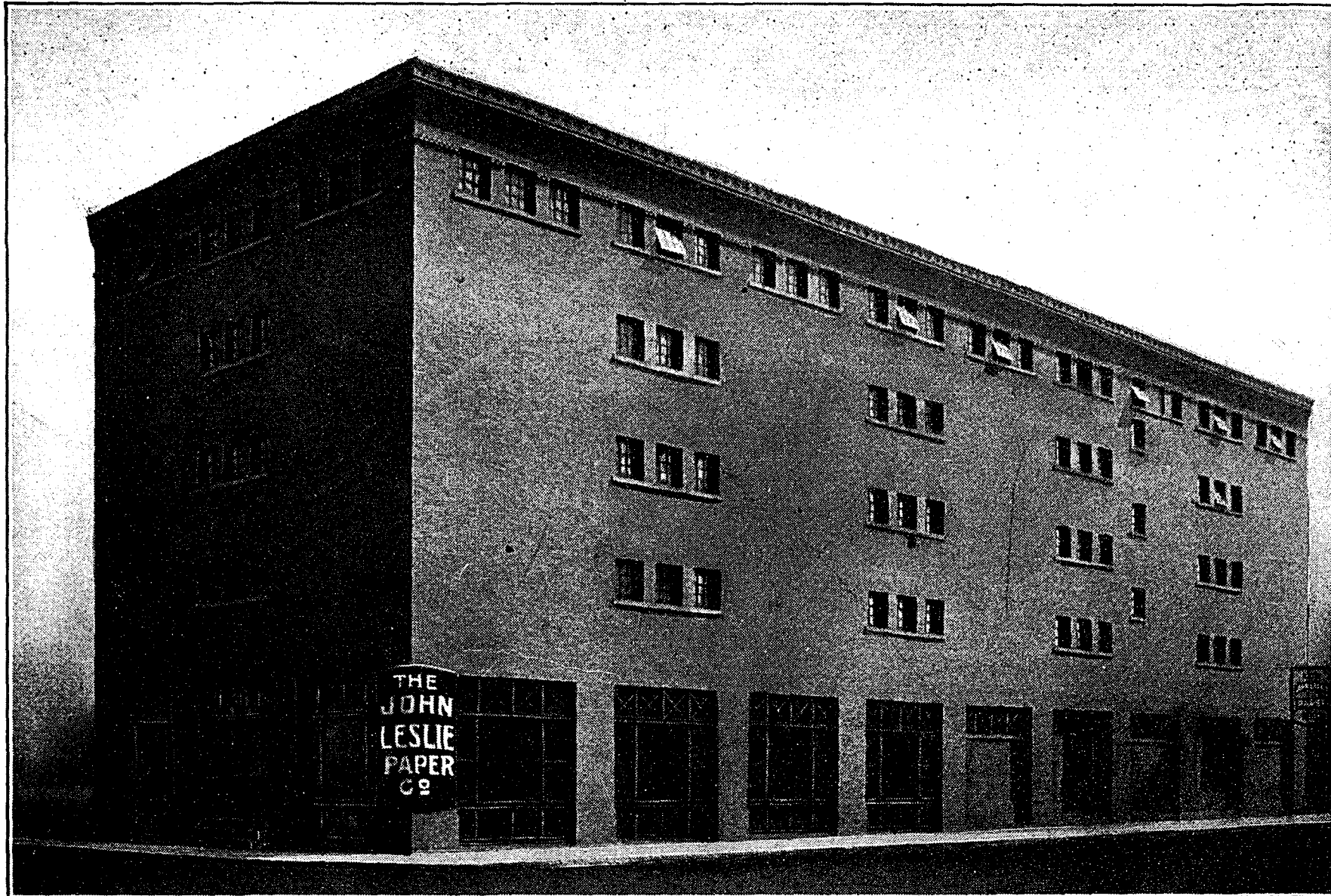
which otherwise would be obliged to turn its sewage into the Mississippi river. The tunnel is over 7,000 feet long and is at an average depth of 50 or 60 feet and cost \$200,000. There are several lesser tunnels in other parts of the city. (See "Public Improvements.")

Shade Trees.—Visitors seldom fail to remark the handsome shade trees on all the older streets of the residence portions of the city. Every effort has been made by the board of park commissioners to encourage the planting of trees by property owners. There are a number of very fine natural groves throughout the city which have been utilized to enhance the beauty of the residences so fortunate as to be located among them.

Sidewalks.—Throughout the business portion of the city the walks are usually wide and uniformly laid with smooth stone. In residence quarters the walks vary from six to ten feet in width and there is ordinarily a strip of turf between the pavement and the street. Wooden sidewalks are very common in these parts of the city, but they are rapidly being replaced by artificial stone or asphalt.

Signal Service.—The signal service observer has offices in the post office building. Daily observations of the weather, and meteorological conditions are made and recorded, and a weather map and "indications" are issued each morning, except Sunday.

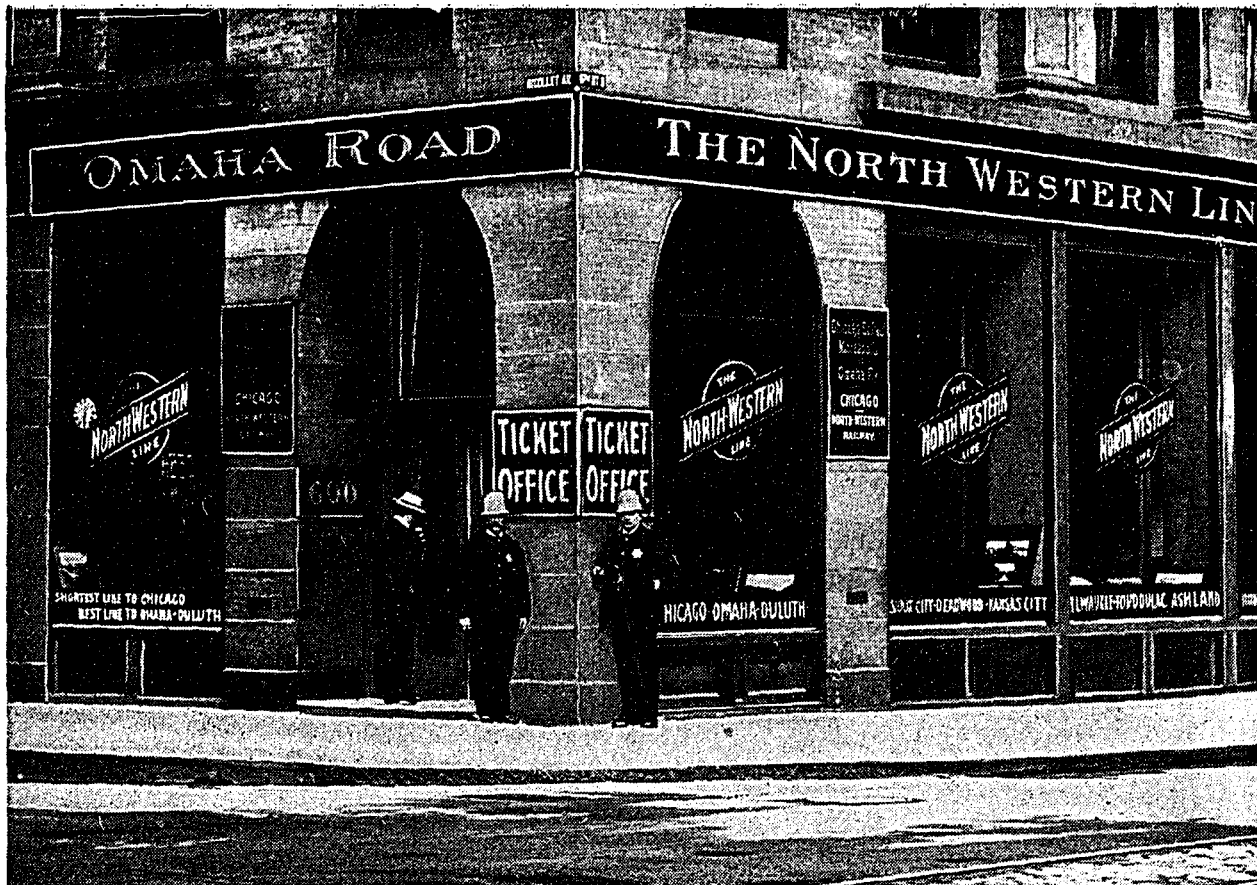
Skating.—From the middle of November until early in March the ice on the numerous lakes is usually strong enough for skating. There is seldom heavy snow until after Christmas after which time skaters must be content with artificial rinks or go to the Loring Park lake which is kept clear of snow for the public conven-



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CITY TICKET OFFICE, MINNEAPOLIS, 6th AND NICOLLET. See Page XIV

FARM IMPLEMENTS

Is the only paper in the Northwest devoted to the interests of the farm implement business.

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ience. A building containing warmed rooms for adjusting skates, check rooms for superfluous wraps, and a large assortment of skates for rent, is put up each fall and removed in the spring. The ice is frequently flooded and allowed to freeze thus securing a fresh surface as often as wanted. Its central position makes it accessible and within walking distance for a large population. When there is skating at Lake Calhoun the Como Harriet Interurban line is the most convenient route. Skating on the river or lakes during the ice cutting season is dangerous, as the spaces from which ice has been removed often freeze over lightly and offer a tempting but unsafe surface for the skater.

Sleighting. — There are usually about three months of good sleighing in each year at Minneapolis. The drives are delightful and with plenty of wraps a dash behind a good horse is enjoyable even with the mercury below zero. But there are many warmer days when the most delicate will find a sleigh ride exhilarating. The authorities usually designate, each winter, some broad street to be used for speeding fine horses.

Soo Line.—The popular name for the Minneapolis, St. Paul & Sault Ste Marie R'y, which see.

Soldiers Home.—The Minnesota Soldiers' Home occupies a tract of 51 acres near Minnehaha Falls, and within the limits of the city of Minneapolis. It was established in 1887 and is under the management of a board of seven trustees, of which S. H. Towler of Minneapolis, is president. To secure the home, the citizens of Minneapolis raised a large sum of money and donated the land to the state. The city has since pur-

chased the surrounding property which has been named Minnehaha Park and the whole tract is being "parked" in uniform style. The home is on the "cottage plan." An administration building has been erected and around it are the hospital, dining hall, amusement hall and cottages which are the actual homes of the inmates, and the other minor departments of the institution. The water supply of the Home comes from an artesian well 1,019 feet deep. Each cottage will accommodate 70 men. There are about 400 members of the Home. The property has cost about \$300,000 and the expense of maintenance is about \$65,000 a year. Minnehaha Av. electric line. It is a six mile bicycle run or drive from the center of the city.

South-East Minneapolis.—The name commonly used to designate that part of the eastern district south of Central Av. and Division St. —or where the streets and avenues are called "southeast."

South Minneapolis.—A rather indefinite term used to designate that part of the city lying southeast of the business center and south and west of the Mississippi river. South Minneapolis station on the C. M. & St. P. R'y is about two miles from the downtown depot.

Sports. — Athletic sports are among the staple amusements of the Northwest, where irresistible energy is the natural consequence of a vigorous climate.

In summer golf, tennis, baseball, bicycling, yachting, swimming, and riding have their thousands of votaries, while the disciples of Izaak Walton and the mighty Nimrods find stream and field near the city for their pleasure. Two driving parks within a short distance of the city

furnish delight for all who appreciate contests of the speed ring—in saddle or harness. Golf and tennis also flourish and there are numerous clubs. Automobiling is extremely popular.

In winter curling, skating, ice yachting and trotting on the ice, and sleighing are the popular sports. Several well equipped gymnasiums afford ample facilities for those who enjoy the use of apparatus for indoor exercises.

Every legitimate sport has its followers in Minneapolis, and to whatever you turn you find amateur experts worthy to test the mettle of the best. Numerous clubs invite the new comer to membership, and insure him health and pleasure as a result.

Spring Water.—River and well water are, as a rule, not regarded as healthful for drinking purposes. Thousands of families supply themselves with water from the natural springs in the vicinity of 6th Av. N. This water is exceptionally pure and slightly mineral. Several concerns make a business of supplying families and restaurants with this water. It is delivered at the door in jugs several times a week, or as often as required, at a low rate per gallon.

St. Anthony Falls.—Strangers in Minneapolis look in vain for the famed St. Anthony Falls, pictured in every school geography of generations ago, as a seething, boiling torrent plunging over a wild and rocky precipice. With the construction of the "apron" (See "Water Power") the falls as such went out of existence but the taming of the great river and its confinement within metes and bounds by the skill of man, is perhaps as wonderful as the unchecked madness of the natural waterfall.

The best view of the falls is obtained from the incoming trains from St. Paul as they pass over the stone arch bridge. A less hurried view may be had by descending to the foot of 6th Av. S. and passing under the stone arch bridge. The fall is about fifty feet in the perpendicular; with the rapids below the fall amounts to about eighty-five feet. St. Anthony Falls are 2,200 miles from the mouth of the Mississippi river and mark the head of navigation. The utilized horse power is 40,000 in the upper and lower dams. (See "Water Power," "Flour and Flour Mills.")

St. Anthony Park.—A suburb lying east of the city, 20 minutes ride distant on the Como Harriet Interurban line. It is within the St. Paul city limits.

State Fair.—Is held annually about the first of September on the fair grounds at Hamline midway between Minneapolis and St. Paul. The beautiful grounds comprise about 200 acres and the buildings are the finest devoted to fair purposes in the country. The attractions are always first-class. Magnificent displays of thoroughbred stock, farm machinery and products and general merchandise are sure to be seen. There are also daily races in which noted horses are entered.

The dates for the fair of 1905 are Sept. 4—9 inclusive. It will be the largest and most comprehensive ever held in the United States. In addition to the displays of live stock, farm products, fruit, farm machinery, dairy products and appliances, women's work, poultry and what not, the Minnesota fair has been selected as the time of a national exhibition of the American Short Horn Breeders' Association,

and the American Hereford Cattle Breeders' Association. The cattle exhibit thus becomes national in character.

Races of high character will be held upon the mile track every afternoon. Under a state law selling of pools is prohibited. The fair management hangs up liberal purses and the business men of Minneapolis and St. Paul guarantee \$5,000 purses for special races on Minneapolis Day and St. Paul Day.

A feature of the fair is the maintenance by the State Federation of Womens' Clubs of headquarters where visiting women are entertained and special exercises are arranged. Gatherings of Old Settlers, Farmers institutes, good roads conventions and similar adjuncts lend themselves readily to the attractiveness of the fair as a whole.

Evening entertainments are provided at special rates with racing and other amusements under electric light.

The Como Interurban Harriet electric line passes the fair grounds gates depositing passengers on the grounds within 20 minutes after leaving the center of the city for a five cent fare.

The officers of the fair are: President, C. N. Cosgrove, Le Sueur; first vice president, B. F. Nelson; second vice president, C. M. Griggs, St. Paul; secretary, E. W. Randall, Hamline; treasurer, F. J. Wilcox, Northfield.

Board of Managers: W. M. Liggett, St. Anthony Park, Wm. E. Lee, Long Prairie, D. S. Hall, Buffalo Lake, G. W. Patterson, Worthington, L. D. Baird, Austin, J. M. Underwood, Lake City.

State University. (See "University of Minnesota.")

Stationers. — Leading establishments are John A. Schlener & Co., 516 Nic. Av.; Beard-Dayton (with Dayton Dry Goods Co.), 7th St. and Nicollet Av.; Frederick P. Suddall, 317 Hennepin Av. (See "Book stores.") Consult lists of stationers and wholesale paper dealers in city directory.

Statuary.—There has been little attempt to beautify the city with statuary. The monument to Ole Bull in Loring Park and the statue of the late John S. Pillsbury which was erected on the University campus during 1900, mark the only real attempts in this direction. A fine collection of casts of antique sculpture, originally purchased by the exposition has found an appropriate home in the Minneapolis public library building. It includes reproductions of many of the best known masterpieces of ancient sculpture.

Steamboats.—Obstructions in the channel of the Mississippi river between St. Paul and Minneapolis have prevented steamboats from coming to the latter city for 25 years. Recent legislation has provided for the maintenance of slackwater navigation and the work of constructing the first of a series of dams and locks has commenced near the Lake St. bridge. (See "Gov't Lock.")

Steel Arch Bridge.—The "steel arch bridge" spans the west channel of the Mississippi from Bridge Square (the foot of Nicollet and Hennepin Aves) to Bridge St. on Nicollet Island. This is the main thoroughfare between the east and west sides of the river. The bridge has a width of 80 feet; with a roadway 56 feet wide and two sidewalks having a width of 12 feet each. The bridge has a length

of 530 feet and consists of two spans of 258 feet each. Its cost is nearly \$200,000. Over 4,000 teams cross the river at this point daily:

St. Louis Park.—About four miles from center of city on M. & St. L. R'y. This is a manufacturing suburb and is provided with first-class railroad facilities, has the best of sewerage, and is in every way advantageously located. (See "Sugar Factory.") Como Interurban Harriet line to 29th St. junction of St. Louis Park line.

Stock Yards.—A fine tract of 1,200 acres near Sandy Lake and about seven miles from Minneapolis is occupied by the Twin City stock yards which were erected in 1889. The yards are tapped by the Belt railway, which leaves the Northern Pacific at St. Anthony Park, passes through the grounds and affords excellent facilities in the way of shipping. Como Interurban Harriet car to Belt line station.

Stone-Arch Bridge.—The railroad bridge spanning the Mississippi immediately below the Falls of St. Anthony and forming a graceful curve in front of the great flour mills. Passenger trains over the Great Northern, Northwestern Line, Burlington and Wisconsin Central R'y, all cross this bridge giving the traveler a fine view of the falls and rapids below, the mills on both sides of the river and the exposition building. The bridge carries a double track. It is a fine example of engineering skill.

Storage.—Household goods are received on storage at various warehouses at rates ranging up from \$1.50 per load for the first month and \$1 for each succeeding month. As

loads vary widely in size, it is well to have some more definite agreement regarding rates before the goods are delivered. Separate compartments for goods are provided in some warehouses at a charge of \$4 or \$5 per month or less for a long time. These warehouses insure goods held on storage if requested. There are also numerous warehouses which store general merchandise exclusively, and elevators for grain storage. (See "Elevators.")

St. Paul.—The main part of the city lies upon the slopes of the hills which rise abruptly from the river bank and reach in some places a height of about 200 feet. The railroads enter along the foot of the bluffs, or through a narrow valley which gives access to the highlands back of the city and forms the only break in the bluffs on the north shore of the river. Within a few blocks of the union passenger station, at the foot of Sibley St., street cars may be taken for any part of the city. The leading retail streets are East Sixth, East Seventh and Wabasha, the first two parallel with the river and the last at right angles and about half a mile west of the union depot. Public buildings of special interest are the new State Capitol building on upper Wabasha St.; the Court House, Wabasha between 4th and 5th Sts.; and the Minnesota club, corner Cedar and 4th Sts. Two papers, the Pioneer Press and Dispatch have fine buildings and the New York and Germania Life Insurance Companies have given the city handsome structures. St. Anthony Hill, west of the business center, and on a sort of second plateau, is the home of most of the wealthy citizens of St. Paul. Around the crest of the

hill runs Summit Av. lined with palatial residences. It is paved with asphalt as are many of the hill streets. Farther back less pretentious homes find a place. This part of the city is reached by the Selby Av. electric line. The "west side," as the part of St. Paul south of the Mississippi is called, is reached by one railroad bridge and three wagon bridges which cross at a great height and give fine views of the river and its valley. St. Paul may be reached by the Interurban or the Como Interurban Harriet line. Trains on all railroads reaching the cities run into both and an equal fare is charged to either point.

Street Cleaning.—No organized department for the purpose of cleaning the streets has been regarded necessary. At present the work is done under the direction of the street commissioners. The paved streets are supposed to be thoroughly swept at night, by machines, several times a week, and when muddy horse-scrappers are called into use. The sweepings are collected by gangs of men who follow the machines with carts. In winter the snow usually lies on the ground from December to March, and as sleighs are universally used, it is undesirable to remove it except when the fall is exceptionally heavy.

Street Railways.—Minneapolis has a street railway system equal, if not superior, to that of any first-class city in the country. Electricity is used exclusively as motive power. The change from horse power was begun in 1889 and was accomplished within two years. It involved the entire rebuilding of the system, and the purchase of a new equipment throughout.

About the same time the street

railway system of St. Paul was connected with that of Minneapolis and the two systems made practically one. The Twin City Rapid Transit Company owns and operates the entire dual city system as well as a suburban line of nearly 22 miles reaching from St. Paul to White Bear Lake and Stillwater. The company is officered as follows: President, Thomas Lowry; vice president and managing director, C. G. Goodrich; secretary and auditor, E. S. Pattee; treasurer, E. A. Crosby; general manager, Willard J. Hield; superintendents, Minneapolis division, G. Brigger, St. Paul and Stillwater division, C. C. Burdick.

The company's offices are in its own building at the corner of Hennepin Av. and 11th St.

In the entire system there are 265 miles of electric railway with 50 more under construction in 1905 and to operate the system 1,000 cars and an army of men are required. A part of the electric power for the operation of the system is obtained by the utilization of water power. This is the only large street railway system in the world which depends upon water power for generating its electric current. The power house is on the east bank of the river below the 10th Av. bridge at the end of the "new power dam" constructed by the St. Anthony Falls Water Power Company, from which corporation the street railway company leases its power rights. In this power house are 10 700 kilo-watt generators capable of furnishing 10,000 horsepower. The rapid growth of the system during the past few years proved the plant to be insufficient and the company in 1904 completed a much larger steam power house near the

water power plant. It is one of the largest electric power houses in the country. It will cost when fully equipped, upwards of \$2,500,000, and will be capable of furnishing 45,000 horse power. The electric current is conveyed to distant parts of the lines in the two cities by means of large cables. At the corner of 31st and Nicollet Av. are extensive shops where the company manufactures its own cars and does its repair work.

The new type of car is a double truck car, which will seat 51 people, with large windows, electric lights and modern heaters. These cars are capable of high speed and are models of comfort and convenience. The electric cars afford a popular means of seeing the city and environs. (See "Excursions.") Special cars may be obtained for private trolley parties.

• Minneapolis Lines.

Every part of Minneapolis may be reached by lines diverging from the business center. In the center many of the lines encircle the "loops" or common central lines which obviate the necessity of reversing or turning the cars. These loops are as below:

Union Depot Loop.—On Washington Av. from Hennepin Av. to 1st Av. S. to High St., to Hennepin Av., to Washington Av.

Sixth Street Loop.—On Washington Av., from 1st Av. S., to Hennepin Av., to 6th St., to 1st Av. S., to Washington Av.

During the summer of 1905 additional "loop" tracks will be constructed in the center of the city. On their completion some changes will be made in the operation of those lines now using the old loops.

The names of the various lines and their routes are as follows:

Bloomington Avenue Short Line.—On Bloomington Av., from 32nd St., to Franklin Av., to 15th Av. S., to 7th St., to 10th Av., to 6th St., to 8th Av., to 4th St., to 1st Av., and around Union Depot Loop.

Bryn Mawr.—From Oliver Av. on Laurel Av. to Aldrich Av., to Hawthorne Av., to 12th St., to Henne-

pin Av., to Washington, around Union Depot loop.

Cedar and Emerson.—On Cedar Av., from 34th St. to Washington Av., to 20th Av. N., to Emerson Av., to 32nd Av. N.

Cedar Avenue Short Line.—On Cedar Av., from 34th St. to Washington Av., to 1st Av. and around Union Depot loop.

Como-Interurban-Harriet.—From Lake Harriet Loop via lakesides to 31st St., to Hennepin Av., to Central Av., to 4th St., to 15th Av. S. E., to Como Av., to County Road, to Langford Av., to Van Slyke Av., to Chatsworth St., to Front St., to Como Av., to Rice St., to Wabasha St., and around the St. Paul loop, i. e. from 8th St. on Wabasha St. to 5th St., to Robert St., to 8th St., to Wabasha St.

Eighth and Central.—On Central Av. from 42nd Av. NE. to Hennepin Av., to 6th St., to 8th Av. S., to 10th St., to Chicago Av., to 38th St.

Eighth Avenue Short Line.—On Chicago Av. fr 29th St., to 10th St., to 8th Av. S., to 6th St., to Hennepin Av., to Washington Av., and around Union Depot loop.

First Avenue South and Twentieth Avenue North.—From 31st St. and Nicollet on Nicollet Av., to Grant St., to 1st Av. S., to Washington Av., to 20th Av. N., to Crystal Lake Av., to Penn Av., to 32nd Av. N.

First Avenue Short Line.—On Nicollet Av. from 31st St., to Grant St. to 1st Av. S., and around Union Depot loop.

Fourth Avenue S. and Sixth Avenue N.—On 4th Av. S. from 38th St., to 3rd St., to Hennepin Av., to 5th St., to 6th Av. N., to Russell Av.

Fourth Avenue Short Line.—On 4th Av. S. from 31st St. to 3rd St., to Hennepin Av., around 6th St. loop.

Interurban Line.—From Hennepin and Washington Aves., via 6th St. loop, to Washington Av. S., to Washington Av. S. E., to University Av., to Wabasha St., and around St. Paul loop, i. e., from 8th St., on Wabasha St., to 5th St., to Robert St., to 8th St., to Wabasha St.

Kenwood and 8th St. SE.—From 21st St. and Penn Av. to Oliver to Douglas, to Hennepin, to Central, to 8th St. SE., to 14th Av. SE.

Minnehaha Falls.—On Minnehaha Av., from Minnehaha to 27th Av. S., to Riverside Av., to Cedar Av., to Washington Av., to Hennepin Av., and around 6th St. loop.

Monroe, Lyndale and Bryant.—On Washington St. from 17th Av. N. E. to Broadway, to Monroe St., to 7th St., to Central Av., to Hennepin Av., to Lyndale Av., to 31st St., to Bryant Av., to 46th St.

Oak Street and Harriet.—From Washington Av. SE. on Oak St. to 4th St., to Central Av., to Hennepin Av., to Lake Harriet loop.

Plymouth and Bloomington.—On Bloomington Av. from 32nd St. to Franklin Av., to 15th Av. S., to 7th St., to 10th Av., to 6th St., to 8th Av., to 4th St., to 1st Av. S. to Washington Av., to Plymouth Av., to Penn Av.

Riverside Line. — On Minnehaha Av. from 32nd St. to 27th Av. S., to Riverside Av., to Cedar Av., to Washington Av., to Hennepin Av., and around 6th St. loop.

Western Avenue and Second Street N. E.—On 25th Av. N. E., from Grand to 2nd St., to Central Av., to Hennepin Av., to 7th St. N., to Western Av., to Penn Av.

Washburn Park and Camden Place.—On Nicollet from 50th St., to Grant St., to 1st Av. S., to Washington Av., to 49th Av. N.

All St. Paul lines are tapped by the two interurban lines. To reach White Bear Lake and Stillwater passengers transfer to the Stillwater Interurban at 7th and Wabasha Sts. in St. Paul. The route is as follows:

Stillwater Interurban.—From St. Paul to White Bear Lake and Stillwater: From Cedar St. switch on 8th St. to Wabasha, to E. 5th St. to Broadway, to E. 7th St., thence on right-of-way to Wildwood, White Bear Lake and Stillwater, Minnesota, returning on East 7th St. to Cedar St.

All cars carry plain signs, bearing the name of the route, and at night have illuminated signs. On all principal lines they run at intervals of from four to fifteen minutes. Cars stop only after crossing intersecting streets. Fare, five cents on all local lines. Interurban lines ten cents. Stillwater Interurban line 30 cents. Transfer tickets may be obtained from the conductors. (See "Excur-

sions," "Lake Harriet," "Como Park," "Minnehaha," etc.)

Streets and Avenues.—To find conveniently, a given street or a given number, however remote, is made comparatively easy by an understanding of the general plan on which the city is laid out. This is measurably simple. Consultation with the map will show that the city is divided into two parts by the Mississippi river which has a generally southeasterly course within the limits. The smaller part of the city—its northeastern corner—is called the East Division, or in common parlance the "east side." The larger part is of course the West Division or "west side." The streets and avenues of the two divisions are entirely distinct and have different names and sets of house numbers.

The numerical system of naming streets and avenues is in use. In the West Division the streets are parallel with the river and are designated as North and South, First, Second and Third Streets, etc. Hennepin Avenue as far as Kenwood Boul. is the dividing line between North and South. The thoroughfares running at right angles with the river are called Avenues, and their position with regard to Hennepin Av. (the dividing line) is indicated by the addition of the words "North" or "South." Thus Fourth Av. North is the fourth avenue north of and parallel with Hennepin Avenue. South of Hennepin, Nicollet Avenue intervenes before First Avenue South after which the numbered Avenues continue consecutively.

The course of Nicollet Av. from the river is southwest for about a mile. At Grant St. (next to 13th St.) Nicollet Avenue turns due south and continues to the city limits with

all intersecting streets at right angles and consequently having due east and west lines. From Grant St. to the south limits Nicollet Av. becomes the dividing line and intersecting streets are designated as "east" and "west." Thus East 14th St., is the first south of East Grant, and West Fourteenth, its continuation west of Nicollet. First Avenue South continues as the first street east of and parallel with Nicollet south of Grant and with the other avenues retains its appellation of "south."

Parallel with Nicollet on the west is a series of avenues designated by names. The seventh is Lyndale which runs exactly north and south from the north to the south boundary lines of the city. It is an avenue and as such would be expected to be at right angles with the river. But in the northern part of the city it is, by a change of the river's course, exactly parallel with the stream and consequently with North First St. which has followed the bend of the river. From Plymouth Av. (same as 13th Av. N.) Lyndale Avenue is the seventh street west of the river. West of and parallel with Lyndale and extending north and south from Superior Av. is a series of avenues whose names are alphabetically arranged as Aldrich (first west of Lyndale) Bryant, Colfax, Dupont, etc. This series extends to the western city limits

In the East Division the same system prevails with Central Av. and Divisions Sts. as the dividing line as Hennepin Av. is on the west side. To prevent confusion with the west side, avenues north of and parallel with Central Av. are called "First Av. Northeast," "Second Av. Northeast," etc., and south of Central Av., "First Av. Southeast," etc. The

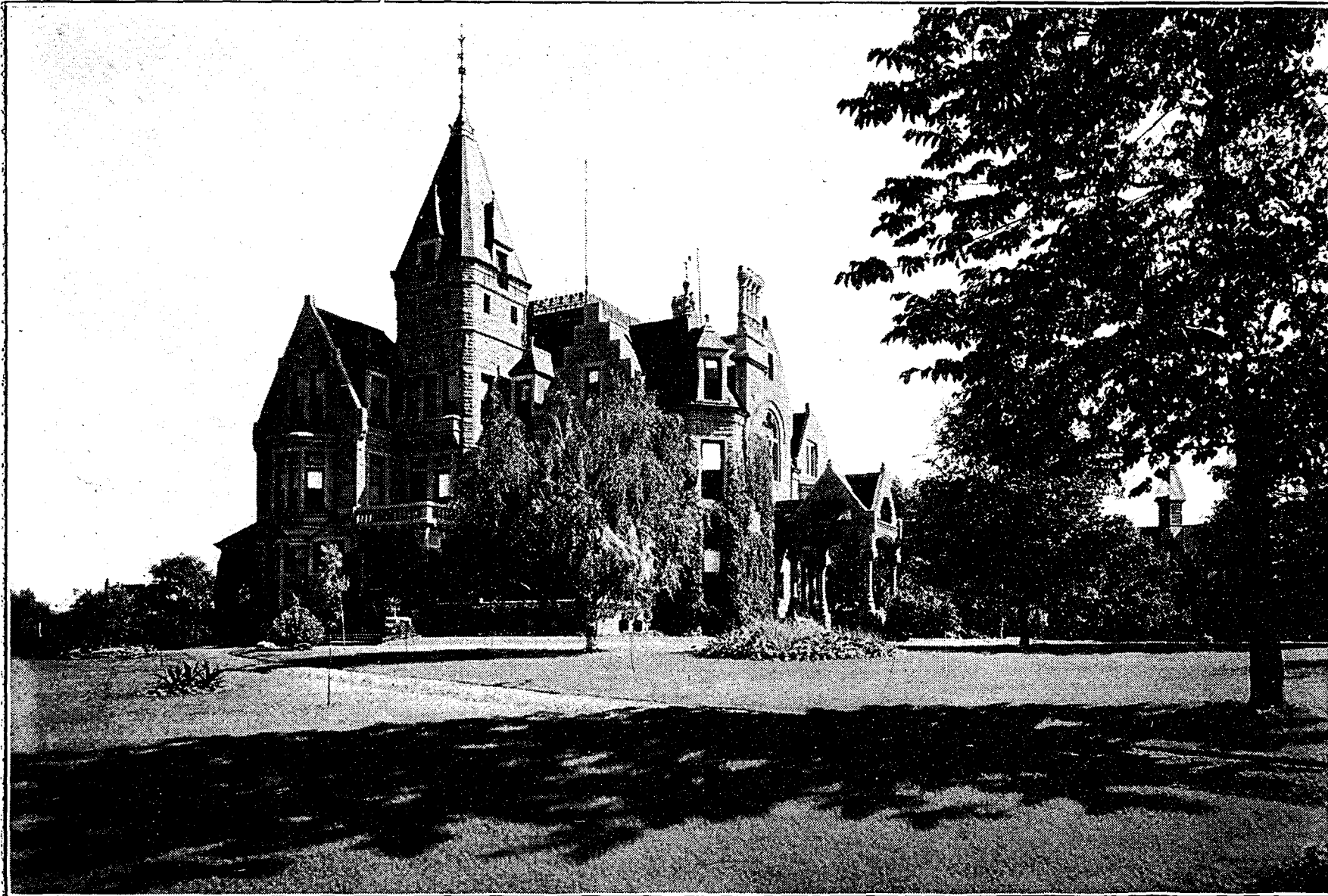
streets are called "Southeast Fourth St.," or "Northeast Second St.," according to the direction from Central Av. The addition of the word "east" in this designation has no significance except that it marks the street or avenue as being in the East Division.

In various parts of the city there are avenues between the consecutive numerical streets or avenues. These are sometimes confusing to strangers. The most conspicuous among these is Washington Av., which runs north and south parallel to the river between Second and Third Sts.

House Numbers.—In numbering stores and houses a new hundred is commenced at the crossing of every numerically named street or avenue. Thus 700 1st Av. S. would be the first door beyond S. 7th St., whether the "600s" had been exhausted between 6th and 7th Sts. or not. On ordinary blocks there are from twenty-five to thirty numbers. One may be sure that 627 S. 9th St. is very near the intersection of 7th Av. S. Where the streets are not designated numerically a new "100" is ordinarily commenced after each crossing though the rule is not invariable. A good point to remember is that on all streets and avenues crossing Lyndale Av. the first number west of Lyndale is invariably "700."

By keeping the general principle of the numbering system in mind it is not difficult to find any number or to determine in advance just how many blocks it is distant.

In the following directory all numerically named streets and avenues are omitted except where their course is unusual. The foregoing explanation will enable one to find those which conform to the general rule.



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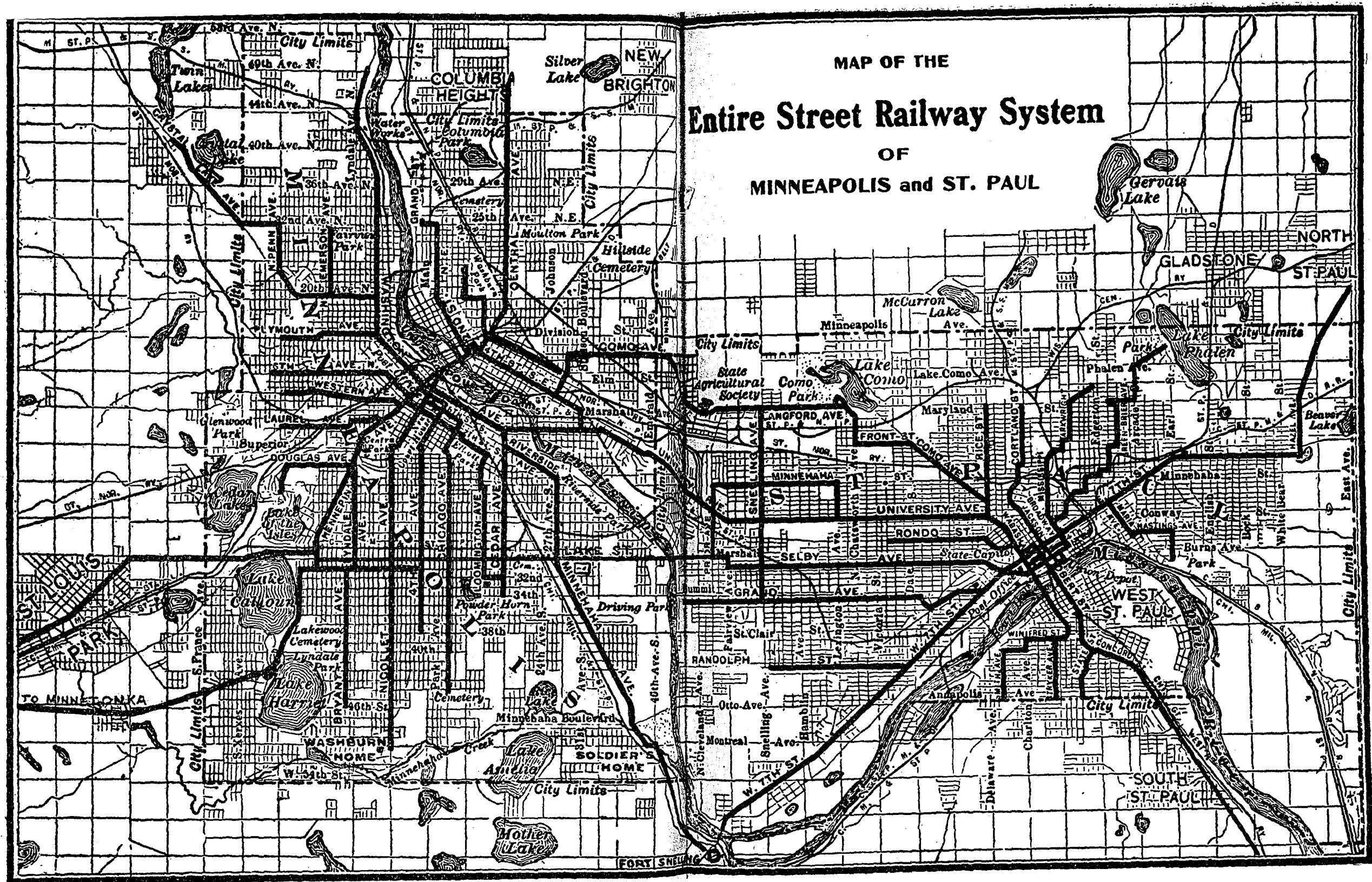
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RUGG & BOYCE

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MINNEAPOLIS MINNESOTA

In some parts of the city the system is sadly broken in upon and it has been the object to mention all streets in such localities. Important divergencies from the system of numbering are also noted.

"A" St., E. D.—1st e of Johnson st, Division st, to limits. Continuation of 11th av se. (The streets east of "A" st to the city limits are named consecutively "B," "C," "D," etc. to "U" which is close to the limits. All are numbered same as Johnson st. As few of them are opened for more than a few blocks they are not mentioned again in this list.)

Adams St., E. D.—1st e of Washington st, 4th av ne to 18th av ne; 400 4th av ne, 600 Spring st, 700 Summer st, 1100 Broadway, 1300 13th av ne. (Regular to end.)

Aldrich Av.—See N. and S. Aldrich.

Alma Pl.—N. from 27th av n bet. Wash. av and n 4th st.

Arlington St., E. D.—River e to University av, 1st s of University grounds.

Barnes Pl., W. D.—Humboldt av w to Lovell av, 1st n of 8th av n.

Bassett Pl., W. D.—6th av n to 8th av n, 1st w of Aldrich av.

Beacon St., E. D.—River to University av, 2d s of University grounds; 4 River, 100 Prospect st, 200 Pleasant, 300 State, 400 Church, 500 Union, 600 Harvard, 700 Walnut, 800 Oak, 900 Ontario.

Belle St., E. D.—Oak to e limits, 1st n of Marshall av.

Bjornson Av., W. D.—1st e of 22d av so, s 5th to s 6th.

Blaisdell Av., W. D.—Franklin av to w 48th st, 1st w of Nicollet av.

Bloomington Av., W. D.—Franklin av s to city limits, 1st e of 15th av s.

Bluff St., W. D.—1st n of 1st st, Cedar av to 20th av s.

Border Av., W. D.—Holden st n w to Lakeside av, 1st s w of Highland av; 2 Western av, 14 Holden st, 30 Border pl.

Bradford Av., W. D.—6th av n to 8th av n, 2d e of n Lyndale av.

Bridge Sq., W. D.—The combination of Hennepin and Nicollet avs from their junction at 1st st to the river.

Bridge St., E. D.—Nicollet Island connecting east and west channel bridges, 2 Bridge, 10 Island av, 40 Wilder st.

Broadway St., E. D.—Main st e to limits, 1st s of 12th av ne; 131 Main st, 201 2d st ne, 301 3d st, 331 Univ. av ne, 401 ne 4th st, 501 ne 5th st, 601 ne 6th st, 619 Washington st, 641 Adams, 661 Jefferson, 681 Madison, 700 Monroe, 800 Quincy, 824 Jackson, 900 Van Buren, 933 Central, 1001 Tylor, 1201 Filmore, 1301 Pierce, 1401 Buchanan, 1501 Lincoln.

Brook Av., E. D.—Rollins' add, 12th av se o Oak st, 1st s of Como av.

Bryant Av.—See N. and S. Bryant.

Buchanan St., E. D.—Division st n to limits, 1st w of Lincoln; 300 Division st, 400 Winter, 600 Spring, 700 Summer, 1100 Broadway, 1200 12th st ne, etc.

Butler Pl., W. D.—22d av s to 25th av s, bet 8th and 9th sts s.

Calhoun Av., W. D.—1st w of Lake Calhoun, 32d to 36th st.

Calhoun Boul., W. D.—E side of Lake Calhoun.

California St., E. D.—First w of Main st, ne fr 15th av ne to limits.

Camden Av., W. D.—First w of Lyndale, 44th av n to 47th av n.

Cedar Av., W. D.—Bluff st to limits, 1st w of 19th av s.

Cedar Lake Av., W. D.—Along s shore of Cedar Lake to s Chowen av.

Cedar Lake Road.—See n and s Cedar Lake Rd.

Cedar Pl., W. D.—E 22d st s to 24th st, 1st e of Cedar av.

Center St.—See Motor av.

Central Ave., E. D.—Stone Arch bdg ne to limits; 60 Stone Arch bdg, 100 Main, 112 Prince, 200 2d st, 208 Ortman, 300 University, 400 4th, 500 5th, 600 6th, 700 7th, 800 8th, 900 9th, 930 10th, 963 3d av ne, 1017 Harrison st, 1037 Summer st, 1100 Broadway, 1200 12th av ne, regular to limits.

Chestnut Ave., W. D.—11th St. W. to Lyndale; begins two blks n of Hennepin av.

Chestnut Pl.—S s Chestnut av e of Lyndale av.

Chicago Ave., W. D.—Continuation of 8th av s, 9th st to s limits.

Church St., E. D.—University av se to Margin st; 4th e of river.

Clarendon Ave., W. D.—1st n of w 38th; s Emerson av to Hennepin av.

Clifton Ave., W. D.—Vine pl w to Clifton pl; 1st s of Oak Grove or w 17th st; 100 Vine pl, 420 Clifton pl.

Clifton Pl., W. D.—Crosses w end of Clifton av s from Oak Grove st.

Clinton Ave., W. D.—From Grant st s to limits; bet 3d and 4th av s. Colfax Ave.—See N. and S. Colfax Aves.

Columbus Ave., W. D.—S fr 18th st, 1st e of Park av, formerly 7½ av, also called "Park Place."

Como Ave., E. D.—10th av se to limits; 1st s of Talmage av; 1001 10th av se, etc.

Cooper St., W. D.—On the flats.

Crystal Lake Ave., W. D.—Humboldt av n to limits; continuation of 20th av n; 1401 e line Forest Heights; 1501 Ewing av n; 1601 James, 1701 Knox, 1801 Logan, 1901 Morgan, 1915 21st av n, 2023 23d av n, 2201 Penn, 2301 Queen, 2601 26th.

Delaware St., E. D.—River e to St Mary av; 4th s of Univer'y grounds; 14 Mississippi river, 100 Prospect st, 200 Pleasant st, 300 State st, 400 Church st, 500 Union st, 600 Harvard st, 700 Walnut st, 800 Oak st, 900 Ontario st, 1000 Erie st, 2500 25th av se etc.

Dell Pl., W. D.—Lyndale av e to Groveland.

Division St., E. D.—Harrison st e to limits; 1st n of Talmadge av; 932 Harrison, 1000 Tyler, 1025 Polk, 1101 Taylor and 5th av se, 1201 Filmore, 1301 Pierce, 1401 Buchanan, 1501 Lincoln, 1601 Johnson and 10th av se, etc.

Dorman Av., W. D.—First sw of Riverside av fr 40th to 46th av s.

Douglas Av., W. D.—Hennepin av w to limits, 1st n Summit av; 901 Bryant, 1001 Colfax, 1101 Dupont, 1201 Emerson, 1301 Fremont, 1401 Girard, 1500 Humboldt, 1600 Irving, 1700 James, 1800 Knox, 1900 Logan, 2000 Morgan, 2100 Newton.

Dupont Av.—See N. and S. Dupont av.

East Franklin Av., W. D.—Nicollet av to river; 1st s of 19th st same as East 20th st.

East Grant St., W. D.—Nicollet av to Portland av; next n of e 14th st.

East Lake St., W. D.—Nicollet av to river (same as 30th st.)

Eastman Av., E. D.—E and w on Nicollet Island, 1st n of Bridge st, 2 Island Av. e side Island, 58 Island av w side Island.

18½ Av., NE, E. D.—Monroe e to Filmore st; 700 Monroe, 801 Quincy, 901 Jackson, 933 Central, 1000 Polk, 1100 Taylor.

11th St.—See n and s 11th st.

Elliott Av., W. D.—Same as 9th

av s fr 9th st to limits.

Elroy St., W. D.—Nicollet bet 29th and 30th w to Pleasant. (Same as 29½ st.)

Emerald St., E. D.—E limits s fr University av.

Elwood Av., W. D.—6th av n and Humboldt av nw to 10th av n, 604 6th av n, 700 Irving av, 800 8th av n.

Emerson Av.—See N. and S. Emerson.

Erie Av., W. D.—Hennepin av w to Lyndale, 2d n of Kenwood Parkway.

Erie St., E. D.—2d e of Oak st; fr C M & St P Ry to river; 200 C M & St P Ry, 300 Cambridge, 400 Delaware, 500 Essex, 600 Fulton, 700 Dartmouth av.

Essex St., E. D.—River e to St Mary av, 5th s of University; 14 Prospect st, 100 Pleasant, 200 State, 400 Church, 500 Union, 600 Harvard, 700 Walnut, 800 Oak, 900 Ontario, 1000 Erie, 1200 Huron, 2600 26th av se, 2700 27th av.

Euclid Pl., W. D.—Fr w 25th st to Lake of the Isles boul.

Excelsior Av., W. D.—Sw fr Lake st w of Lake Calhoun.

Filmore St., E. D.—Division st n to limits, 1st e of Taylor st; 301 Division st, 401 Winter, 601 Spring, 701 Summer, 801 Broadway, 1600 16th av ne, etc.

Findley Pl.—Lake st s, w of Blaisdell av.

Florence Court, E. D.—S fr University av, 1st e of 10th av se.

Franklin Av.—See E. and W. Franklin av.

Fremont Av.—See N. and S. Fremont av.

Fulton St., E. D.—Pleasant e to Huron av; 6th s of University grounds; 200 Pleasant, 300 State, 400 Church, 500 Union, 600 Harvard, 700 Walnut, 800 Oak, 900 Ontario, 1000 Erie, 1027 Huron.

Garfield Av., W. D.—Franklin av s to limits; 6th w of Nicollet av.

Girard Av.—See N. and S. Girard av.

Gramercy Av.—Lies parallel to and one block nwly of S Cedar Lake Road. Numbers begin at Western av.

Grand Av., W. D.—Franklin av to limits, 4th w of Nicollet av.

Grand St., E. D.—13th av ne, n to 31st av ne, 1st e of Marshall.

Grant St.—See E. and W. Grant st.

Gray Place, W. D.—31st to 32d Av. N. bet. 3d and 4th sts.

Greeley Av., W. D.—Western av s to 1st av n, 1st w of Fremont av; 200 1st av n, 224 2d av n.

Grove St., E. D.—Nicollet Island; e and w across Nicollet Island, 2d n of Bridge st; 2 Island av w side, 28 Nicollet st, 58 Island av e side.

Groveland Av., W. D.—Fr w 19th at Pillsbury av, w to Hennepin av.

Groveland Terrace, W. D.—Fr Hennepin w to Mt. Curve, 1st n of Mt. Curve av.

"H."—Between Division st and 14th av ne is known as the "Stinson Boulevard."

Harmon Pl., W. D.—10th st to Hennepin, 1st s of Hennepin; 1000 10th, 1100 11th, 1200 12th, 1300 13th, 1400 Spruce pl, 1500 Willow st, 1528 Maple.

Harriet Av., W. D.—Franklin av s to city limits, 2d e of Lyndale.

Harrison St., E. D.—Division st n to 3d av ne, 300 Division, 400 Winter. Beginning n of Broadway the extension of this street is known as Central av.

Harvard St., E. D.—6th e of river, fr University av s to river; 2 University av se, 100 Arlington st, 200 Beason, 300 Cambridge, 400 Delaware, 500 Essex, 600 Fulton.

Hawthorn Av., W. D.—9th st n, sw to Lyndale, 1st n of Hennepin at beginning.

Hennepin Av., W. D.—Sw fr river to w 28th st, thence due s to Florence av; 1st to 13th sts regular, 1400 Laurel av, 1401 Spruce pl, 1501 Willow st, 1528 16th, 1529 Maple, 1576 Harmon pl, 1608 Superior av, 1701 Oak Grove st, 1732 Lyndale av on w, 1748 Groveland av, 1769 Lyndale av on e, 1780 Mount Curve av, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2100 Colfax av s, 2200 w 22d st, regular to end.

Hiawatha Av., W. D.—E 22d st se to limits, 1 blk e of Cedar av at 22d st.

High St., W. D.—Bridge sq s to 1st av s; 1st w of river.

Highland Av., W. D.—Royalston av nw to Lyndale av, bet Royalston and Lakeside avs; 2 Royalston av, 86 Royalston.

Highland Pl., W. D.—Highland to Border avs. Oak Lake add.

Hillside Av., W. D.—Humboldt av nw to 25th av n; 1400 Humboldt av

n, 1500 Irving, 1700 Ilion, 1800 James, 1901 Logan.

Hoag Av., W. D.—Royalston av to 8th av, 1st w of n 6th; 21 Royalston av, 601 6th av n, 701 7th av n.

Holden St., W. D.—N 9th st w to Border av, 1st n of Western av.

Holmes Av., W. D.—H & D R R to w 36th st, 1st w of Hennepin av.

Howard St., E. D.—W of Monroe, fr 22d av ne to 27th av ne.

Humboldt Av.—See N. and S. Humboldt av.

Huron Av., W. D.—Lyndale av w to Fremont av, 1st s of Erie av.

Huron St., E. D.—Essex st s to river, 1st e of Erie st; 500 Essex, 600 Fulton, 700 Dartmouth av, 800 Yale av.

Irving Av.—See N. and S. Irving av.

Island Av., E. D.—On Nicollet Island, fr w end of Bridge st to e end around the n end of island; 1 Bridge st, 29 Eastman av, 49 Grove st, 75 G. N. R'y, 107 Maple st, 163 Maple st, 208 G. N. R'y, 219 Grove st, 267 Bridge st.

Jackson St., E. D.—2d av ne to 27th av ne; 5th e of Adams; 300 3d av ne, 600 Spring, 700 Summer, 1100 Broadway, 1200 12th av ne, etc.

James Av.—See N. and S. James av.

Jefferson St., E. D.—3d av ne, n to limits; 1st e of Adams; 300 3d av ne, 400 4th av ne, 600 Spring st, 700 Summer, 1100 Broadway, 1300 13th av ne, etc.

Jewett Pl., W. D.—6th av n to 8th av; 1st w of Dupont.

Johnson St., E. D.—Division st n to limits, 1st e of Lincoln; 300 Division, 400 Winter, 600 Spring, 700 Summer, 1100 Broadway, 1600 16th av ne, etc. South of Division st the extension of this street is called 10th av se.

Kenwood Boul., W. D.—Same as Superior av to Humboldt, Hennepin av w, sw and s to Lake of the Isles boul; 101 Lyndale, 501 Dupont, 601 Emerson, 901 Waverly pl, 1200 Morgan, 1700 Mt Curve, 1800 Douglas, 2000 Franklin, 2200 22d st.

Knox Av.—See N. and S. Knox.

Lake St.—See E. and W. Lake st.

Lake Harriet Boul., W.D.—Around Lake Harriet.

Lake Pl., W. D.—Irving av s to w 26th st; near Lake of the Isles; 2204 Irving av, 2500 e 25th st.

Lake of the Isles Boul., W. D.—Around Lake of the Isles.

Lakeside Av., W. D.—Western av n and w to Lyndale av, 1st e of Lyndale; 1 Western av, 21 Lawn pl, 57 Border av, 73 Park pl.

Laurel Av., W. D.—Hennepin av at 14th st w to Lyndale, 1st s of Hawthorn.

Lincoln Av., W. D.—Lyndale av w to s Oliver av; 1st n of Franklin; 701 Lyndale av, 801 Aldrich, 813 Hennepin, 901 Bryant, 1001 Colfax, 1101 Dupont, etc.

Lincoln St., E. D.—7th e of Central fr Division st n to limits; 301 Division st, 400 Winter, 600 Spring, 700 Summer, 1100 Broadway, 1600 16th av ne, etc.

Linden Av., W. D.—12th st nw to R R track; 1st s of Chestnut av; 72 n 12th st, 120 n 15th, 144 n 16th, 168 n 17th, 184 Lyndale av, 228 n 19th, 256 Bryant av.

Locust St., W. D.—427 22d av s to river.

Logan Av.—See N. and S. Logan.

Longfellow Av., W. D.—1st e of Cedar av fr e Lake st to limits.

Lowland Av., W. D.—Each side of N P R R on the flats.

Lyndale Av.—See N. and S. Lyndale.

Lyndale Pl., W. D.—1st w of Lyndale av fr 6th av n.

McNair Av., W. D.—Penn av at Crystal Lake Road sw to limits.

Madison St., E. D.—3d e of Washington st fr 3d av ne to 27th av ne; 300 3d av ne, 400 4th, 600 Spring st, 700 Summer, 1100 Broadway, 1300 13th av ne, regular to end.

Main St., N. E.—1 Central av ne to city limits.

Main St., S. E.—2 Central av se to 8th av se.

Maple Pl., E. D.—Crosses n end of Nicollet Island.

Maple St., W. D.—Hennepin av s to Harmon pl; 1st w of Willow st.

Marshall Av., E. D.—Oak st and 4th st e to limits.

Marshall St., E. D.—5th av ne, nw to city limits; 1st w of Main st.

Mary Pl., W. D.—Bet Nicollet and Hennepin avs; 8th to 13th sts.

Mill St., W. D.—26th av n to 31st av n; next to river.

Mill Pl., W. D.—On the flats.

Minnehaha Av., W. D.—Cedar av and 8th st se to city limits near Minnehaha Falls.

Minnehaha Parkway, W. D.—S of

w 52 st, along Minnehaha Creek, fr Lake Harriet to Minnehaha av.

Mississippi Av.—1st n of 30th av n fr Lyndale to Dupont avs n.

Mississippi St., E. D.—Franklin av bridge to Lenox st.

Monroe St., E. D.—3d av ne to 29th av ne; 1st e of Madison st; 301 3d av ne, 601 Spring st, 701 Summer, 1101 Broadway, 1301 13th av ne, etc.

Mount Curve Av., W. D.—Douglas av near Hennepin, w to Kenwood Parkway, 816 Douglas, 1000 Colfax 1101, Dupont 1201, Emerson 1226 Fremont, 1500 Humboldt, 1600 Irving, 1700 James, 1800 Knox, 1900 Logan, 2000 Morgan.

Nicollet Av., W. D.—Hennepin av and High st sw to Grant st thence s to limits; dividing line between East and West for all streets South of Grant.

Nicollet St., E. D.—Nicollet Island; Grove st to Maple.

North Aldrich Av., W. D.—Superior av n to limits; 1st w of Lyndale av; 1 Superior av, 29 Huron, 53 Erie, 77 Ontario, 101 Laurel, 125 Hawthorn, 149 Linden, 183 Chestnut, 201 1st av n, 225 2d, 241 Western, 301 3d av n, etc.

North Bryant Av., W. D.—Superior av n to limits; 2d w of Lyndale av; 1 Superior av, 29 Huron, 53 Erie, 77 Ontario, 101 Laurel, 125 Hawthorn, 600 6th av n, etc.

North Cedar Lake Rd., W. D.—S w from Western av bet n Humboldt and n Irving avs, to Superior; numbers begin at Western av.

North Colfax Av., W. D.—Superior av n to limits, 3d w of Lyndale av; 1 Superior av, 29 Huron, 53 Erie, 77 Ontario, 101 Laurel, 125 Hawthorn, 177 Chestnut, 201 1st av n, 229 2d av n, 251 Western, 301 3d av n. Unopened from 6th av n to 26th av n; thence 100 to a blk to 36th av n.

North Dupont Av., W. D.—Superior av, n to city limits, 4th w Lyndale av, 1 Superior av, 29 Huron, 53 Erie, 76 Ontario, 101 Laurel, 177 Chestnut, 201 1st av n, 255 Western av, 501 5th av n, etc.

North Eleventh St., W. D.—Hennepin av n to 2d av n, 1 Hennepin av, 31 Hawthorn, 53 Chestnut, 101 1st, 125 Western av.

North Emerson Av., W. D.—Superior av n to limits; 5th w of Lyndale av, same numbering as n Dupont.

North Fremont Av., W. D.—Superior av n to limits; 6th w of Lyndale av, same numbering as n Dupont.

North Humboldt Av., W. D.—Superior av n to limits; 8th w of Lyndale av, same numbering as n Dupont.

North Irving Av., W. D.—Chestnut av to limits; 9th w of Lyndale av; 176 Chestnut av, 204 1st, 232 2d av n, 300 Western av, 400 4th av n, etc.

North James Av., W. D.—Chestnut av n to limits; 10th w of Lyndale av, 170 Chestnut av, 204 1st av n, 232 2d av n, 300 Western, 400 4th av n, etc.

North Knox Av., W. D.—Western av to limits; 11th w of Lyndale av; 400 4th av n, etc.

North Logan Av., W. D.—Superior av n to limits; 12th w of Lyndale av; 300 Western, 400 4th av n, etc.

North Lyndale Av., W. D.—Kenwood Parkway near Loring Park n to limits; 29 Huron, 53 Erie, 77 Ontario, 101 Laurel, 125 Hawthorn, 149 Linden, 171 Chestnut, 195 R R Crossing, 201 1st av n, 229 Western, 301 2d av n, 600 6th av n, etc.

North Morgan Av.—N fr Western av to limits, 13th w of Lyndale.

North Ninth St., W. D.—N fr e end of Hawthorn av; 40 Hawthorn av, 100 1st av n, 124 Western av.

North Oliver Av., W. D.—Superior av n to limits, 7th w of Humboldt av; 300 Western av, 400 4th av n, etc.

North Penn Av., W. D.—Sixteenth w of Lyndale av; fr Superior av n to limits, same numbering as Oliver.

North Queen Av., W. D.—Superior av n to limits; 17th w of Lyndale av.

North Russell Av., W. D.—Superior av n to limits; 18th w of Lyndale av, same numbering as Oliver.

North Seventeenth St., W. D.—Fr Erie av 1st e of Lyndale av; 100 Laurel, 125 Hawthorn, 148 Linden.

North Sheridan Av., W. D.—Superior av n to limits; 11th w of Humboldt av.

North Sixteenth St., W. D.—2d e of Lyndale av n; 1 Hennepin, 32 Laurel, 56 Hawthorn, 82 Linden.

North Washington Av., W. D.—Hennepin av to limits; bet 2d and 3d st n; 2 Hennepin av, 100 1st av n, etc.

Oak St., E. D.—River n to Great Northern R R; 1st e of 17th av se.

Oak Grove St., W. D.—Nicollet av w to Hennepin av; s of W 15th

st; 101 Vine pl, 201 Spruce pl, 417 Clifton pl, 508 W 15th st, 536 Hennepin av.

Oakland Av., W. D.—1st e of Portland, Franklin av s to limits. Same as 6½ av s. (Formerly called Portland Place.)

Oak Lake Av., W. D.—6th av n to 10th av n; 1st e of Lyndale av.

Oliver Av.—See n Oliver av.

Ontario Av., W. D.—Lyndale av w to Fremont av; 1st s of Laurel av, 1 Lyndale av, 73 Aldrich.

Ontario St., E. D.—Beacon st s to river; 1st e of Oak st.

Ortman St., E. D.—Central av se to 1st av se; 1st w of University av; 1 Central av, 49 Bank st, 100 1st av se.

Pacific St., W. D.—20th av n to 33d av n; 1st e of 1st st.

Palace Court.—Fr Nic. to 1st av s, bet. 3d and 4th sts.

Park Av., W. D.—Continuation of 7th av s fr 10th st to limits.

Park Boulevard.—Fr w 39th st to w 44th st, w of Queen.

Park Pl., W. D.—Fr Border av to Lakeside av., Oak Lake add.

Penn Av.—See n Penn av.

Pierce St., E. D.—Division st n to limits; 1st e of Filmore st; 300 Division st, 400 Winter, 600 Spring, 700 Summer, 1100 Broadway, 1600 16th av ne, etc.

Pillsbury Av., W. D.—Fr w 19th to 48th st, 2d w of Nicollet av (formerly Lindley av).

Pleasant Av., W. D.—W Franklin av s to limits; 3d w of Nicollet av.

Pleasant St., E. D.—Arlington st s to river; 1st e of Prospect st; 101 Arlington st, 201 Beacon, 301 Cambridge, 401 Delaware, 501 Essex, 601 Fulton.

Plymouth Av., W. D.—Same as 13th av n; runs from river w to city limits.

Polk St., E. D.—Division st n to n limits; 1st e of Tyler st; 301 Division st, 401 Winter, 601 Spring, 701 Summer, 1100 Broadway, 1801 18th av ne.

Portland Av., W. D.—Continuation of 6th av s fr Grant st to limits.

Prince St., E. D.—Central av se to Bank st.

Prospect St., E. D.—Arlington st to river; 1st n of Pleasant st; 100 Arlington st, 200 Beacon, 300 Cambridge, 400 Delaware, 500 Essex.

Queen Av.—See N. Queen Av.

Quincy St., E. D.—3d av ne n to 27th av; 1st e of Monroe; 300 3d av

ne, 600 Spring st, 700 Summer, 1100 Broadway, 1800 18th av ne, etc.

Ramsey St., E. D.—6th av ne n to river; 1st w of Marshall st.

Randolph St., E. D.—1st e of Marshall st; 26th to 31st av ne.

Ridgewood Av., W. D.—Pillsbury av w to Lyndale; 1st n of Franklin av; 200 Pillsbury av, 400 Pleasant, 700 Lyndale.

River St., W. D.—Hennepin av nw to Bassett's Creek next to river.

Riverside Av., W. D.—Cedar av and s 4th st; se to 46th av s; regular to 39th av s, 4000 e 26th st, 4100 e 27th, 4500 e 29th.

Royalston Av., W. D.—Western av and 12th st nw to 6th av n; 1 Holden st, 20 Highland av, 120 6th av n.

Sanford Court.—Bet 8th and 9th sts and 7th and 8th avs se.

Sheridan Av.—See N. Sheridan.

Sibley St., E. D.—7th av ne n to 13th av ne; 3d w of Main st.

Snelling Av., W. D.—Franklin av se to limits; 1st w of Minnehaha av.

South Aldrich Av., W. D.—Lincoln av s to limits; 1st w of Lyndale av, 1950 Lincoln av, 2000 Franklin, 2200 w 22d st, etc.

South Bryant Av., W. D.—Douglas av s to limits; 2d w of Lyndale av; 1766 Douglas, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2200 w 22d st etc.

South Cedar Lake Road, W. D.—Runs sw from Superior av near Xerxes av to w limits.

South Colfax Av., W. D.—Douglas av s to limits; 3d w of Lyndale av; 1766 Douglas, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2200 w 22d st, etc.

South Dupont Av., W. D.—Superior av s to limits; 4th w of Lyndale av; 1700 Mt Curve, 1766 Douglas, 1800 Summit, 1900 Lincoln, 2000 Franklin av w, 2200 w 22d st, etc.

South Eleventh St., W. D.—Hennepin s to Portland; 1 Hennepin av, 30 Harmon pl, 64 Mary pl, Nicollet av, 100 1st av s, etc.

South Emerson Av., W. D.—Superior av s to limits; 5th w of Lyndale av; 1400 Groveland, 1705 Mt Curve, 1766 Douglas, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2200 w 22d st, 2400 w 24th, 2420 Hennepin, 2500 25th st, etc.

South Fremont Av., W. D.—Mt Curve av s to limits; 6th w of Lyndale av; 1700 Mt Curve, 1766 Doug-

las, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2400 w 24th st, etc.

South Girard Av., W. D.—Douglas av s to limits; 7th w of Lyndale av; 1766 Douglas av, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2400 24th st, etc.

South Humboldt Av., W. D.—Mt Curve av s to w 36th st; 8th w of Lyndale; 1701 Mt Curve av, 1766 Douglas, 1801 Summit, 1901 Lincoln, 2000 Franklin, 2200 22d st, etc.

South Irving Av., W. D.—Mt Curve av s to w 36th st; 9th w of Lyndale; av s to limits; 9th w of Lyndale av; 1700 Mt Curve, 1767 Douglas, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2200 22d st, 2312 Lake pl, 2400 24th st, 2500 Euclid pl, 2600 26th, etc.

South James Av., W. D.—Mt Curve s to limits; 10th w of Lyndale; 1700 Mt Curve, 1767 Douglas, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2900 29th, 3000 Lake, 3100 31st.

South Knox Av., W. D.—Mt Curve s to Franklin; 11th w of Lyndale; 1700 Mt Curve, etc.

South Logan Av., W. D.—W of s Knox.

South Lyndale Av., W. D.—Kenwood Parkway s; 7th w of Nicollet; 23 Vineland pl, 1743 Groveland av, 1801 Summit, 1819 Lincoln, 1921 Franklin av, 2201 w 22d st, etc.

South Morgan Av., W. D.—W of s Logan.

South 7½ St., W. D.—1st s of s 7th st; n of Murphy pk; 22d to 23d avs s.

South Washington Av., W. D.—Hennepin av bet 2d and 3d sts s to river, across bridge and (E. D.) from river to University av se, 3d s of University grounds; numbered regularly in W. D. In E. D. 200 Pleasant, 300 State, 400 Church, 500 Union, 600 Harvard, 700 Walnut, 800 Oak, 900 Ontario.

Spring St., E. D.—Washington st to Johnson st; 1st s of Summer st, 621 Washington st, 641 Adams, 661 Jefferson, 681 Madison, 701 Monroe, 801 Quincy, 825 Jackson, 933 Central, 1001 Tyler, 1025 Polk, 1101 Taylor, 1201 Filmore, 1301 Pierce, 1401 Buchanan, 1501 Lincoln, 1601 Johnson, etc.

Spruce Pl., W. D.—Hennepin av to Oak Grove st; next w of s 13th st; 2 Hennepin av, 30 Harmon pl, 58 Yale pl, 118 w Grant st, 1400 w 14th, 1500 w 15th, 1536 Oak Grove.

St. Anthony Parkway, E. D. — Along east river bank from the-University to limits.

State St., E. D.—Arlington st s to river; 1st e of Pleasant st; 101 Arlington st, 201 Beacon, 301 Cambridge, 401 Delaware, 501 Essex, 601 Fulton.

Stevens Av., W. D.—Bet 1st and 2d avs s fr Grant st to limits; 1300 Grant st, 1400 14th, etc.

Summer St., E. D.—7th av ne to Johnson st, bet Spring and Broadway; 626 7th av ne, 640 Adams st, 660 Jefferson, 680 Madison, 700 Monroe, 800 Quincy, 824 Jackson, 900 Van Buren, 932 Central, 1001 Tyler, 1024 Polk, 1100 Taylor, 1200 Fillmore, 1300 Pierce, 1400 Buchanan, 1500 Lincoln, 1600 Johnson, etc.

Summit Av., W. D.—Lyndale av w to Humboldt av; 2d n of Franklin; 700 Lyndale av, 800 Hennepin, 900 Bryant, 1000 Colfax, 1100 Dupont, 1200 Emerson, 1300 Fremont, 1400 Girard, 1500 Humboldt.

Summit Pl., W. D.—1st w of Fremont av s; fr Groveland av to Mt Curve av.

Sumner Pl., W. D.—1st w of n Bryant av; fr 6th av n to 11th av n.

Superior Av., W. D.—Hennepin av w to limits; 1st s of Huron av (known also as Kenwood Parkway fr Hennepin to Humboldt av).

Superior St., E. D.—South line of Regent's add to Bridal Veil Falls; 1st e of Huron st.

Talmage Av., E. D.—10th av se to 23d av se; 1st s of Division st.

Taylor St., E. D.—Division st n to limits; 1st e of Polk st; 301 Division 401 Winter, 601 Spring, 659 Summer, 1100 Broadway, 1800 18th av ne, etc.

10½ Av. N., W. D.—S fr 4th to 5th and W. from Lyndale to Knox.

Thomas Pl., W. D.—1st w of 6th av n; Elwood av w to Logan av.

Tyler St., E. D.—Division st n to Division st. 401 Winter. 601 Spring, 701 Summer, 1101 Broadway.

Union St., E. D.—Fr Arlington st to river; 1st e of Church st.

University Av., ne, E. D.—Central av n to limits, bet 3d and 4th sts ne.

University Av., se, E. D.—Central av-s to limits bet 2d and 4th sts se.

Van Buren St., E. D.—3d av ne n to 18th av; 1st e of Jackson st; 600 3 av ne, 700 Summer st, 1100 Broadway, 1200 12th av, etc.

Vine Pl., W. D.—Grant st s to Franklin av; 1st w of Nicollet; 1350

Grant st, 1400 w 14th, 1500 w 15th; 1700 Oak Grove, 1800 Clifton, 1900 w 19th, 1934 Franklin.

Vineland Pl., W. D.—Fr Hennepin av w to Bryant av; 1st s of Kenwood Parkway; 700 Lyndale av, 810 Bryant.

Walnut St., E. D.—Arlington st s to river; 1st w of Oak st.

Washington Av.—See N. and S. Washington av.

Washington St., E. D.—5th st ne n to 27th av ne; 4th w of Monroe st 601 Spring st, 701 Summer, 727 6th, 747 8th av ne, 1101 Broadway, 1301 13th av, etc.

Water St., E. D.—8th av ne to Ramsey st; next to river.

Waverly Pl., W. D.—1st w of line of Humboldt av s; Kenwood Parkway to Mt Curve av; 1 Kenwood Parkway, 1600 Groveland av.

Wentworth Av. W. D.—S from w 40th st, two blocks w of Nicollet av.

Western Av., W. D.—7th st at 1st av n to limits; 2 7th st n, 28 9th, 50 10th, 76 11th, 100 12th, 124 St P M & M Ry, 172 Border va, 494 Lakeside, 700 Lyndale, 1200 Fremont, etc.

West Chestnut Av.—Lyndale av, w to limits, 1st n of Linden.

West Erie Av.—Lyndale av, w to limits. 2d n of Kenwood Parkway.

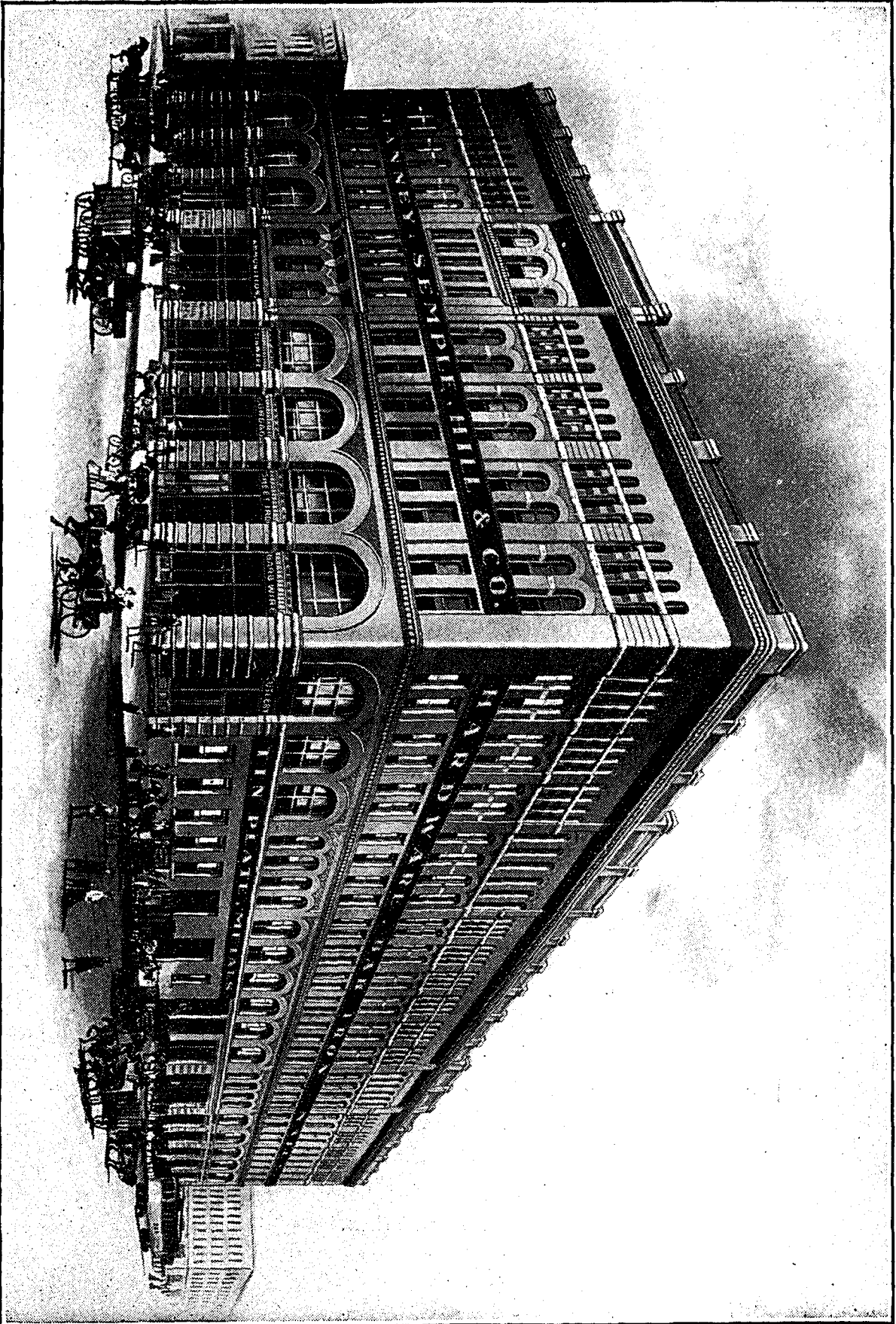
West Franklin Av., W.D.—Nicollet av to city limits; 1st s of 19th st; 1 Nicollet av, 101 Vine pl, 201 Pillsbury av, 301 Pleasant, 401 Grand, 501 Harriet, 601 Garfield, 791 s Lyndale, 801 s Aldrich, 901 s Bryant, 1001 Hennepin, 1101 Dupont, 1201 s Emerson, 1301 s Fremont, 1401 s Girard, 1501 s Humboldt, 1601 s Irving, 1701 s James, 1801 Lake of Isles Boulevard.

West Grant St., W. D.—Nicollet av w to Willow st, bet 13th and 14th sts 1 Nicollet av, 101 Vine pl, 201 Spruce pl.

West Hawthorn Av.—Lyndale av w to limits, 1st n of Laurel.

West Lake St. W. D.—Nicollet av w to limits (same as 30th st); 1 Nicollet av, 101 Blaisdell, 113 Center st, 201 Pillsbury av, 301 Pleasant, 401 Grand, 501 Harriet, 701 s Lyndale, 801 s Aldrich, 901 s Bryant, 1001 s Colfax, 1101 s Dupont, 1201 s Emerson, 1301 s Fremont, 1401 s Girard, 1401 Hennepin, 1501 s Holmes, 1601 s Humboldt, 1701 s Irving, 1801 s James, 1901 s Knox.

West Laurel Av.—Lyndale av w to limits, 4th n of Kenwood Parkway.



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West Linden Av.—Lyndale av w to RR tracks, 1st n of Hawthorn.

West 19th St., W. D.—Nicollet av w to Lyndale; 1 Nicollet av; 100 Vine pl, 200 Pillsbury av.

West River Bank Parkway.—Along Miss. river from Franklin to Minnehaha Park.

Wilder St. E. D.—Bridge st se; 1st e of w channel.

Willow Av., W. D.—Logan av nw to Penn av bet Crystal Lake av and Hillside av.

Willow St., W. D.—Hennepin av to w 15th st; 2d w of s 13th st.

Winter St., E. D.—Harrison st e to V st; 1st n of Division st; 932 Central av, 1000 Tyler, 1024 Polk, 1100 Taylor, 1200 Filmore, 1300 Pierce, 1400 Buchanan, 1500 Lincoln, 1600 Johnson.

Yale Pl., W. D.—10th st to Willow st; 1st s of Harmon pl; 1000 10th st, 1300 13th, 1400 Spruce pl, 1500 Willow st.

Street Sprinkling.—Like all other public works, the sprinkling of streets is extended each year. Over 250 miles are now sprinkled. Improved sprinklers are used, and the service is fair, though often remiss at the opening and close of the season.

St. Stephen's Catholic Church.—Cor. 22nd St. and Clinton Av. It is built of Bayfield brown stone and has an auditorium capable of seating 1,400 people. 4th Av. S. and 6th Av. N. line.

Sub-Postal Stations. (See "Postal Facilities.")

Suburban Trains.—For trains to Fort Snelling, Lake Minnetonka, and all places in the vicinity, it is always best to consult the current time cards, as frequent changes are made. (See "Ticket Offices.")

Sugar Factory.—The Minnesota Beet Sugar Company's factory at St. Louis Park is one of the interesting sights of the city. It is in operation,

however, only during the late fall and early winter. The factory handles the product of 5,000 or more acres devoted to sugar beet raising within 100 miles of Minneapolis and has a capacity of 600 tons of beets per day. St. Louis Park electric line, via Como Interurban Harriet line.

Sunday is a quiet day in Minneapolis. Police restrictions are supposed to close the saloons and most places of public resort, and ball games and other outdoor exhibitions are not allowed. During the summer thousands visit the lakes either by steam or electric cars or carriages. At Lake Harriet concerts are usually provided, and refreshments of a non-intoxicating order may be obtained everywhere. The boulevards and lake drives afford a means of pleasure which is very extensively enjoyed. It is the best day in the week for the livery stables. But Minneapolis is essentially a church-going city. In the morning the streets in the vicinity of the large churches are lined with churchgoers. Some of the evening services are of a popular nature and are well attended.

Synagogue, Jewish. (See "Hebrew Churches.")

Syndicate Arcade. (See "Syndicate Block.")

Syndicate Block.—A handsome five-story stone building on the south side of Nicollet Av. extending from 5th to 6th St. That part nearest 5th St. is occupied principally by large stores. The central section is devoted, above the first floor to offices and is known as the Syndicate Arcade. On the 6th St. corner is another office section which is the Syndicate Blk., proper. The two office entrances should not be confus-

ed. The building was erected in 1882, and cost about \$640,000, and with site \$900,000.

Taxes and Assessments. (See "Finances" and "Public Improvements.")

Tax Levy. (See "Finances" and "Government.")

Teachers. (See "Public Schools.")

Technical Education. (See "Industrial Education" and "University of Minnesota.")

Telegraph Offices.—The North American, Western Union, National District, and American District telegraph companies do business in the city. The last two are local; the others reach all points and take cable messages. Their offices are as follows:

North American.—Main office, 12 S. 4th St.

Branches:—

Chamber of Commerce.

Metropolitan Life Bldg., formerly the Guaranty Bldg.

Flour Exchange.

Guaranty Bldg.

West Hotel.

314 N. 1st St.

Phoenix Bldg.

124 N. 6th St.

Western Union.—Main office, 260 Hennepin Av., Cor. 3rd St.

Branches:—

Chamber of Commerce, exchange floor.

Old Chamber of Commerce, ground floor, cor. 3rd St. and 4th Av. S.

Commercial Bldg., 1st Av. N. and 3rd St.

Guaranty Bldg.

Andrus Bldg.

N. Y. Life Bldg.

Bank Commerce Bldg.

Lumber Exchange.

314 1st Av. N.

Central Market.

West Hotel.

Nicollet House.

Metropolitan Life Bldg., (formerly Guaranty Bldg.).

Union Depot.

C. M. & St. P. Depot.

C. M. & St. P. Depot, S. Minneapolis.

Mpls. & St. L. Pass. Depot, Washington and 4th Aves. N.

Glass Block, Nicollet and 6th St.

Chute Block, University and Central Aves.

In connection with the Western Union is operated the National District Telegraph Co., with offices at all Western Union offices. (See "Messenger Service.")

American District.—Cor. 4th St. and Nicollet.

Telephone Service.—Minneapolis is served by two telephone companies. The older company is the Northwestern Telephone Exchange Company which has been in the field for a score of years. Its central exchange is in its building at the corner of Third Av. S. and Fifth St. where it also maintains general offices. C. P. Wainman is general manager and J. W. Christie, general superintendent.

The Twin City Telephone Company, which, as the Mississippi Valley Telephone Company entered Minneapolis and St. Paul a few years ago, was reorganized early in 1901 and is actively extending its lines and perfecting its service. E. H. Moulton is president and L. D. Richardson general manager. The company is controlled by Minneapolis capitalists. Its offices are at 3rd Av. S. and 7th St.

Through the business center of the city the telephone wires are carried in conduits. Rates are approximately the same as those in other large cities in this country and vary according to the character of the service. For an unmeasured exclusive service in a business office the Northwestern rate is \$6, and the Twin City \$4, per month. Numerous pay stations are maintained in hotels, office buildings and other public

places where telephone service may be had for five cents for local messages and from ten cents up for out-of-town messages. The long-distance service reaches every part of the northwest and the principal eastern cities.

Temperature. (See "Climate.")

Temple Court.—An eight story brick and terracotta office building at the corner of Washington and Hennepin Aves.

Tenement Houses.—The tenement house as it is found in most large cities, is almost unknown in Minneapolis. As a rule even the very poor live in small detached houses and thus secure a fair allowance of light and air even if overcrowded. Along lower Washington Av. perhaps the nearest approach to the typical tenement house is found. As all blocks of rented houses in Minneapolis are called "tenements," the stranger must accustom himself to the application of the word to some quite palatial residences.

Theatres.—Minneapolis theatres are few in number, but usually have a fine patronage. The season begins late in August and continues till May or June, after which light opera often occupies the stage for the remainder of the summer. A great variety of attractions are provided during the season; the ordinary "stand" being three nights or one week. The theatres are as follows:

Bijou Opera House.—Washington Av., between Hennepin and 1st Aves. N. Popular prices.

Lyceum Theatre.—Hennepin Av., between 7th and 8th Sts. Stock company.

Metropolitan Opera House.—1st Av. S. between 3rd and 4th Sts. The leading theatre.

Orpheum Theater.—7th St. bet. Hennepin and Nicollet. Vaudeville.

Unique.—Hennepin Av. bet. 5th and 6th Sts. Vaudeville.
(See each under separate heading.)

Things to See. (See "Seeing the City," "Drives," "Excursions" and "Bicycling.")

Ticket Offices.—In addition to the depot offices the railroads centering in Minneapolis maintain city ticket offices as follows:

Chicago, Burlington & Quincy.—Cor. Nicollet Av. and 3rd St.

Chicago Great Western.—Cor. 5th St. and Nicollet Av.

Chicago, Milwaukee & St. Paul.—Cor. 4th St. and Nicollet Av.

Chicago, Rock Island & Pacific R'y.—322 Nicollet Av.

Chicago, St. Paul, Minneapolis & Omaha.—600 Nicollet Av.

Great Northern.—Corner Nicollet Av. and 3rd St.

Minneapolis & St. Louis.—424 Nic. Avenue.

Minneapolis, St. Paul & Sault Ste. Marie.—119 S. 3rd St.

New York Central Lines.—257 Nicollet Av.

Northern Pacific.—19 Nicollet House.

Wisconsin Central.—230 Nicollet Av.

Tonka Bay.—A beautiful place on the south shore of Lake Minnetonka at the terminus of the lake line of the M. & St. L. Ry. It is about a mile northwest of Excelsior across the intervening bay.

Topography.—There are no particularly marked elevations within the city of Minneapolis and no depressions of importance with the exception of the gorge of the Mississippi below the falls. In a general way it may be said that the main part of the city lies in an irregular basin, formed by low ranges of hills extending in semi-circular form on the southwest and northeast.

The Mississippi river flows through the city a distance of 8½ miles, and along its easterly side (at the south end) an additional distance of 3½,

having a total length within the limits of the city of 12 miles, within which distance it has a fall of 105 feet. Tributary to the river are Single Creek in the extreme northern, Bassett's creek in the central and Minnehaha creek in the extreme southern portions of the city, all flowing through the city from the west.

The soil is for the most part sandy, varied here and there with coarse gravel and clay. A large part of the central and northern parts of the city were originally covered with trees, and many are still standing in the door yards of pleasant homes. In the southwestern part of the city are four large lakes, referred to in the article on "Park System." All drainage is carried by sewers to the Mississippi river below the falls.

Torrens Land Title Law.—A system of land title registration after the Torrens method is in effect in Minneapolis and Hennepin county. By making application to the district court an owner of real estate may secure (after various examinations and formalities) a certificate which is conclusive evidence of title. Official registration is made and all subsequent transfers of the property can be made without further legal examination. Original registry of a piece of property having an assessed valuation of \$1,000 costs about \$20. After that transfers may be made at a cost of \$3.

Trades and Labor Council.—An organization composed of delegates from various organized bodies of workingmen, trades unions, etc. It considers matters of interest to the laboring classes. Meetings are held first and third Wednesdays of each month at 34 S. 6th St. (See "Labor Organizations.")

Trust Companies. (See "Loan and Trust Companies.")

Twin Cities, The.—Minneapolis and St. Paul; a popular name originating in St. Paul.

Underground Wires. (See "Electric Conduits.")

Union City Mission.—Organized by the churches in 1896 and incorporated as an undenominational institution. Its affairs are managed by a board of 15 business men. In 1902 it occupied its present quarters—the St. James hotel property at Washington Av. and 2nd Av. S.—where it maintains regular hotel service, a lunch counter, a mission hall where religious services are held nightly, a free reading room, lodgings for men, free baths, laundry tubs and dryer, a Woman's Work Exchange and second hand clothing store. Its aim is to furnish aid in a practical way, helping only those who want to help themselves, avoiding any tendency to pauperize, but with friendly kindness to open the way for its religious work. T. E. Hughes is president and C. M. Stocking, superintendent.

Union Park.—A suburban locality between the cities of Minneapolis and St. Paul and reached via the Interurban line.

Union Passenger Station.—The larger part of the passenger traffic of the city is handled at the Union Passenger Station, at the foot of Hennepin and Nicollet Aves. and between High St. and the river. It is a substantial brick building with commodious waiting rooms, emigrant quarters, baggage and express rooms and the other common adjuncts of a large depot. Nearly all street car lines pass the depot but it is within a few blocks of the leading hotels.

Trains of the following railroads arrive and depart from this station:

Great Northern; Chicago, St. Paul, Minneapolis & Omaha (Northwestern Line); Wisconsin Central; Burlington; Northern Pacific.

Unique Theater.—Hennepin Av. between Fifth and Sixth Sts. Vaudeville at popular prices.

Unitarian Churches. (See "Churches, Miscellaneous" and "First Unitarian Church.")

Universalist Churches.—A Universalist society was formed in the village of St. Anthony in 1853 and the Church of the Redeemer was formally organized in 1859. These were the beginnings of Universalism in Minneapolis. The denomination now has three churches and about 1,500 members. The churches are as follows:

All Souls.—8th Av. S. E. between 6th and 7th Sts.

Church of the Redeemer.—Cor. 2nd Av. S. and 8th St.

Tuttle Memorial.—Cor. W. 27th st. and Baisdell ave.

University Avenue.—Takes the place of 3rd St. N. E. and S. E. The southeastern end passes the state University grounds and is a direct drive to St. Paul. From Oak St. S. E. to the eastern city limits, the avenue is 120 feet wide.

University of Minnesota.—After two unsuccessful attempts, the university had its real beginning in 1868 when a reorganizing act was passed which was virtually the charter of the institution. College work with a faculty of nine was begun in the fall of 1869. From this has developed the university of today with its many departments and colleges and above 3,800 students. In 1884 Cyrus Northrop, LL D. was called to

the presidency, and under his administration the institution has made remarkable progress. The university is an integral part of the state school system. It is supported by the state and offers to the poorest child entering the humblest school in the state the possibility of a finished collegiate education. The diplomas of all high schools under the supervision of the State High School Board, admit to the university. The following departments are maintained:

A College of Science, Literature and the Arts; a School of Mines; a College of Engineering and the Mechanic Arts; a School of Chemistry; a College of Agriculture, including a School of Agriculture and a Dairy School; a College of Law; a Department of Medicine, with four colleges; and a Graduate Department. The regents also have entrusted to their charge the Agricultural Experiment Station, the Geological and Natural History Survey, and the hospital for the care of crippled and deformed children. The plan of co-education has been followed from the beginning.

Government.—The management of the university is vested in a board of twelve regents, of whom nine are appointed, and three, the governor of the state, the superintendent of public instruction and, the president of the university, are members ex-officio.

Grounds and Buildings.—The university grounds comprise about sixty acres lying between University Av. and the river from 11th to 18th Aves. S. E. They command a fine view of the falls and city but are sufficiently removed from the business center to secure desirable quiet and retirement. A more attractive campus could hard-

ly be imagined. Much of its surface is covered with handsome oak trees, while birches grow in profusion along the high bluff overhanging the river. The buildings of the university approximate in value \$1,000,000; and with the campus, \$350,000; equipment, \$275,000; experimental farm, \$300,000; and sub-stations, \$30,000; the total value of the plant is about \$1,955,000. The permanent fund invested is \$1,368,000.

Upon entering the university grounds, the Christian association, law building, mining building and ore-crushing plant, are on the right, the library, mechanic arts, chemical laboratory, Pillsbury hall and armory on the left, and the site of the old main building directly in front. The Old Main, the oldest building on the campus was destroyed by fire in September, 1904. The ruins are still standing on the old site. The sum of \$400,000 has been appropriated for the new building to be erected on University Av. between 15th and 16th Avs. The armory provides for the departments of military science and physical training, and is so constructed as to serve the additional purpose of a large assembly hall. Pillsbury hall is 245 feet in length, and is built of brown stone. It contains museums, laboratories for geology, mineralogy, botany, and animal biology, recitation and lecture rooms, and ample accommodations for the geological survey. The building was the gift of the late John S. Pillsbury. The chemical laboratory is of brick and stone. A new building for the department of Physics was erected in 1902.

The library building is the handsomest building upon the campus. This building contains the assembly

hall, the offices of the president, registrar and accountant and librarian; rooms for packing, storing and cataloguing books; recitation rooms and offices for the departments of political science, philosophy, English and history. It contains stack rooms for the safe storage of one hundred thousand volumes; and special libraries of the departments resident in the building.

The reading room is 44x100 feet and 32 feet high, and is finely lighted by a row of windows upon three sides and 20 feet from the floor. It is unquestionably the finest reading room in the Northwest.

College of Science, Literature, and the Arts.—This is of course the main department of the university. The completion of the course leads to the degree: Bachelor of arts. All students registering in this college are required to pay an incidental fee of \$20 per year. Non-residents are charged double this amount. The college year opens on the Tuesday before the second Thursday in September.

The course of study for this college has been recently completely revised and the work of the four years is now almost wholly elective, allowing for greater specialization.

School of Mines.—The course of study embraces some subjects in the scientific course and in the college of mechanic arts. For the remaining subjects provision is made in a new building recently erected for the special use of this college and in the ore testing plant. In this building are furnished the usual appliances for the study of assaying and metallurgy, the practical treatment of ores and the separation of metals, including crushing machinery, amalgamating

apparatus and furnaces. Students who complete the full course receive the degree of engineer of mines or metallurgical engineer.

The ore testing works are located on the bank of the Mississippi. This building, 94x66 feet, is built of brick and stone.

College of Engineering and the Mechanic Arts.—In this college there are five regular courses of study: Civil engineering, municipal engineering, mechanical engineering, electrical engineering and a course in science and technology. The aim of the instruction given in the regular undergraduate courses of this college is to lay a broad and solid foundation in mathematics, mechanics, electricity and drawing, so that, with the practice in field, shop, office, and laboratory work given to the students in the respective courses, they shall be fitted for immediate usefulness upon graduation, and after a moderate amount of subsequent practice and experience be capable of taking charge of important works.

The mechanic arts building is occupied by the departments of civil and structural engineering, mathematics, drawing and a part of the laboratories in mechanical engineering. The department of electrical engineering is housed in a building of its own in the rear of Pillsbury hall, and is well supplied with the usual apparatus to be found in such a department. The shops connected with this department are located in the rear of Pillsbury hall and are fitted up with a complete assortment of tools, machinery and various apparatus.

College of Agriculture.—The object of this college is to teach practical and scientific agriculture, combined with such other branches of learning

as are necessary for mental discipline and training, and such as constitute a liberal education. One half of the instruction is given at the university, the remainder being given at the university farm and experiment station at St. Anthony Park. This farm consists of 250 acres of valuable land located between St. Paul and Minneapolis, adjoining the state fair grounds, and within 30 minutes' ride of either city. It contains every variety of soil and exposure required for illustrative and experimental work, and is furnished with a full equipment of buildings, stock, implements and machinery. Students who complete the four year course receive the degree of "Bachelor of Agriculture." Two new courses have recently been organized in this department, viz.: one in forestry and another in domestic science.

School of Agriculture.—This division of the department of agriculture is perhaps the most practical and successful. The object of the school is to take boys and girls who aspire to become successful and intelligent farmers, who have already had some experience in farm work, together with a good common school education, and give them a sound practical training that will broaden and strengthen them as citizens of the state, while it educates them in the branches of natural science which will cultivate their taste for agriculture and develop skill in its practice.

As it is intended for those whose life and labor are on the farm, the terms have been made to include the time when they are most at leisure, from the middle of October to the middle of April. The course proper extends through three years. The only expense to students is the actual

cost of maintaining the table at the farm home.

A dairy school, offers practical instruction in dairying to those who have had some experience in conducting a dairy.

There are fifteen buildings at the university farm, which cost approximately \$340,000. The oldest school building is known as the "Home" building. It was erected in 1888, and is now used for recitation and dormitory purposes. Pendergast hall was the second building on the grounds. It contains the chapel and is also used as a dormitory. In the drill hall is an armory, gymnasium and various offices. A dairy building is devoted to the purposes of dairy instruction, and has also the offices of the dean, secretary, and professor of agriculture. The other buildings are the dining hall, which also contains dormitories, the woman's building, the chemical laboratory, and the horticultural building. These buildings are all heated by steam and lighted by electricity from a central plant supplied with a modern equipment. Besides these buildings are several others which pertain more especially to the experiment station farm—the farm house, cattle barn, machinery storehouse, sheep barn, veterinary building and hospital.

The legislature of 1903 made generous provision for the growing needs of this department, by an appropriation of over \$100,000 for new buildings:

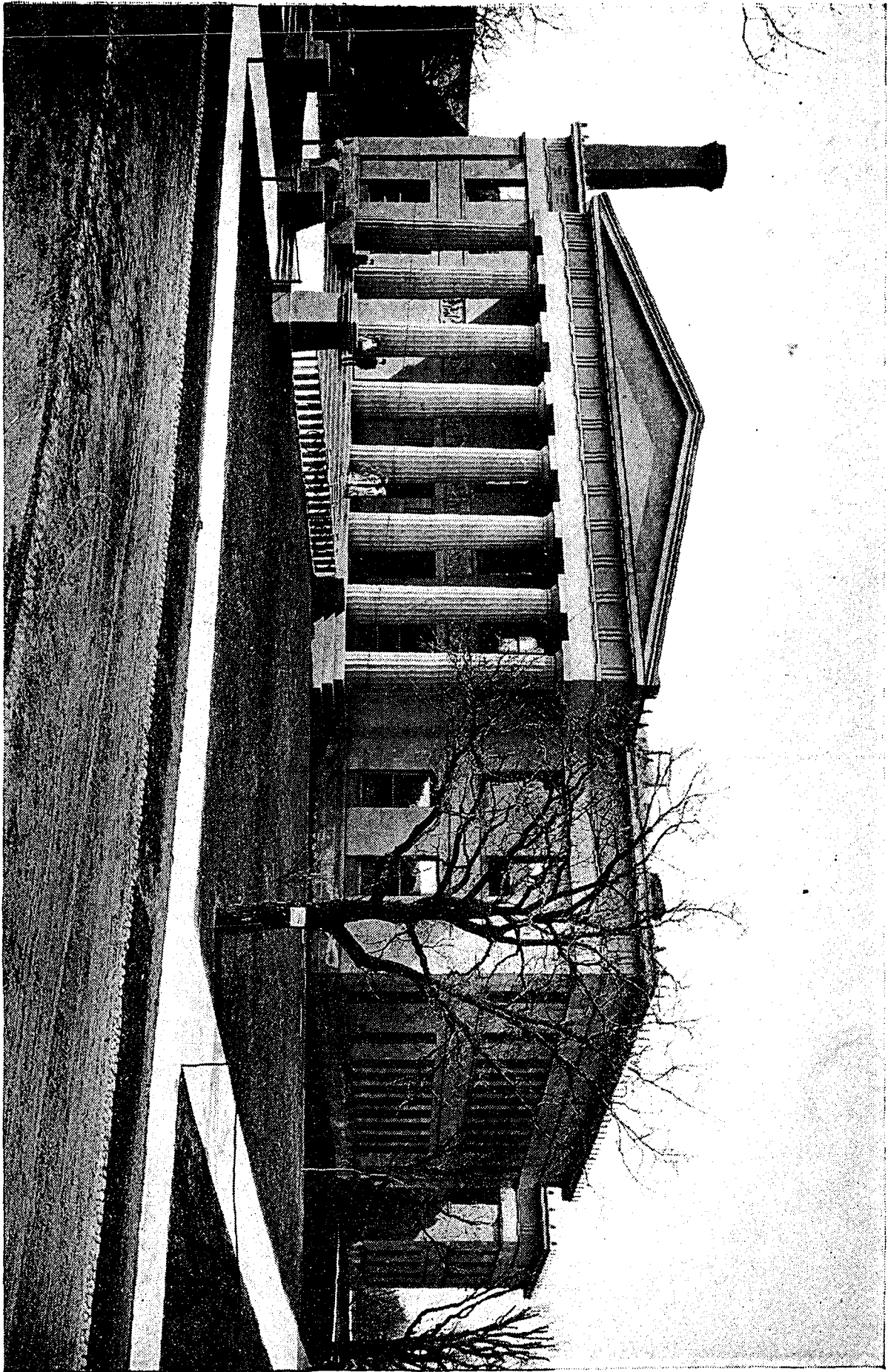
Department of Law.—The department of law was established in 1888 under a provision of the charter of the university. In 1889 the law building was erected. A \$30,000 addition has recently been erected, the reading room in the new wing is one

of the finest in the country. It is constructed of red brick and brown sandstone. Entrance examinations are held at the beginning of the year. Diplomas of the law department admit to practice in Minnesota.

Department of Medicine.—This department is resident in four buildings, medical hall, the laboratory of medical sciences, the laboratory of chemistry, and the laboratory of anatomy. In the medical hall are the offices of the deans of the several colleges, the amphitheatre, lecture rooms, and the library and reading room. The laboratory of medical sciences is more especially designed for laboratory uses. The college of pharmacy is housed in this building, and a number of different laboratories furnish facilities for different lines of medical work. Here also is the laboratory for bacteriological work of the state board of health. The laboratory of chemistry is a one-story brick building devoted entirely to the use of this department. In the laboratory of anatomy, a new two-story and basement building, are the cold storage vaults and an amphitheatre seating 100 students, and a private dissecting room. A new clinical building affords ample space for amphitheatres, waiting rooms, pharmacy and class rooms for each of the clinical branches.

A new building for the department of bacteriology, is to be erected during 1905—6.

This department is composed of the college of medicine and surgery ("old school") the college of Homeopathic medicine and surgery, the college of dentistry, and the college of pharmacy. The curriculum covers a period of four years, each year of which represents a course of lectures of eight and one-half months. Stu-



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dents of all three colleges attend in common lectures upon anatomy, physiology, chemistry and histology, and must pass satisfactory examinations in all of these studies. The clinical instruction is given at the university dispensary and at the hospitals in both Minneapolis and St. Paul. The college year begins about the second week in September just previous to which time entrance examinations are held. Fee for each year, \$100. The usual degrees are given by the colleges.

Graduate Department.—In each of the colleges, except that of medicine, there are advanced courses of study leading to second degrees. These courses are open to graduates of any reputable college upon presentation of diploma.

Summer School for Teachers.—A six weeks' course of instruction is offered, in various university subjects, for those whose school duties prevent them from taking the regular university courses.

Alumni Association.—Meets on the day preceding commencement, at 3 o'clock p. m. and usually banquets the same evening.

Libraries.—The general library of the university contains about 85,000 bound volumes and about 120 periodicals are received regularly. The library is open to students and the public from 8 a. m. to 9:30 p. m. every day of the university year, except Sundays and legal holidays. Besides the general library, there are a number of special libraries such as the law library and others in connection with such departments as engineering, botany, animal biology, and medicine.

Societies and Publications.—There are a large number of literary and social societies among the students

and faculty of the university, for a list of which the university catalogue should be consulted. Athletics are given much attention and are under the supervision of a board of control made up of students and members of the faculty. The university has devoted a part of the campus to athletics. This is known as "Northrop Field." It contains about 5 acres, suitably enclosed and fitted for athletic contests.

During the college year the students of the university publish the "Minnesota Daily." The business manager and board of directors are chosen by the student body.

The junior class issues each year before the commencement an annual known as "The Gopher," and the "Minnesota Magazine" is a monthly publication devoted to the cultivation of literary taste and effort among the students.

The alumni publish a weekly paper called the "Minnesota Alumni Weekly," which is devoted to the interests of the alumni.

Scholarships and Prizes.—It is the policy of the university to establish scholarships in the different departments where extra help is needed for instruction. A long list of prizes is offered, such as the Pillsbury prizes in the horticultural department, the 1889 memorial prize for the best thesis in history, and a number of similar prizes offered by prominent people interested in the institution. (See "Education," "Public Schools," "High Schools," etc.) Como Interurban Harriet and Oak and Harriet electric lines.

Valuation. (See "Assessed Valuation.")

Vendome, Hotel.—One of the prominent hotels of the city. It is

a handsome five-story building at 19 S. 4th St.—a location adjacent to the retail and jobbing districts as well as to the theaters and all street railway lines. It is conducted on the European plan.

Vital Statistics. — The average death rate in Minneapolis is about 8.75 per 1000, a figure not shown by any other large city in the country. Deaths from consumption are frequent because of those who come to the city too late for the favorable climate to check the progress of the malady. Births are recorded by the commissioner of health and number over 4,000 annually—increasing with the growth of the city. (See "Health.")

Vote.—(See "Politics.")

Voting Precincts. (See "Political Divisions.")

Ward Boundaries. (See "Political Divisions.")

Washburn "A" Mill.—The second flour mill in capacity though the largest in floor area, is the Washburn "A" which stands on the west side between the "canal" and 2nd St. near 6th Av. S. Its construction was commenced immediately after the destruction of its predecessor by the great explosion of 1878 and it was finished in 1880. The mill covers a ground space of 100 by 240 feet, is eight stories high and from the platform over the canal to the top of the cupola is 158 feet. In the walls which are five feet thick at the base and 20 inches at the top, are 371,250 cubic feet of masonry and over 2,750,000 feet of lumber went into the construction. A daily capacity of 10,337 barrels of flour is credited to the Washburn "A." (Interurban line.)

Washburn Home.—A bequest of the late C. C. Washburn, governor of Wisconsin, devoted \$375,000 to the founding of an orphans' home in Minneapolis. The disposition of these funds was left to a board of directors of whom Senator W. D. Washburn, the testator's brother, has always been the head. Senator Washburn gave 25 acres of land at Nicollet Av. near 50th St. and a handsome building was erected at a cost of \$75,000. The remainder of the bequest constitutes the endowment fund and is so invested as to bring an ample income. The building is three stories in height with mansard and basement. It is built of pressed brick with Lake Superior sandstone trimmings, interior finish of oak and is admirably equipped in every department. The site is high, and the building is not only a commanding feature of the landscape in the southern part of the city, but from its tower may be had the most extensive view of the county. The asylum has a capacity for 100 children. It is designed for orphans or half orphans resident in Minnesota and of any class or nationality. The home cares for them till they are 14 years of age when it is expected that they will be apprenticed in some useful trade or business the training and education of the home being intended to fit the boys and girls for earning their own livings. Washburn Park and Camden Pl. car line.

Washburn Park.—A suburban locality lying on Nicollet Av. at its intersection with Minnehaha creek. It is reached in about a half hours ride by the Washburn Park cars on 1st Av. S. and Nicollet. Contains the highest land in Hennepin county.

Washington Avenue.—The most

conspicuous north and south thoroughfare in the city. Its course is parallel with the river in the west division between 2nd and 3rd Sts. from the north city limits to the river at 21st Av. S. The avenue is 100 feet wide through the larger part of its course. At its intersection with Nicollet and Hennepin Aves. is found the business center. All street car lines but one in the city touch Washington Avenue at some point.

Water Power. — St. Anthony Falls and their 40,000 utilized horse power force were the potent influence which led to the building of Minneapolis. Though the city has reached the point where it would grow and thrive without the water power it will naturally be the nucleus of the greatest manufacturing industry of the Northwest. The available perpendicular fall of the water is about 68 feet. In 1822 the first attempt at utilizing the power was made by the government, when a small saw mill was erected. From 1850 the development was more rapid. Rapid recession in 1868 threatened the destruction of the ledge forming the falls and in 1879 a series of dams and retaining walls supplemented by a wooden "apron" were completed at a cost of nearly a million dollars, the United States government contributing \$550,000 and citizens of Minneapolis \$334,500. This work saved the falls though there is still some anxiety lest further damage should be done by the action of the water on the upper end of the ledge.

The original water power is now controlled by the Pillsbury-Washburn Flour Mills Company. The power of the main falls is utilized by means of canals on the east and west sides

which convey the water to the various mills.

The lower dam, owned by the St. Anthony Falls Water Power Co., was built 1895-97. The head developed is 20 feet and the stone dam is approximately 1090 feet long. A power house 200 feet long contains 10 1,000 horse power units, furnishing power to 10 700 kilo-watt generators which operate the street railways of Minneapolis and St. Paul. The cost of these improvements was \$1,000,000. The alternating electric current transmitted to St. Paul is generated at 3,450 volts, raised to 12,000 volts by means of step-up transformers, transmitted to St. Paul, then lowered to 3,450 volts pressure by means of step-down transformers and is converted into direct current at 550 volts pressure, by means of rotary converters, thence passes to the feeder lines on the streets, finally being utilized to propel the street cars. The plant was designed and built by Wm. de la Barre, engineer of the company.

(See "Flour and Flour Milling" and "St. Anthony Falls.")

Water Rates.—Water rents are payable half yearly on the 1st of May and November, at the office of the city treasurer, in the city hall. On the first of May and November notices are mailed to consumers. If rents are not paid by the 20th of these months the water will be shut off. Owners are required to keep their plumbing in good order and allow all reasonable inspection by the department. The city ordinance provides for penalties as follows: In all cases where the water has been turned off for non-payment of water rent, or for violation of these rules, it shall not be turned on again until the charge of five dollars

be paid for expenses and default, together with such fine as may be imposed by the registrar of water works, and rents that may be due.

The householder is protected from undue deprivation by the provision that water shall not be turned off from any service pipe between the hours of 9 o'clock a. m. on Saturdays and 9 o'clock a. m. on Mondays. The water department issues a book of annual rates for all users which may be had on application at the office.

Water Works.—Minneapolis has about \$5,500,000 invested in water works. The supply of water is obtained from the Mississippi river and forced through mains to a reservoir on the hills, northeast of the city, from which it is distributed by gravity. The main pumping station is on the east side of the river nearly opposite an older station on the west side at the mouth of Shingle creek. The east side station is equipped with two Holly pumping engines with a capacity of 30,000,000 gallons and has cost about \$200,000. That on the west shore has two Worthington high duty compound condensing engines with a total capacity of 25,000,000 gallons. Only one of these stations is ordinarily in use at any given time. The average daily consumption of water last year was 18,369,320 gallons, or about 76 gallons per day per capita. Two old pumping plants at the falls, known as the East and West side stations, are now out of service and held in reserve.

The city has about 300 miles of water mains and collects about \$250,000 annually in water taxes from some 27,000 consumers. (See "Reservoir.")

Wayzata.—A village on the north shore of Lake Minnetonka, and a starting point of steamers making the tour of the lake. On the Great Northern R'y. (See "Minnetonka.")

Wesley M. E. Church.—Cor. 1st Av. S. and Grant St. Completed in May 1892. It is one of the handsomest church buildings in the city. Its exterior is Romanesque with a characteristic tower at the Grant St. and 1st Av. corner and an elaborate porte cochere on the Grant St. side. The material used is Lake Superior brown stone and the corner stone, in the base of the tower, is of polished quartzite with no inscription save the name of the church. The structure occupies a lot which is 100 feet on 1st Av. S. by 145 feet on Grant St. There is a total seating capacity of about 1,500. Every convenience is provided and the finishing and furnishing is of the finest order. The cost of building and site was \$150,000.

West Hotel.—Among the finest hotels in the country the West hotel of Minneapolis stands conspicuous. In point of interior finish and beauty it is excelled by few. The building is eight stories high and cost \$1,500,000. It is built of Joliet marble, and red pressed brick with terra cotta trimmings, in combination of the Queen Anne and Colonial styles, with 196x174 feet ground plan, and has a total height of 200 feet. The lobby which is capable of holding 1,000 people discloses the grand staircase and galleries, and a wealth of ornamentation in mahogany, marble, bronze, brass and stained glass, which is a distinctive feature of the structure. In the rear is an enormous billiard room with a palatial bar in connection. The West is fire

proof. There are 407 sleeping rooms. In the grand dining saloon 750 people can be accommodated and half as many more in the ordinaries. Visitors are allowed to inspect the hotel and its beautiful appointments. Applications should be made at the office. Cor. 5th St. and Hennepin Av.

Westminster Presbyterian Church.—The Westminster Presbyterian church of Minneapolis was organized Aug. 23, 1857. Its building at Nicollet Av. and 12th St. is one of the largest in Minneapolis and with a nominal seating capacity of 1,500 is so arranged that 2,500 people can be seated within sound of the voice of a speaker upon the platform in the main auditorium.

The building has a frontage on Nicollet Av. of 128 feet and on 12th St. of 160 feet. The towers rise to the height of 105 feet. The main auditorium is 95x100 feet in its largest dimensions.

The material used in construction is native blue limestone with Ohio sandstone trimmings. Simplicity and symmetry have been aimed at in the handling of these materials; and the same ideas are carried out in the interior finishing. The main entrances are on Nicollet Av.

A mixture of Gothic and Roman characterizes the treatment of the interior. The seating is in amphitheater form and an unusually large gallery extends down to, and connects with the choir gallery. In the rear of the auditorium are arranged the Sunday school rooms, parlors, and library and in the basement are a dining room, kitchen, bicycle room, drill hall and a host of the modern requisites of a large city church.

The organ is one of the finest in the West. The church is well organiz-

ed. It maintains numerous missions and Sunday schools which often become the foundations of new churches of the denomination.

West Side.—The popular name for the "west division" or all that part of the city west and south of the Mississippi river. It is much the larger part in area and population and contains the business center.

West Side Flats.—A narrow strip of low-lands at the base of the cliffs along the Mississippi below the falls. Sometimes called the Bohemian flats on account of the prevailing foreign element. Ignorance and poverty characterize the population which is crowded into small shanties.

What to See. (See "Seeing the City," "Drives," "Excursions" and "Bicycling.")

Wheat Market. (See "Grain Trade.")

White Bear Lake.—A fine sheet of water about three miles long lying eight or nine miles northeast of St. Paul and fifteen miles from Minneapolis. It is supplied with boats, picnic grounds, hotels and cottages and is a favorite resort with St. Paul people, to whom it occupies much the same position as Lake Minnetonka to Minneapolis residents. Take Interurban electric cars to St. Paul changing to White Bear and Stillwater line at 7th and Wabasha Sts. A bicycle path extends from St. Paul to the lake.

Woman's Boarding Home.—At 409 S. 6th St., maintained by the Woman's Christian Association. A thoroughly respectable home for women workers. A branch is located on 2d Av. S. bet. 8th and 9th Sts. The building was given by Ex-Gov.

John S. Pillsbury and is called the Mahala Fisk Pillsbury Home in honor of his wife. It affords a home for girls and young women who receive very moderate salaries. (See "Woman's Christian Association.")

Woman's Christian Association.—As its name implies, a society of charitable and philanthropic ladies. The association maintains The Woman's Boarding Home, at 409 S. 6th St., and the Pillsbury Home at 819 2nd Av. S., where women who support themselves may obtain board and lodging at reduced rates. Personal visiting of the poor and travelers' aid are included in the work of the association. Among its other practical philanthropies the Woman's Christian Association maintains the Jones-Harrison Home for Aged and Retired Ministers and under recent bequests, has erected a new building for the home on the grounds southwest of Cedar lake.

Woman's Christian Temperance Union.—This organization maintains no offices but the officers of both the state and district organizations are residents in the city. Mrs. Ella F. Hendrix, 2022 Blaisdell Av., is secretary of the state union; Miss Eva Jones, 784 Simpson Av., Hamline, state secretary of Loyal Temperance Legion Branch, and Mrs. H. M. Powell, 729 N. Penn Av., of the Hennepin district union. The organization is strong in both city and state. Mrs. J. V. Ellis, 2929 Harriet Av., is secretary of the Minneapolis Conference of W. C. T. Unions, of Minneapolis, which is composed of twenty-three different organizations, each one having its own officers and territory, and numbering in all over five hundred members.

Women's Clubs. (See "Woman's Organizations.")

Woman's Organizations.—Minneapolis women have organized for almost every conceivable purpose connected with the social, literary, musical, educational and philanthropic life of the city. There are clubs without number. Many of them are strictly private organizations of women bent upon their mutual improvement or entertainment; others are public or semi-public in character and are taking an active and useful part in the affairs of the city. It is of course, quite impossible to mention all the organizations in the city by name but most of those which are known for their public activities are referred to under their several names in the proper alphabetical position in this Dictionary.

The clubs of the city are represented in the Minnesota Federation of Women's Clubs through the "Fifth District Federation" of which Mrs. W. B. MacLean, 2505 Portland Av., is president.

The following list includes some of the best known woman's clubs and associations of the city, but no attempt has been made to enumerate those organizations of a purely philanthropic or religious character of which there are many connected with the several churches and denominations: In each case the lady mentioned in connection with the club is either the president or a prominent officer:

Alternates.—Mrs. J. P. Coan, president, 2735 Colfax Av. S.

Argosy Club.—Mrs. S. A. Rice, 3136 5th Av. S.

Art History Club.—Mrs. W. A. Hall, 1777 S. Colfax Av.

Arts and Crafts Society.—Miss Edith Griffith, secretary, 1307 4th Av. S.

Atawasios Club.—Mrs. E. G. Terwilliger, 2602 Garfield Av.

Author's Study Club.—Mrs. J. A. Brant, 12 E. 15th St.

Cassiopea Club.—Mrs. H. D. So-
deu, Sec., 3800 Stevens Av.

Clio Club.—Mrs. M. N. Hilt, pres-
ident, 1920 Colfax Av. S.

Columbian Study Class.—Mrs.
Weed Munro, president, 1608 W. 25th
Street.

Cosmopolitan Club.—Mrs. H. D.
Bliss, president, 1507 Stevens Av.

Coterie.—Mrs. John S. Clark, pres-
ident, 729 10th Av. S. E.

Current Events and Literary So-
ciety.—Miss Emma L. Trevette,
president, Hampshire Arms.

Elective Study Club.—Mrs. W. M.
Babcock, Sec., 3217 Pleasant Av.

Friday History Club.—Mrs. A. W.
Harwood, Pres., 2638 Aldrich Av. S.

Froebel Club.—Mrs. Susan K.
Morse, Pres., 68 11th St. S.

Kenwood Monday Club.—Mrs. C.
H. Childs, president, 1925 S. Queen
Av.

Ladies Shakespeare Club.—Mrs. C.
S. Wallace, 1446 W. Lake St.

Ladies Thursday Musicales.—Mrs.
Floyd S. Muckey. Offices of the
club at 41-43 S. 6th St.

Lewis Parliamentary Law Associa-
tion.—Mrs. W. J. Moorhead, cor-
responding secretary, 2120 S. Fre-
mont Av.

Liberal Union of Minnesota Wo-
men.—Mrs. Frank R. Chase, Pres.,
3037 5th Av. S.

Linden Hills Study Club.—Mrs. F.
L. Schoonmaker, president, 4208
Park Boulevard.

Minneapolis Kindergarten Associa-
tion.—Mrs. F. C. Todd, secretary,
411 Groveland Av.

Minneapolis Improvement League.
—Mrs. Asa S. Wilcox, 2713 Fre-
mont Av. S.

Minneapolis Parliamentary Law
Club.—Mrs. C. S. Cairns, president,
1410 Yale Place.

Minnesota Association of Collegi-
ate Alumnae.—Miss Ina Firkins,
Pres., Univ. of Minn. Library.

Mnemosyne Club.—Mrs. F. R. Salis-
bury, 419 3d Av. S. E.

Mothers' League.—Mrs. W. Bar-
rett, Pres., 2608 Pillsbury Av.

Neighborhood Current Events
Club.—Mrs. H. S. Birch, 408 W.
Lake St.

Nineteenth Century Club.—Mrs.

Ceylon Lyman, 1413 Harmon Place.

Outing Society.—Mrs. R. S. Smith,
1103 7th St. S. Office at court
house.

Pathfinders.—Mrs. J. B. Graham,
Sec., 3021 1st Av. S.

Peripatetics.—Mrs. Harlow Gale,
president, 1819 Vine Pl.

Ramblers.—Mrs. Milton O. Nel-
son, Sec., 4260 Park Boul.

Saturday Magazine Club.—Mrs. C.
A. Donaldson, Pres., 1815 Emerson
Av. N.

Sunnyside Literary Club.—Mrs. L.
R. Thian, 1788 S. Fremont Av.

St. Anthony Falls Club.—Pres.,
Mrs. F. N. Leavens. Sec., Mrs. Willis
A. James, 1518 6th St. S. E.

Teachers Club.—Literary and edu-
cational. Membership 500. Pres.,
Mrs. Alice M. Cooley, Univ. of M.

Tourists.—Mrs. A. H. Kenyon,
Pres., 27 S. 13th St.

Travelers' Club.—Mrs. A. W. Ar-
matage, Pres., 4600 Fremont Av. S.

Tuesday Club.—Mrs. M. H. Davis,
Pres., 3446 1st Av. S.

Wednesday Club.—Mrs. W. H.
Kirk, president, 2744 Hennepin Av.

Woman's League of the University.
—Miss Rita Kendall, president.

Woman's Building Association.—
Mrs. H. A. Tuttle, secretary, 406 S.
9th St.

The Woman's Medical Club.—Dr.
Annah Hurd, Pres., 1614 Stevens
Av.

Wonderland.—An amusement
park at Lake St. and 31st Av. S.
It is equipped with a great variety
of attractions and curiosities, in-
cluding a scenic railway, "shoot the
chutes," old mill, miniature railway,
laughing gallery, fairy theater, fly-
ing horses, unique cafe, out of door
vaudeville, etc.

Workhouse.—Situated at Shingle
Creek near the northern limits of the
city on the west side. The numerous
petty criminals convicted in the mu-
workhouse, where labor is provided
during their terms of punishment.
Buildings worth \$100,000 stand on
property worth \$75,000. About 1,500
prisoners are sent to the workhouse
annually. Washburn Park and Cam-
den Pl. car.

Yachting.—There is fine sport at Lake Minnetonka and many of the smaller lakes in the vicinity of the city. The Minnetonka Club with club houses at St. Louis Bay is the principal yachtsmen's organization. The Calhoun Yacht Club sails Lake Calhoun (within the city limits). Boats for hire may be obtained at all the principal resorts at Minnetonka and at Lakes Calhoun and Harriet. (See "Ice Yachting.")

Young Men's Christian Association of the City of Minneapolis was organized in the summer of 1866. Since that time it has gradually grown until it now owns, free from debt, a splendid property at the corner of 10th and Mary Place, valued at \$175,000. The building is of brown stone and pressed brick, four stories in height and is in every way adapted to the purposes of association work. There are entrances on both fronts. The first floor of the building is given up to reading rooms, parlors, social and game rooms and the association office. The physical department, including a splendidly equipped gymnasium, swimming pool and shower baths, boxing, fencing and wrestling and locker rooms, occupies about one-fourth of the building.

On the second floor is the auditorium used for religious meetings, concerts, lectures and entertainments. The rest of the building is used for rooms for lodging purposes and the accommodation of the night school in which between 600 and 700 young men and boys are enrolled. In this department the commercial branches, electrical and steam engineering, mechanical, architectural and free hand drawing, and English for foreigners, are the chief branches taught.

Any well meaning young man re-

gardless of nationality or religious belief may become a member simply by calling at the office, filling out an application blank and paying the fees, which are small.

The officers are: President, W. J. Dean; vice presidents, Hector Baxter and E. W. Decker; recording secretary, G. A. Gruman; treasurer, J. M. Martin; general secretary, Harry P. Goddard.

Young Women's Christian Association.—Located at 87 S. 7th St., where the association occupies a new building erected for its use during 1902. The building contains a reading room, rest room, lunch room, gymnasium and other class rooms. The association, which is on much the same basis as the Y. M. C. A., was organized in June, 1891. The present membership numbers over 2,000, divided into three classes; sustaining, active and associate. The sustaining membership fee is \$5 annually; for active and associate members, \$1.

A bureau of information aims to give to young women who come to the city as strangers, any desired help in securing suitable boarding places and employment. The association unite with the Women's Christian Association in support of the "Traveller's Aid," and a woman spends all her time at the Union and Milwaukee stations meeting trains and assisting travellers. Lodging rooms are also in charge of this department.

There are educational, domestic science and art, and physical culture classes, a small tuition being charged those joining. There is a religious service on Sunday at 4 p. m. Frequent evening entertainments of various characters, and social gatherings, are given. The work of the as-

sociation is carried on largely by committees under the supervision of a board of managers, consisting of thirty ladies, representing the various churches of the city. M. Belle Jeffery is general secretary.

Zoo.—The beginnings of a zoological collection have been made by the Minneapolis park board at Minne-

ha Park. Bear pits and a small deer park are the principal features. (Minnehaha electric line.)

Zumbra Heights.—A slightly point on upper Minnetonka Lake accessible by rail over the Minneapolis & St. Louis railroad or by steamer from any of the landings upon the lake.

THE SCANDINAVIANS OF MINNEAPOLIS.

Extract from an article in the Minneapolis Journal.

“More than one-third of the inhabitants of Minneapolis were born of Scandinavian parents. Upwards of 35,000 were born in Scandinavian countries, and these, with their immediate descendants, will number close to 90,000 souls in a city of about 225,000. Of the cities of the world, only Stockholm, Copenhagen, Christiania, Gothenburg and Chicago contain more northmen than Minneapolis.

In 1880, in a population of 46,000, there were only 8,154 Scandinavians in Minneapolis, and this number included all those born across the water and natives of Scandinavian parentage.

The great growth of the city has come since 1880, and if the whole city had kept pace with the influx from the north, Minneapolis would now have a population close to a half million. In 1880, according to the official census, the northmen and their kin were nearly a sixth and had the ratio been maintained to this day with the 90,000 Scandinavians now here one would see about 500,000 people to sing the praises of Minneapolis.

One-third of all the Norwegians in America live in Minnesota, one-fifth of all the Swedes, one-sixth of all the Finns and one-tenth of all the Danes.

About a quarter of a century ago there were but four Scandinavian physicians in the city. At this day there are over forty. Then Andreas Ueland and P. O. Chilstrom, with the exception of John Atwater, were the only lawyers who could interpret American law to the Scandinavians in their own lan-

guage. A directory count today shows over thirty lawyers whose blood is that of the races of the north.

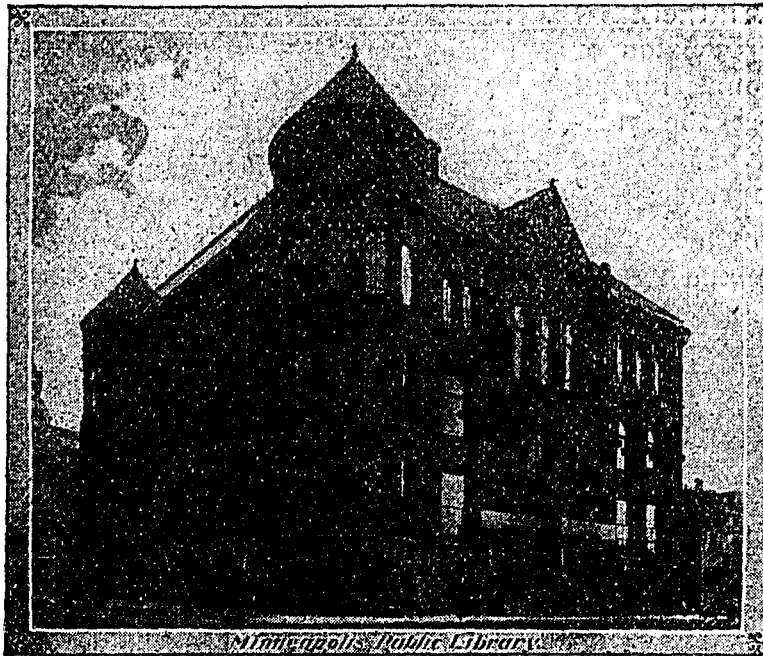
In those days the Norwegians read *Budstikken*, published by Johnson and Gjedde; the Swedes read *Minnesota Stats Tidning*, edited by the late Colonel Hans Mattson. With three little religious publications emanating from Augsburg seminary, this was the total literary output in the Scandinavian languages. The invaluable directory shows over thirty publications in the Norse languages today, including one daily, the *Tidende*; several strong weeklies and several monthlies, mostly of a religious character.

In those days there were eleven church organizations and missions for Scandinavians, all of them very small.

Today there are fifty-four religious organizations among the Scandinavians.

Almost an endless number of societies and organizations have been formed by the Scandinavians since they were strong enough to organize. The churches were first, but then came the workingmen, the military, musical, literary, dramatic, athletic and secret organizations.”

The *Daily Tidende* is the only Scandinavian daily paper in the Northwest and has been published in Minneapolis for over 18 years. It is issued Sunday morning and every afternoon, except Saturday, and is unequaled as a medium for reaching the many Scandinavian homes of Minneapolis and vicinity.



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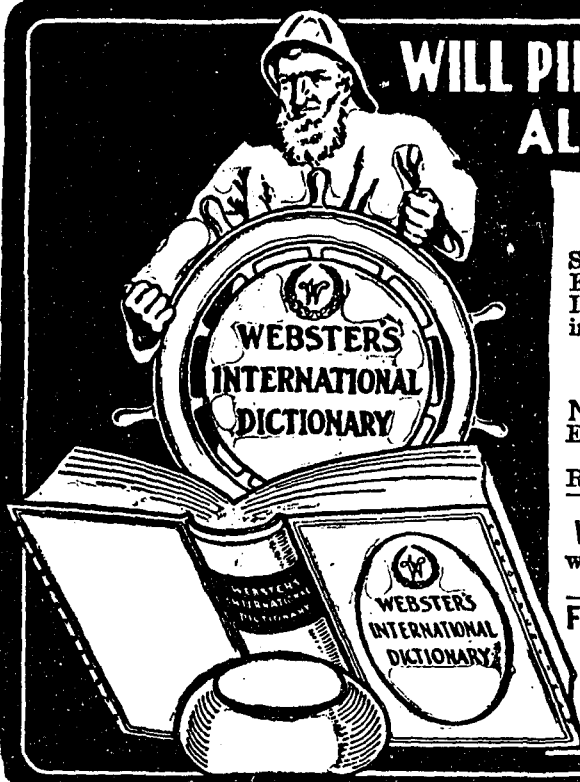
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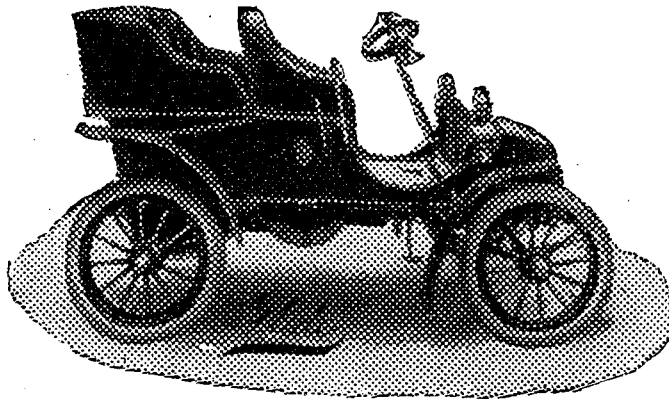
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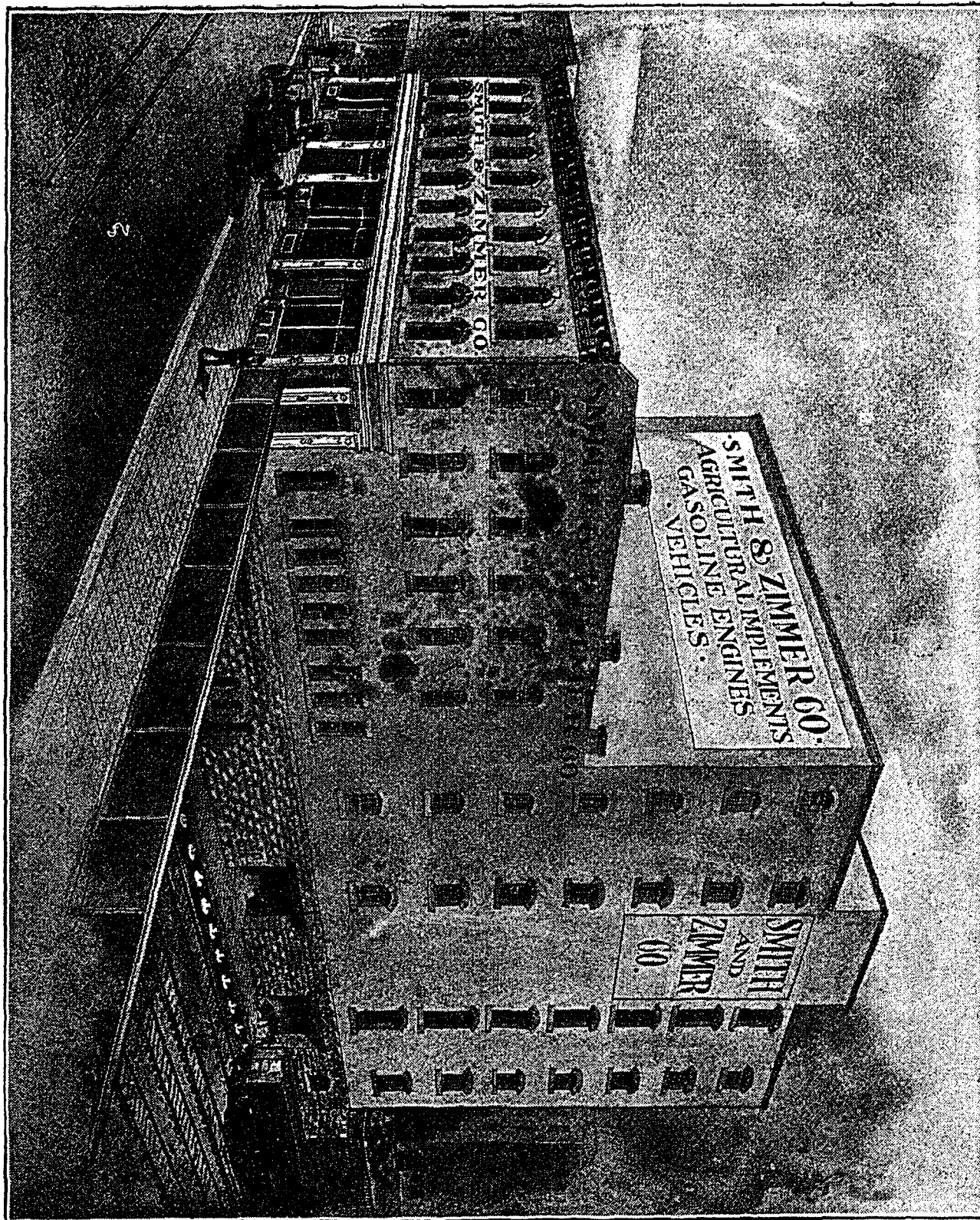


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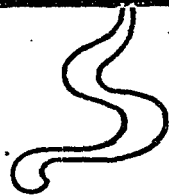
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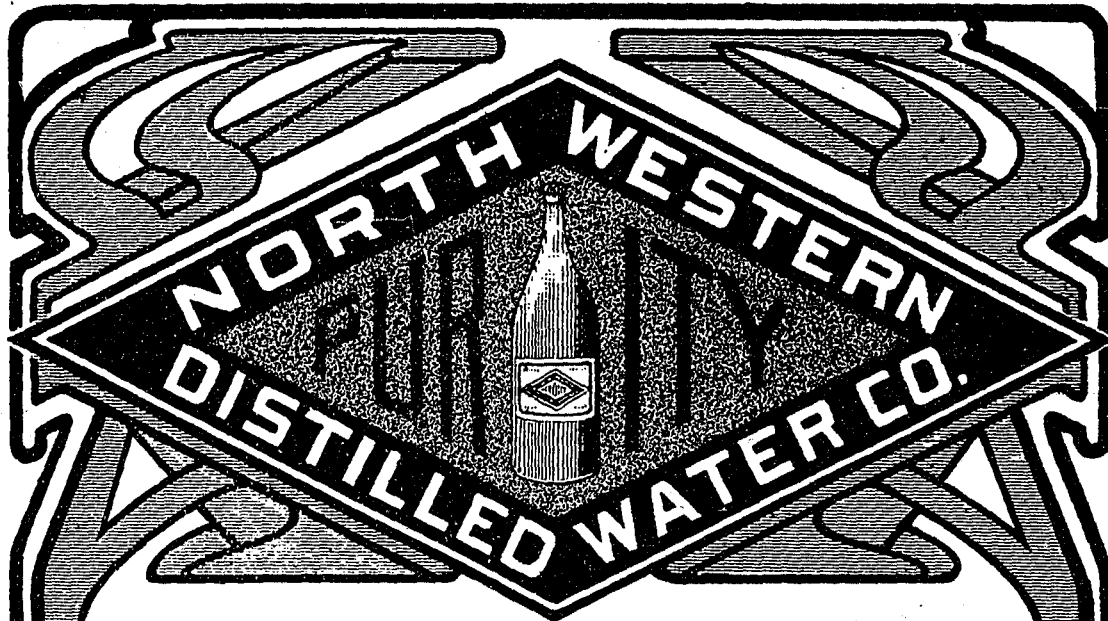
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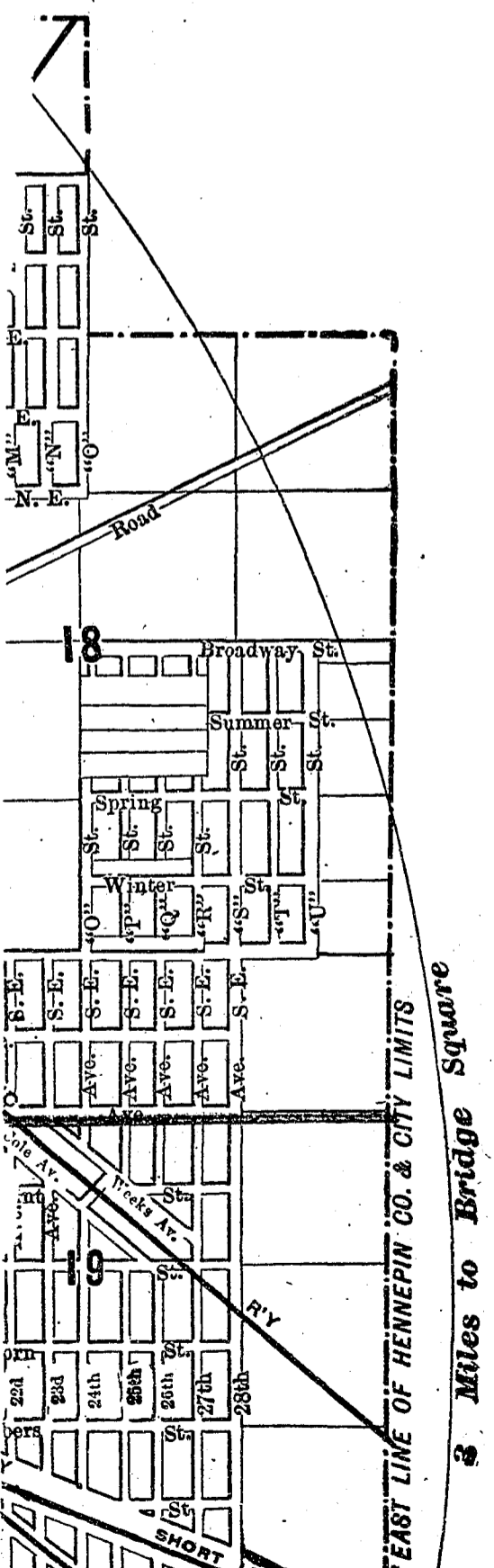
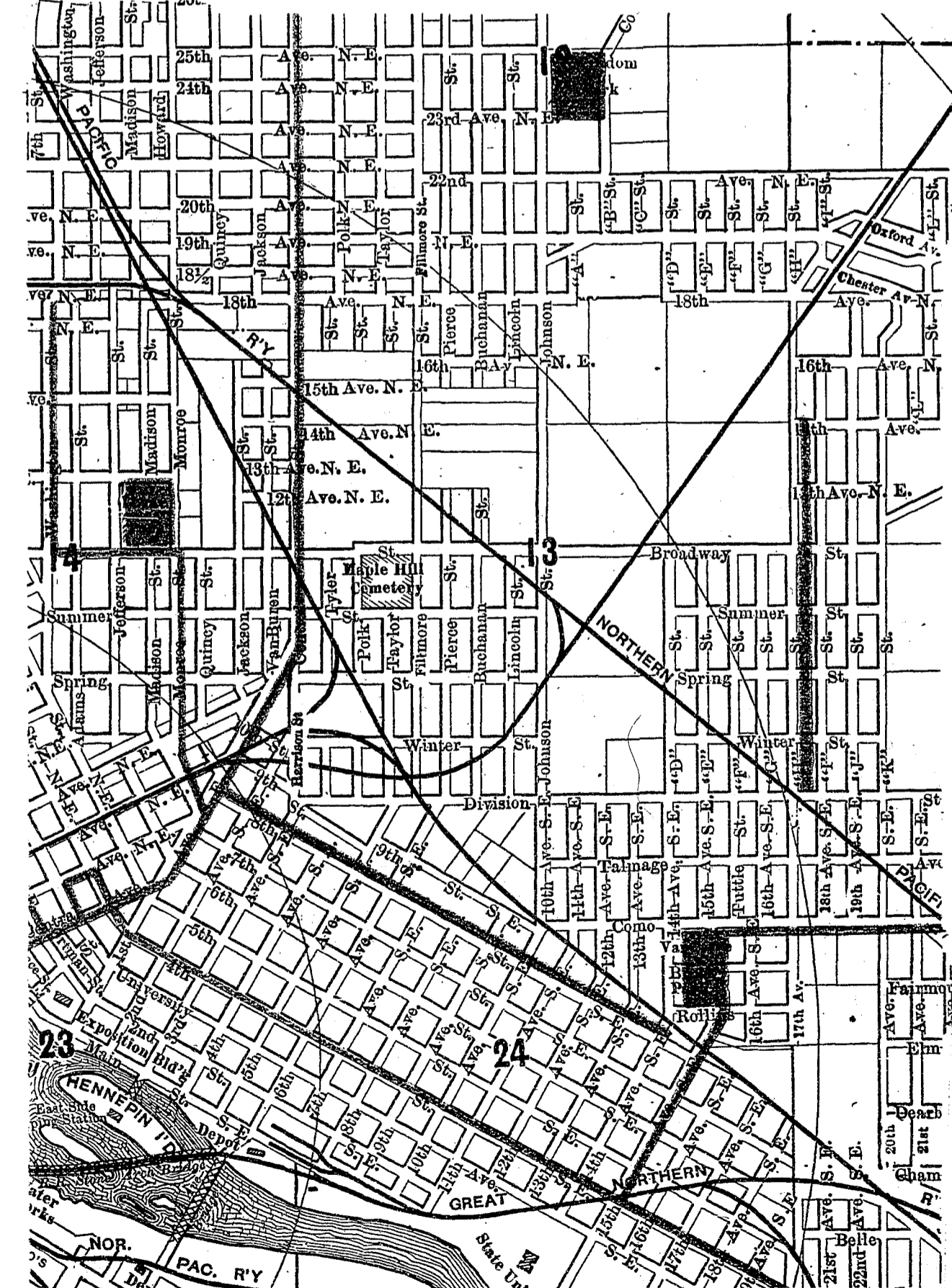
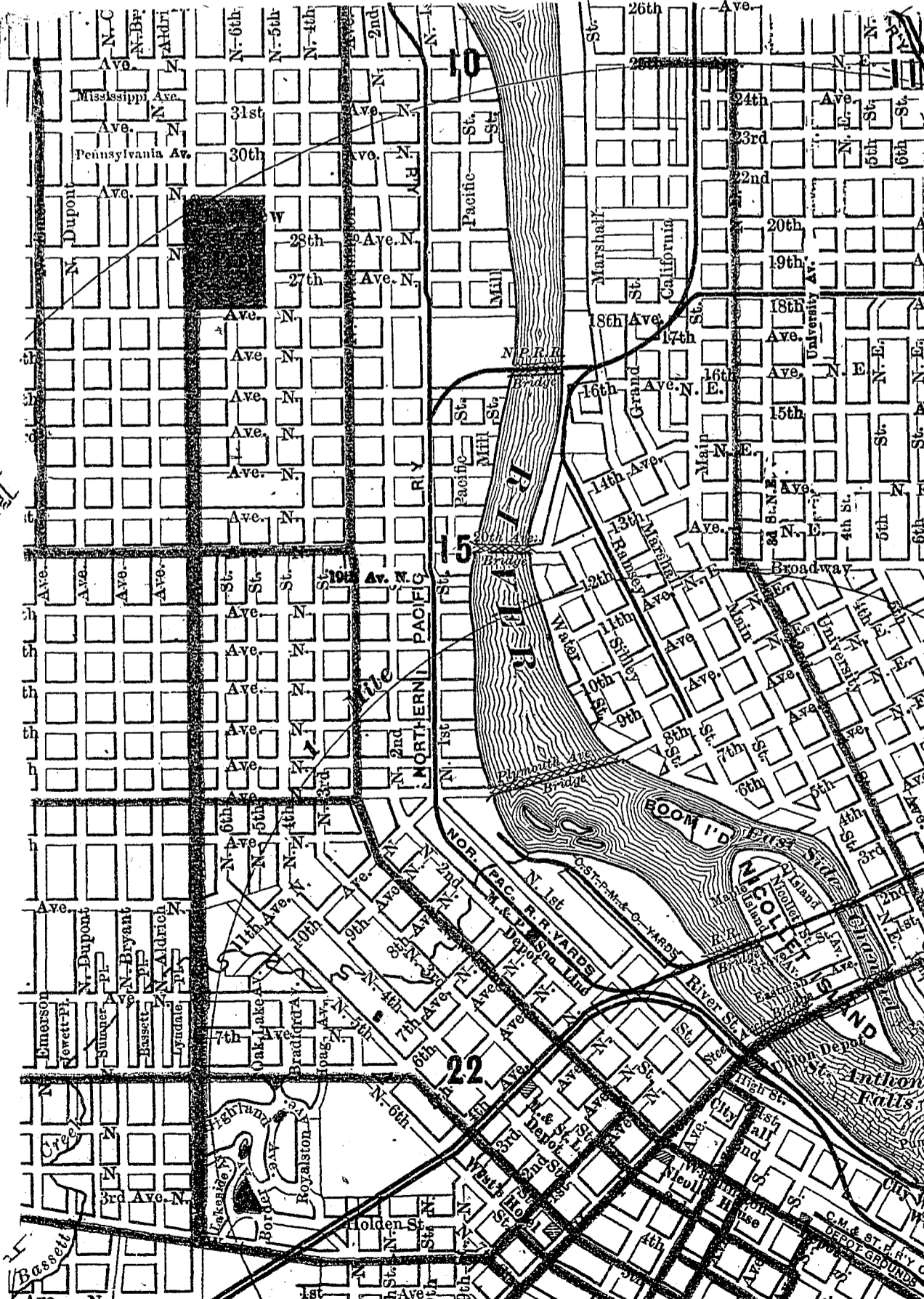
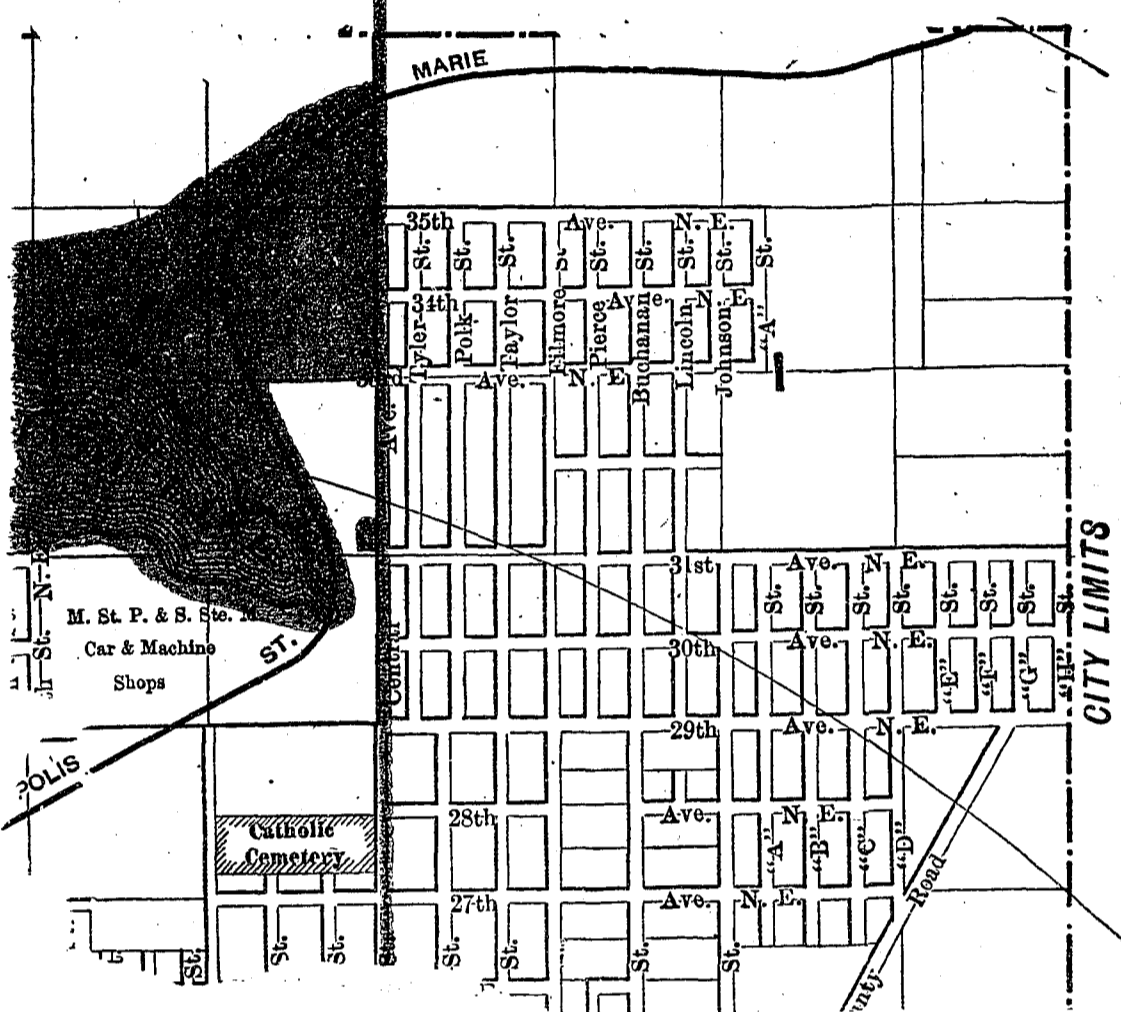
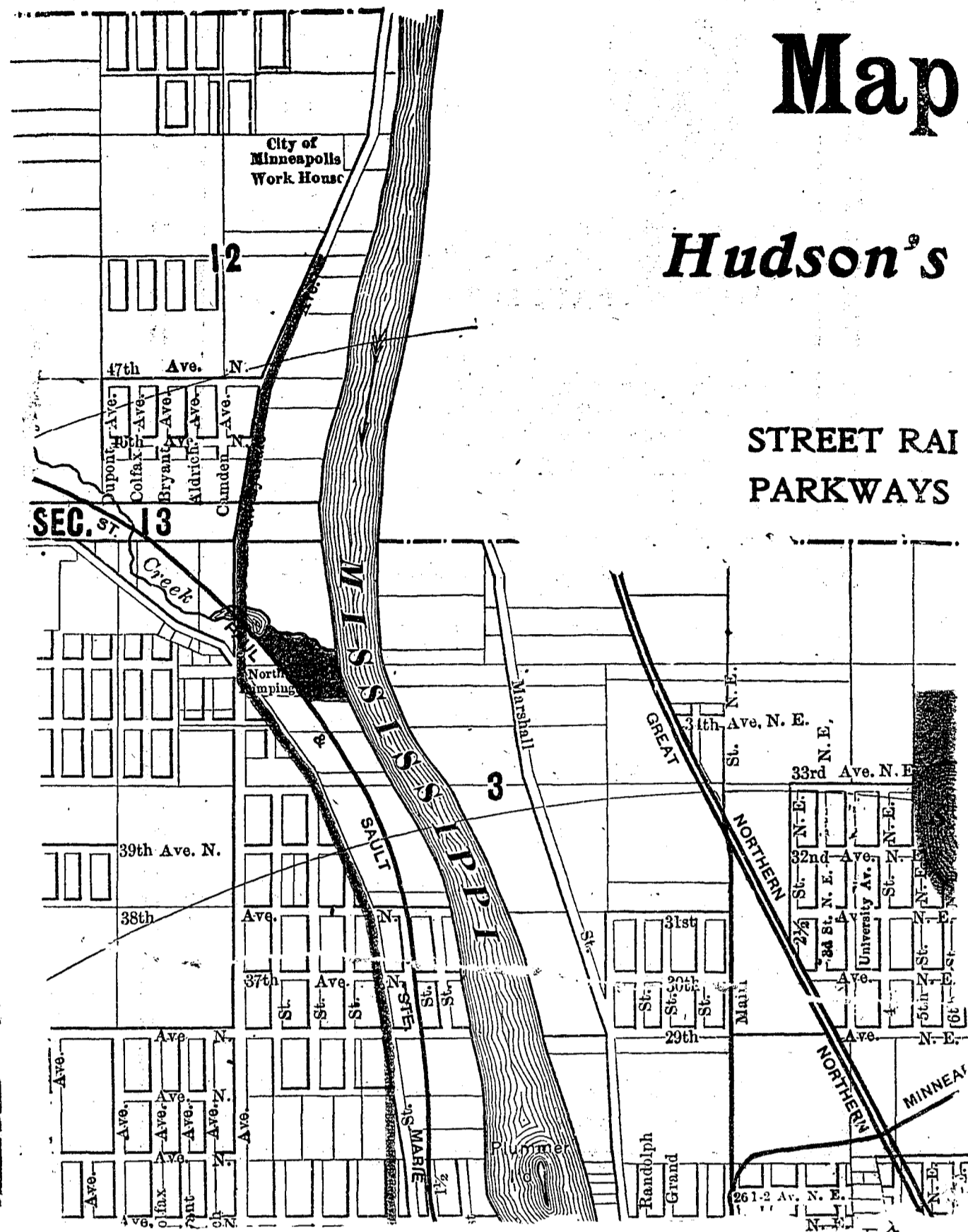
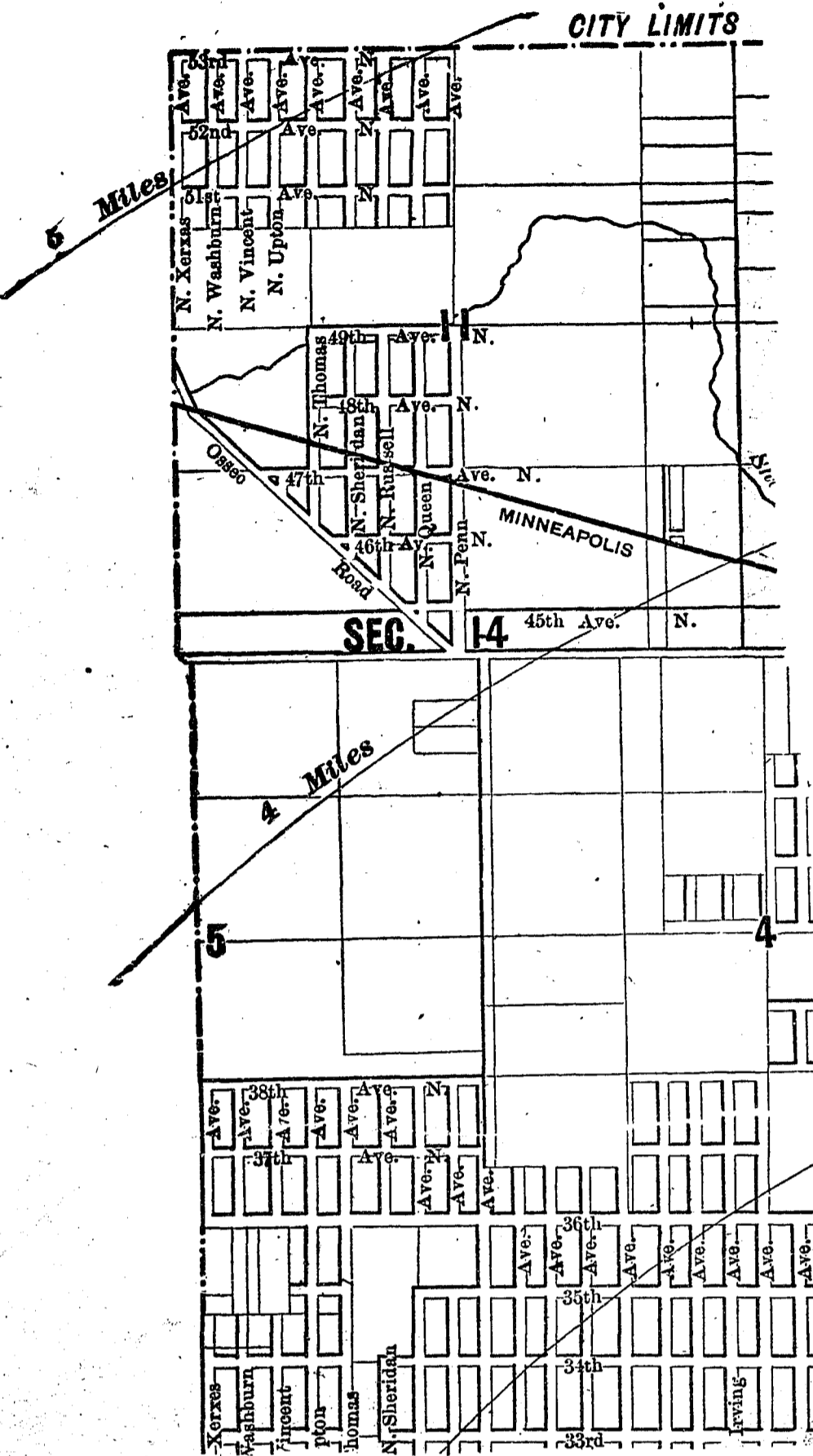
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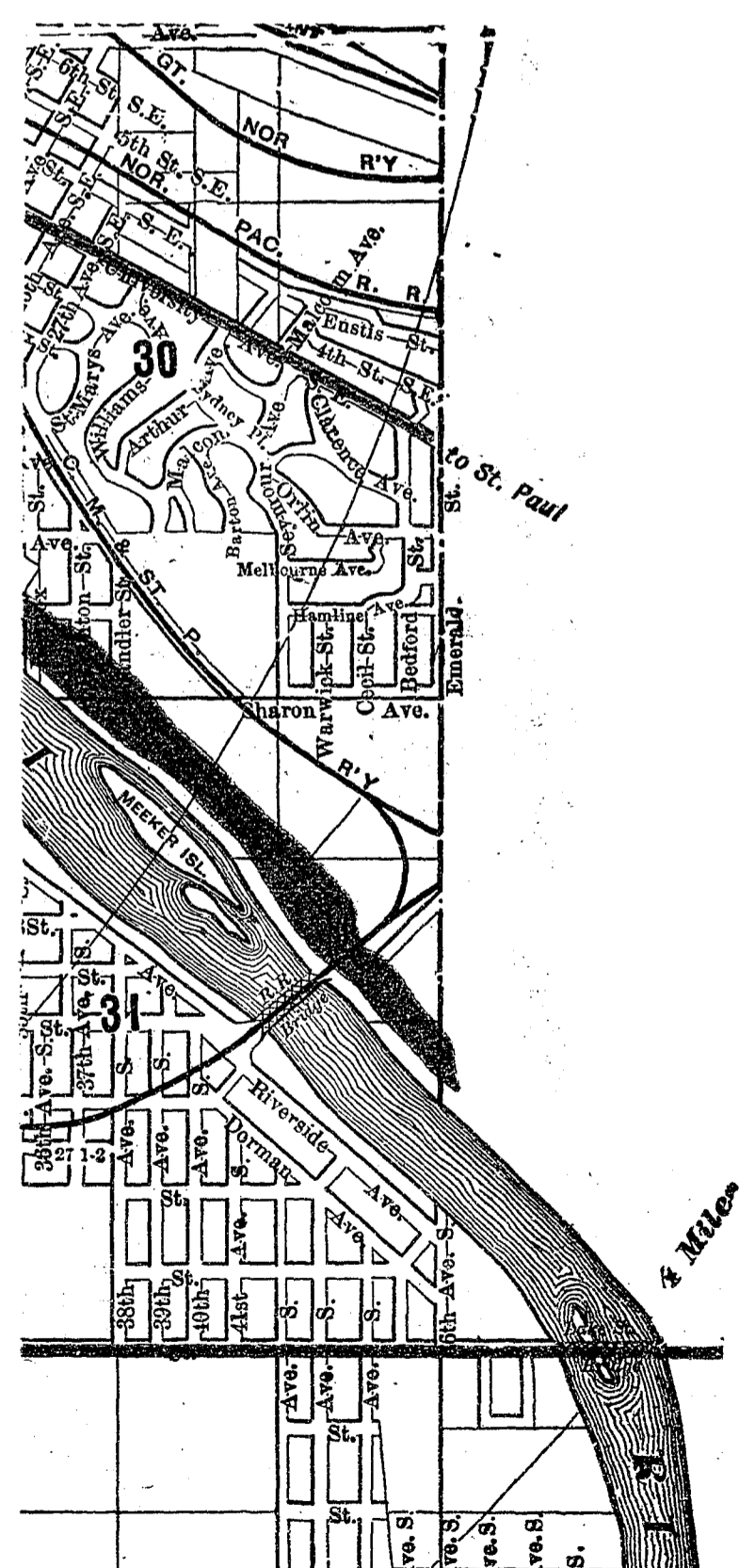
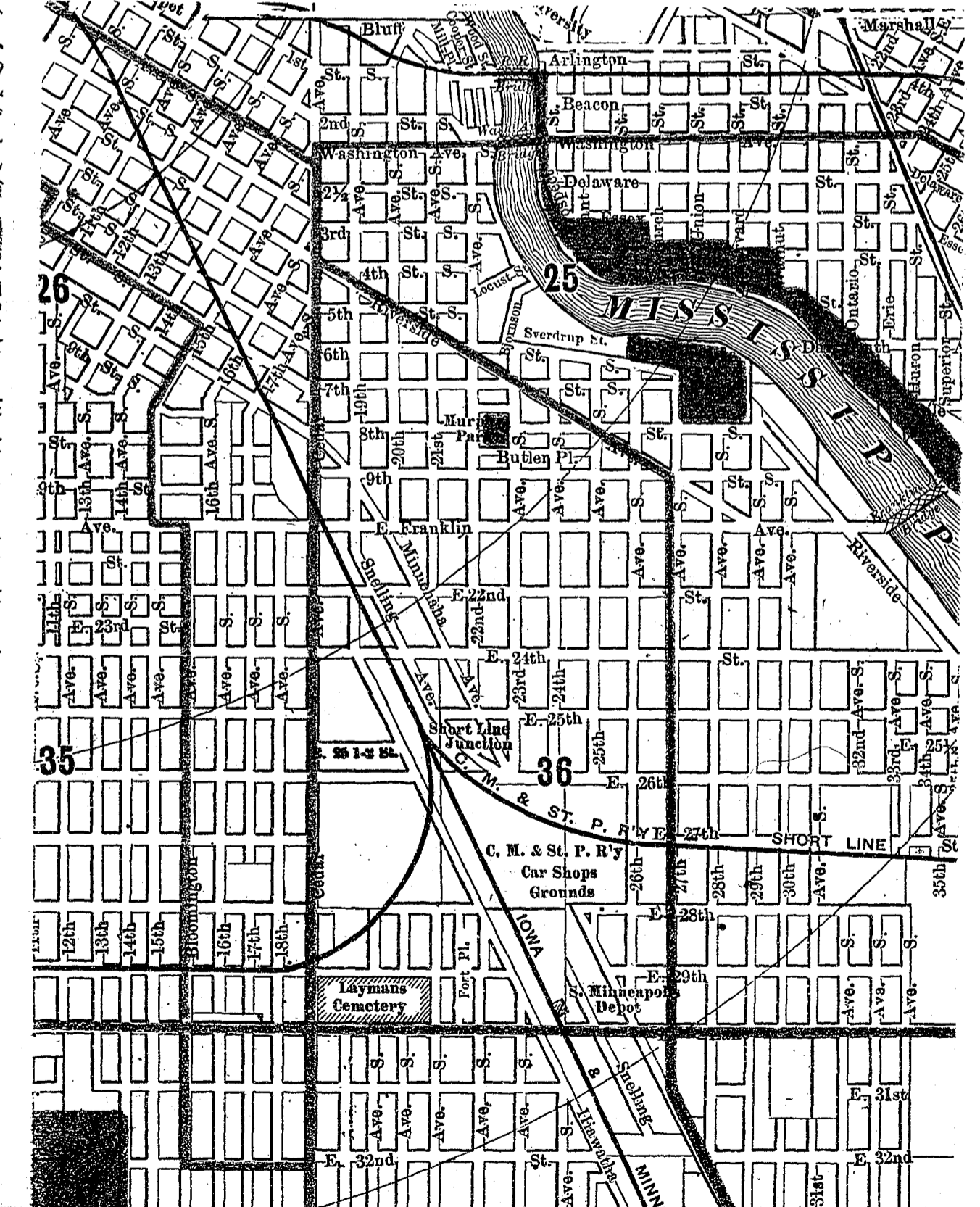
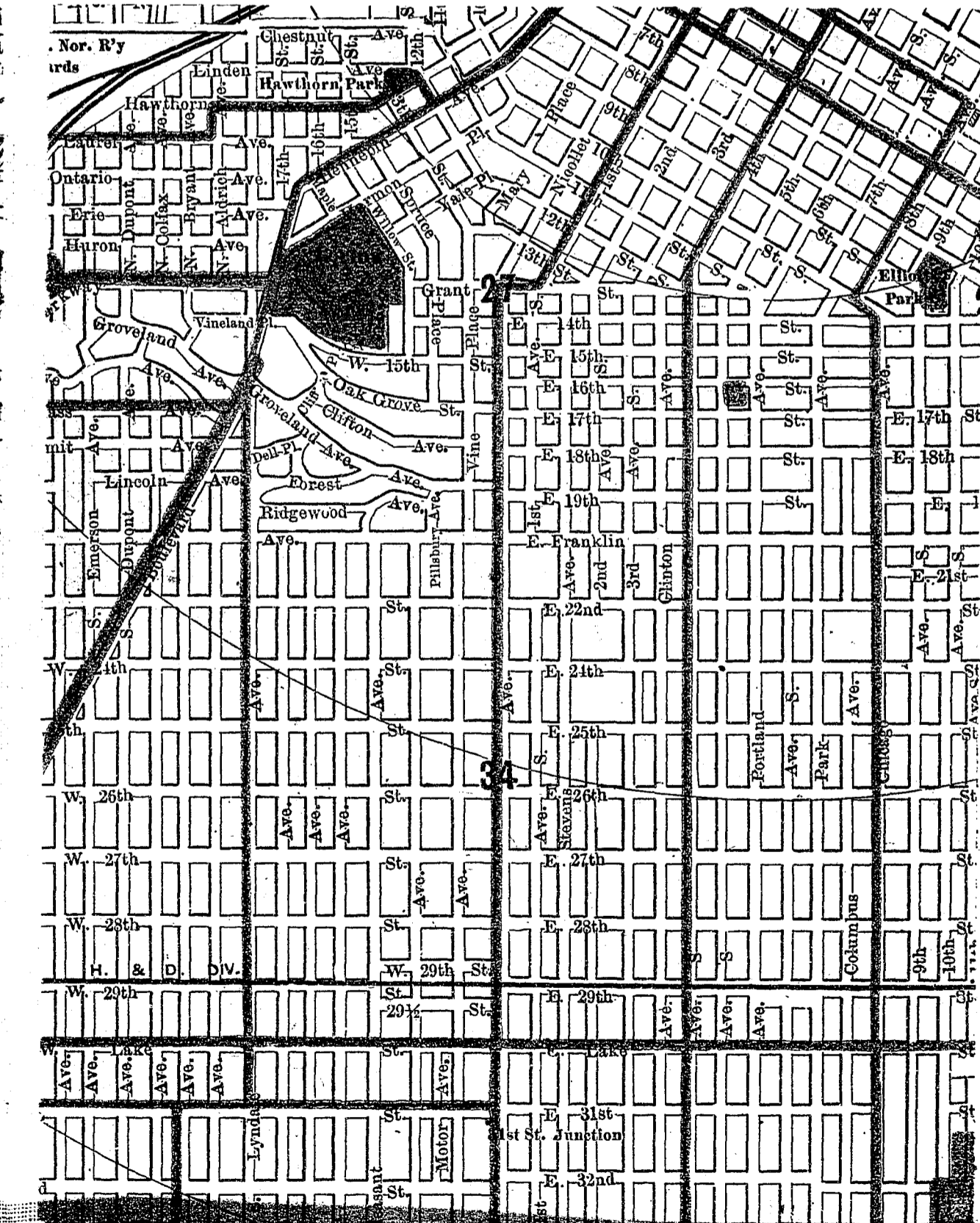
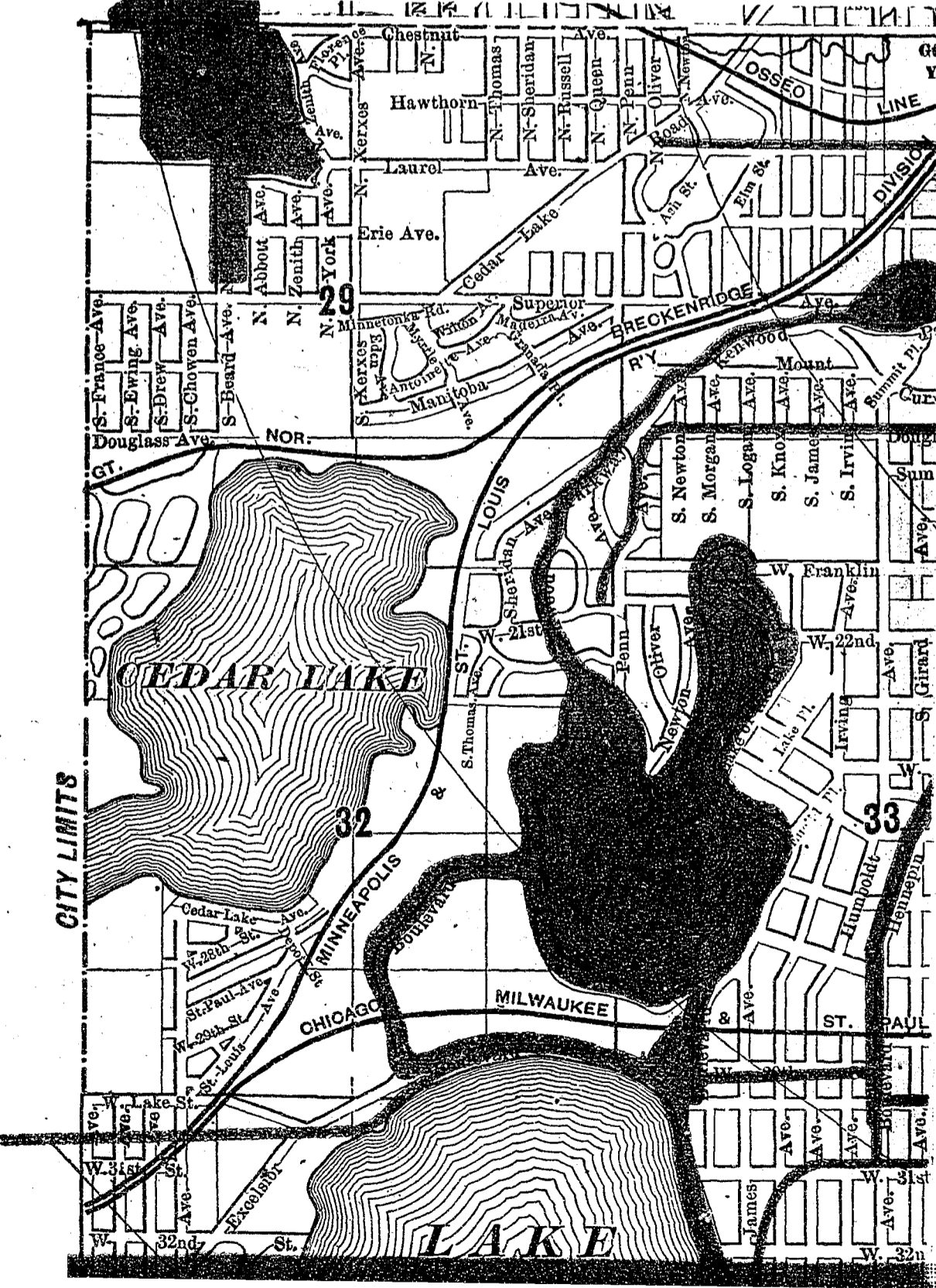
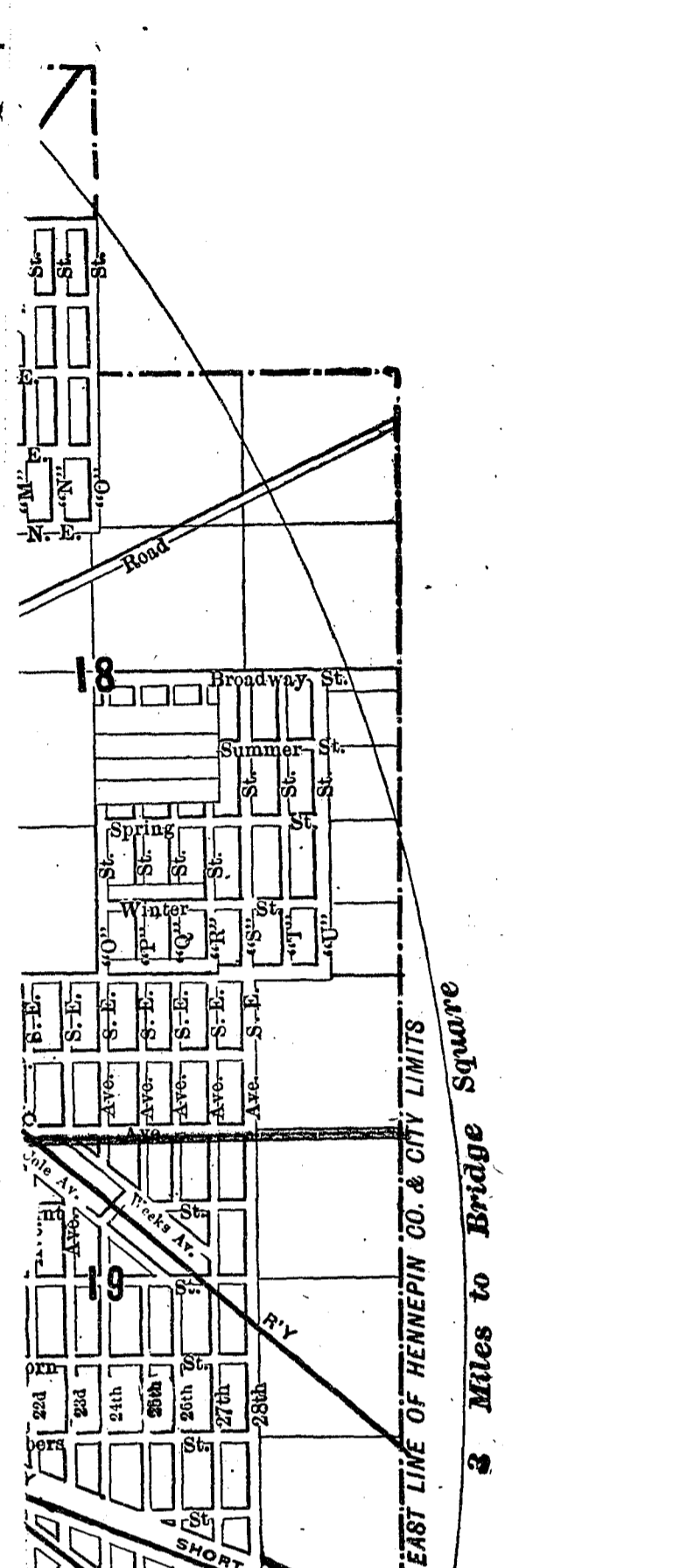
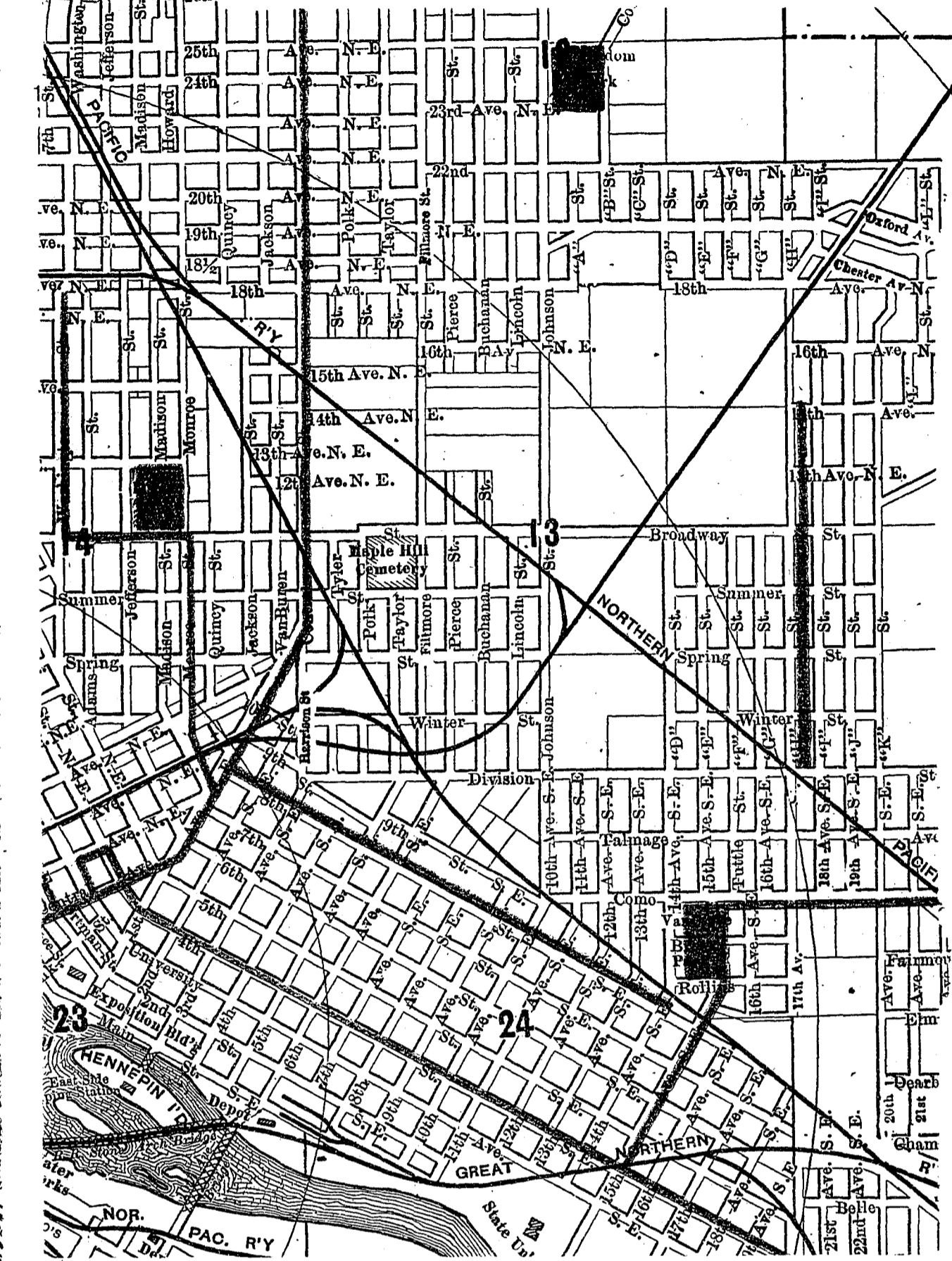
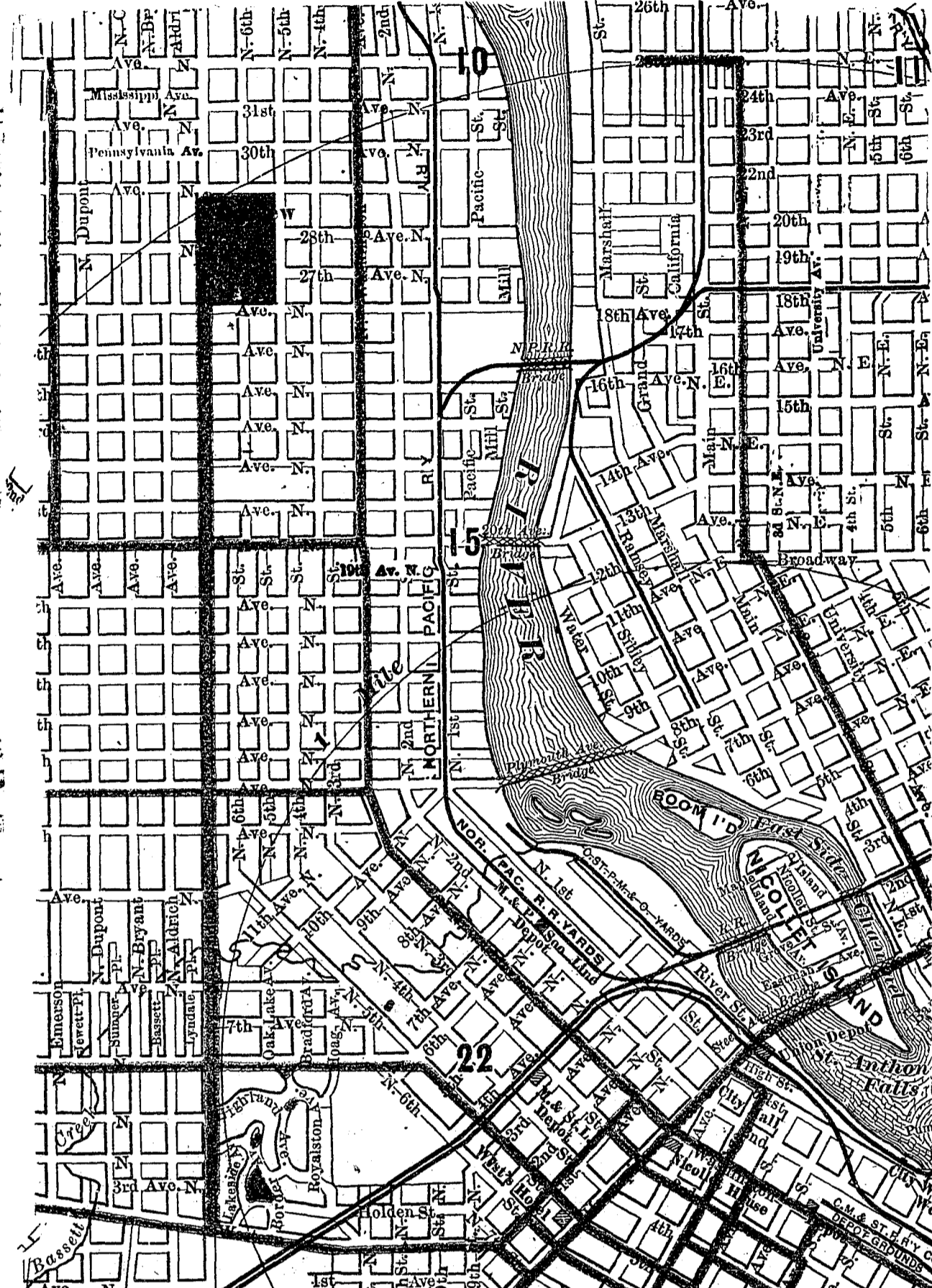
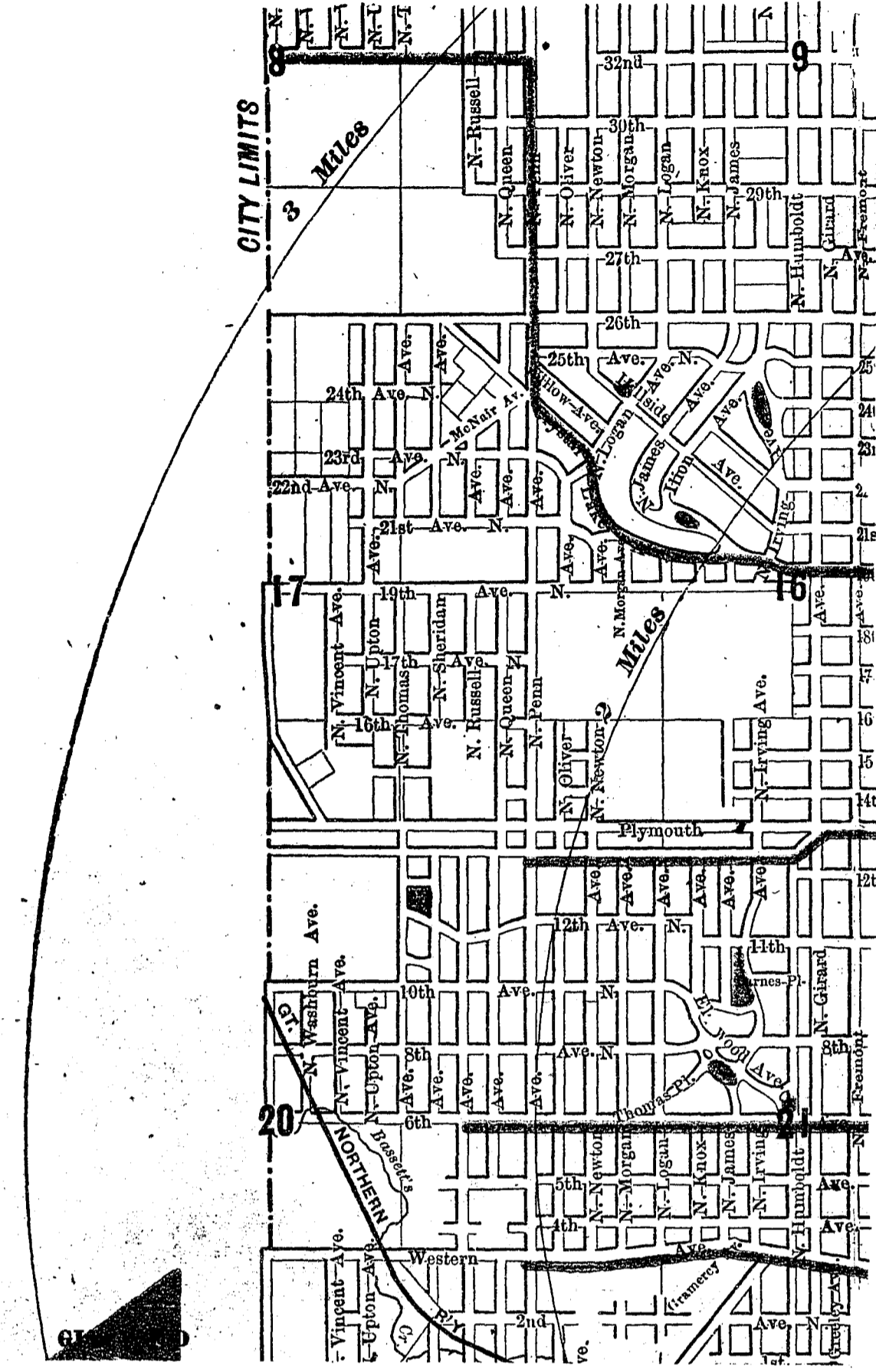
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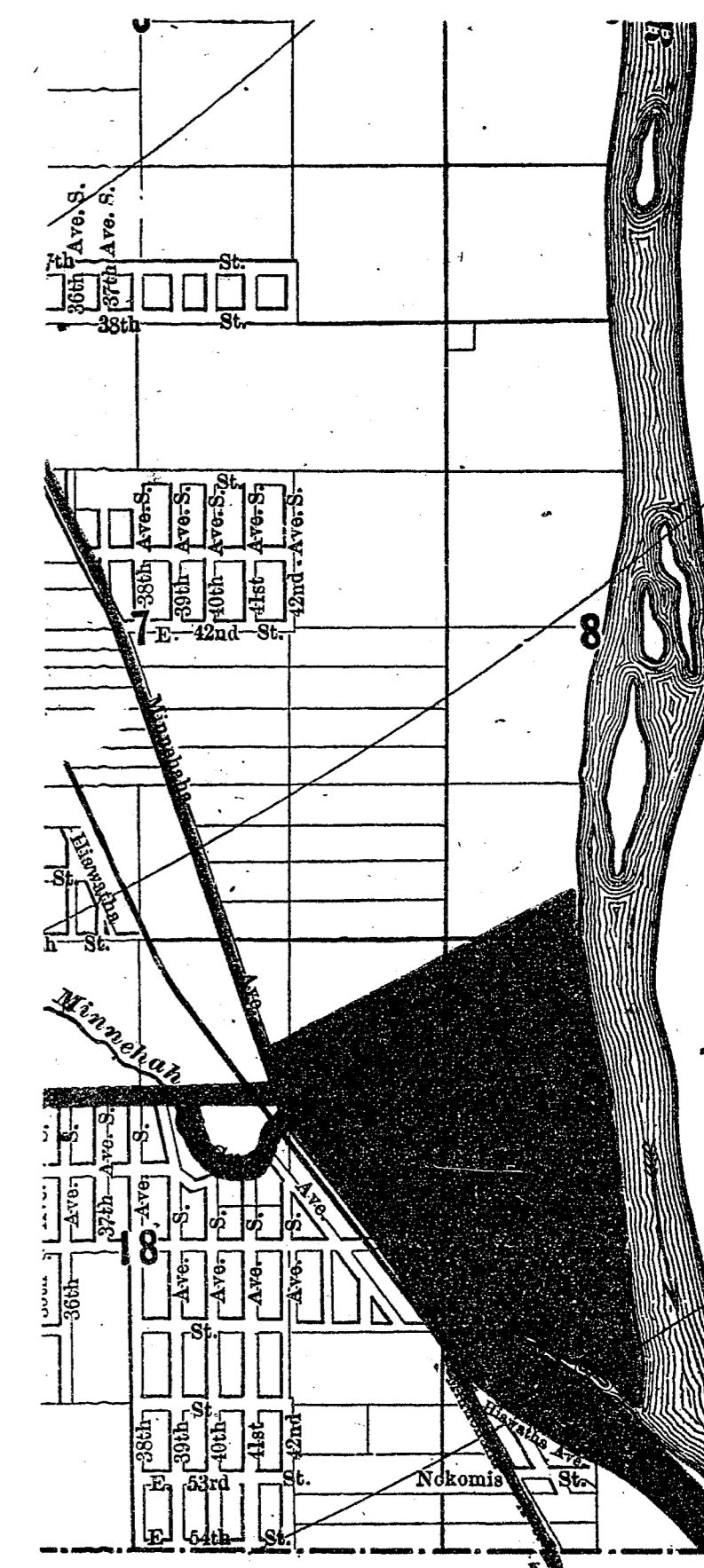
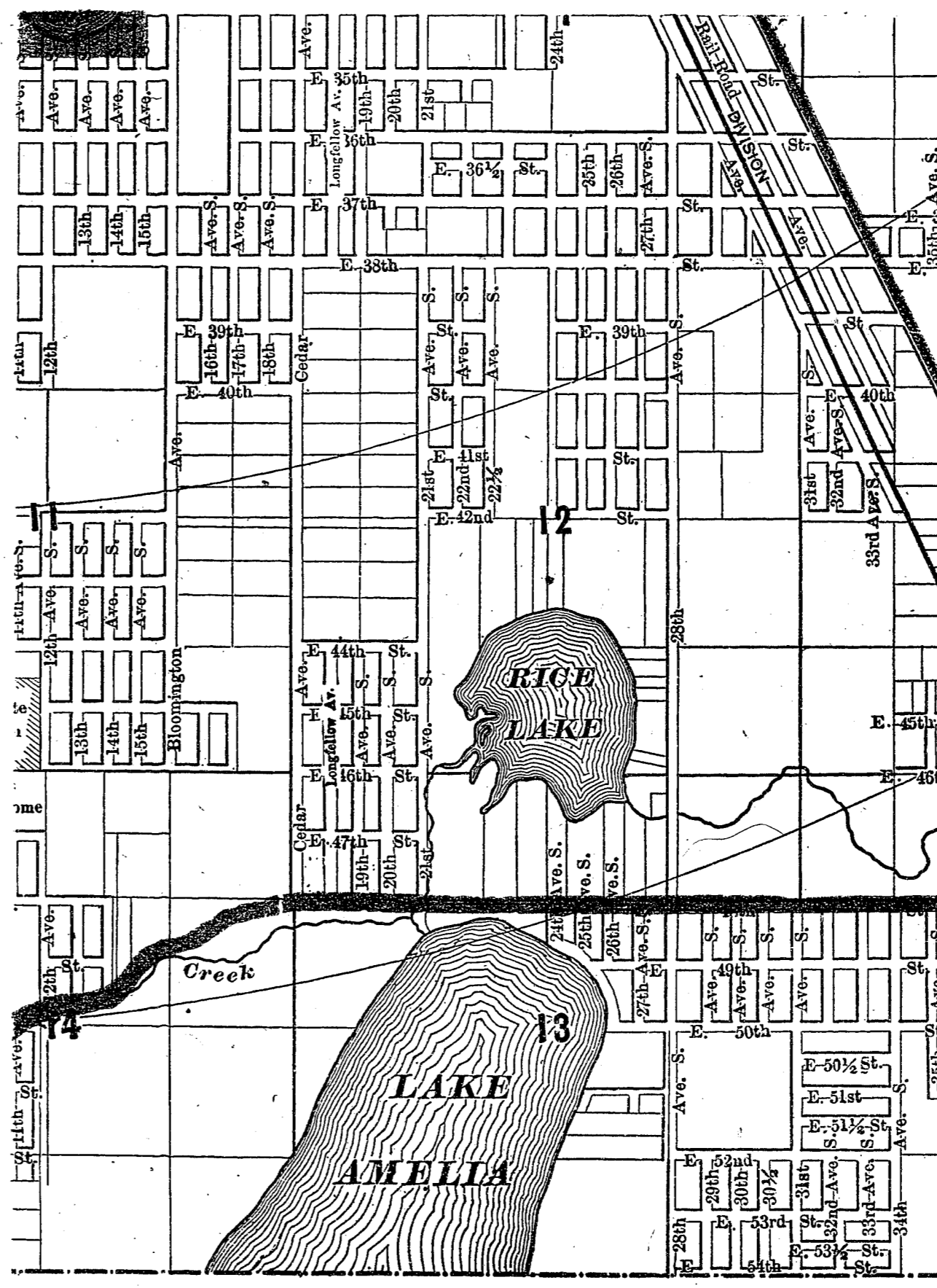
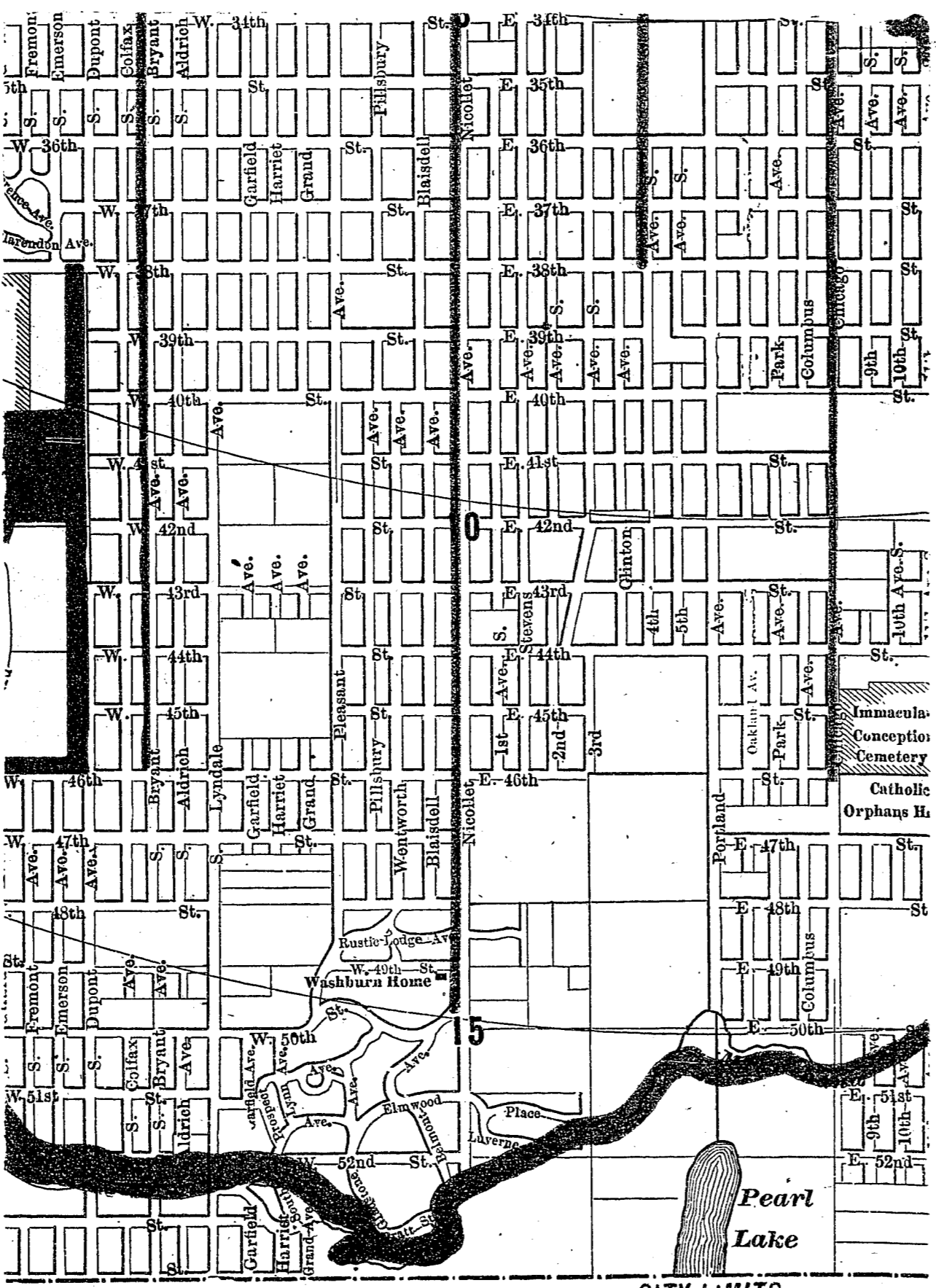
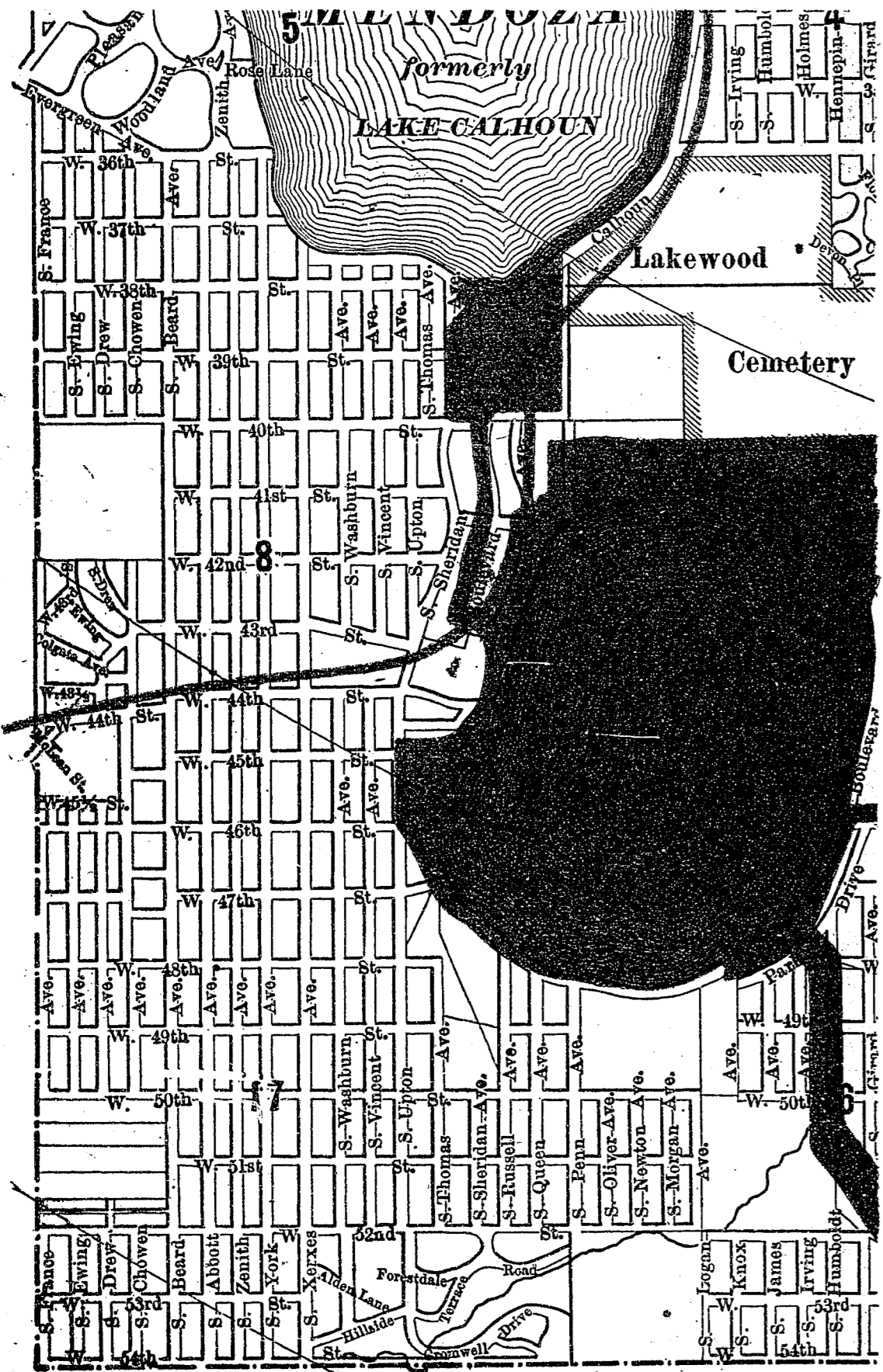
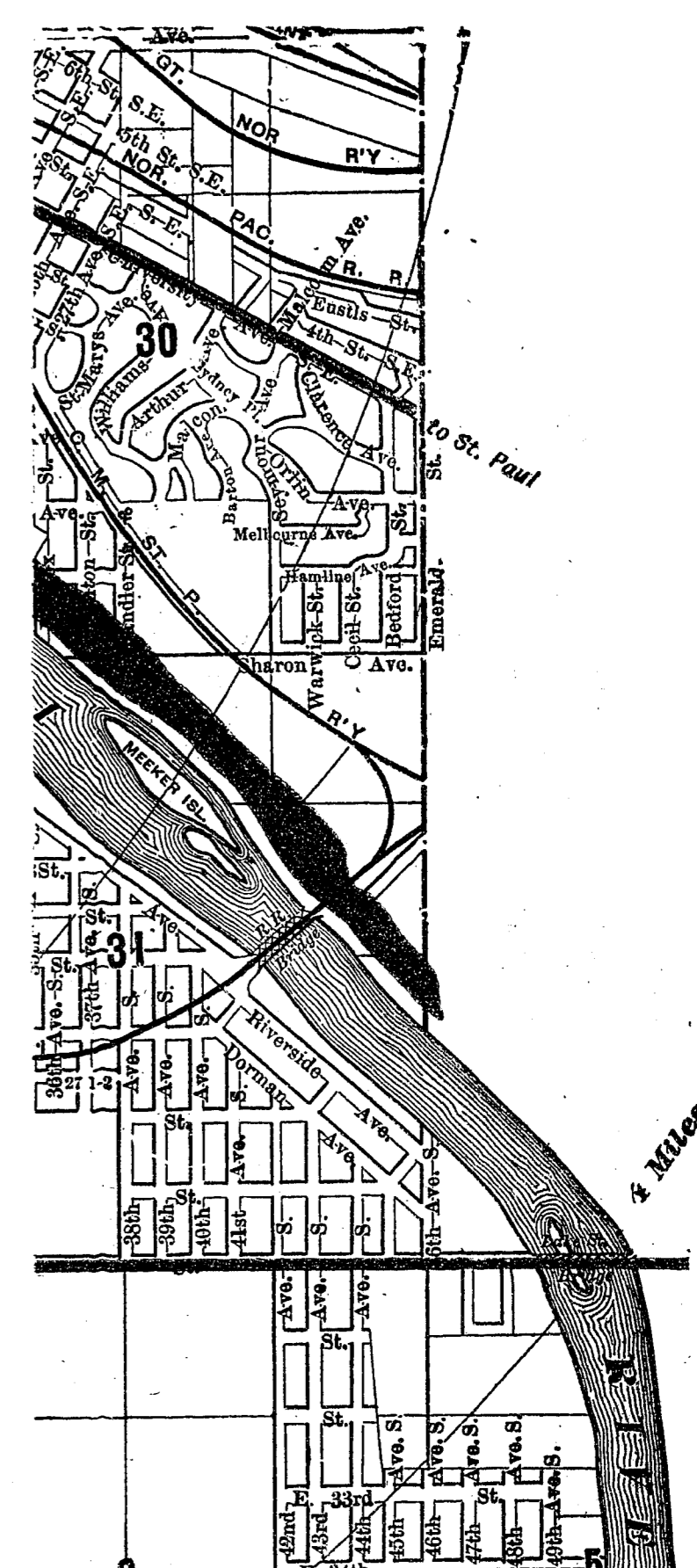
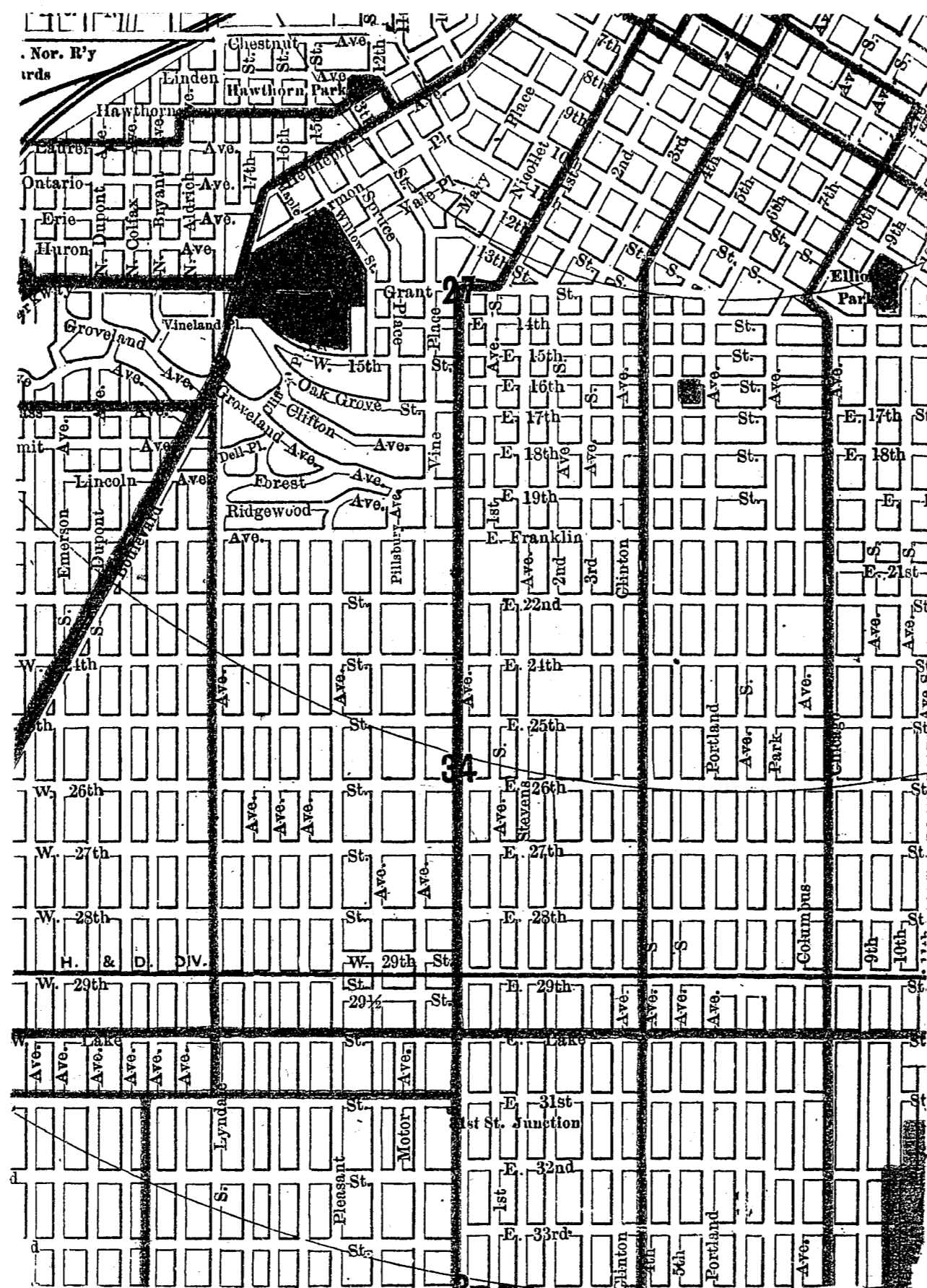
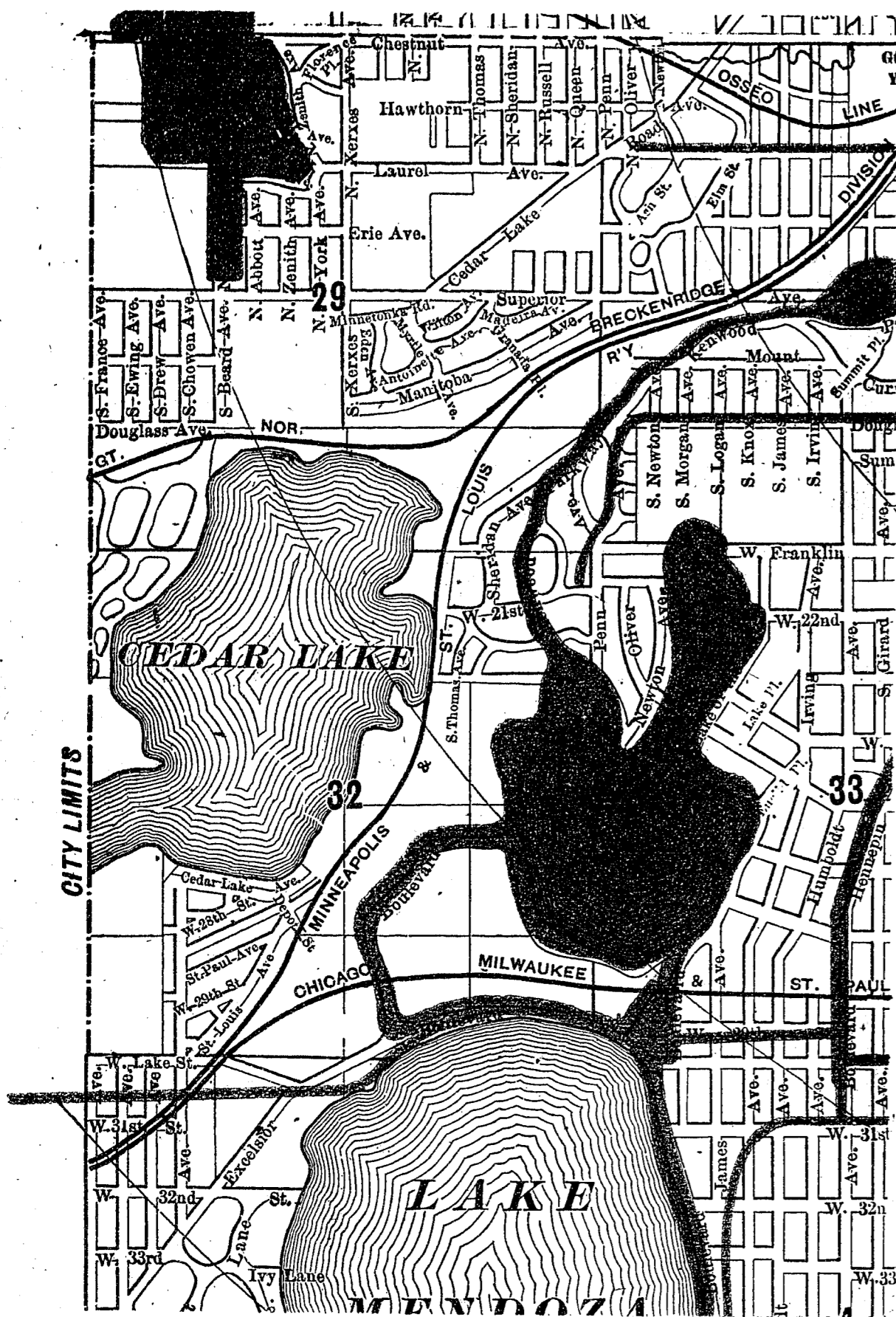
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