

THE ESCANABA TRIBUNE.

ESCANABA, Dec. 16th 1899.

LOCAL ITEMS.

DELTA LODGE NO. 195, F. & A. M. Regular Communications of this Lodge are held in their hall, over Barras' Store in Escanaba on the third Thursday in each month.

HOPE OF OUR VILLAGE LODGE NO. 195, F. & A. M. Regular meetings of this Lodge are held in the Odd Fellows Hall in Escanaba, every Saturday evening.

ESCANABA LODGE NO. 118, I. O. O. F. Regular meetings of this Lodge are held in their Hall in Escanaba, every Monday evening.

ST. JOSEPH'S CHURCH. Rev. CHARLES LAMBERT, Pastor. Services: Morning at 10:30; afternoon at 3; Cathedral at 2 P. M.

PRESBYTERIAN CHURCH. Rev. N. E. FISHBACH, Pastor. Services: Morning at 10:30; afternoon at 3; P. M. Sabbath School at 9:30 P. M. Young People's meeting Tuesday evening at 7:30. Children of Strangersjourning in Escanaba are cordially invited to be present at these meetings.

MARINE.—The propeller Truesdale, of Goodrich's Line, arrived here on Monday evening, and left again next day heavily laden with pig iron, bound for Chicago. She makes another trip this fall, and will probably be here by the first of the week.

The schooner, W. H. Craig, spoken of in our last issue as being ashore at Peninsula Point, is fast breaking to pieces and will become a total wreck. We have not been able to learn whether either the vessel or cargo were insured, but presume the vessel was as that is the prevailing custom.

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We are under obligations to a friend for the following statement showing the number, kind, and registered tonnage of vessels and number of men employed thereon, sailing to and from this port during this season.

Table with 3 columns: No., Tons, Men. Rows include Side Wheel Steers, Propellers, Barkes, Barges, Schooners, Sloops, and Way Vessels.

The shipping season dated from April 29th to Dec. 14th these being the dates on which the first vessel arrived, and the last one cleared. The first to arrive, and the last to clear was the Truesdale.

LAKE SUPERIOR STAGE COMPANY.—The advertisement of this old established Company will be found in this issue. The Company is in splendid condition, having 83 horses, a large number of sleighs, accommodating drivers and agents, and good stopping places.

"WOODMAN SPARE THAT TREE."—Why is it that some people will persist in destroying the beautiful little Evergreens still remaining in some parts of the village.

lation and increasing popularity by his many truthful "notes by the way" and humorous local sketches.

We were also very agreeably surprised by a visit from Mr. C. M. Lawler, the Train Master, of the Peninsula R. R., residing at Negaunee. Being considerably pressed with work and just preparing to move, we were unable to give him the welcome we would have given, had we the moments to spare.

Commerce.—In the letter we published last week an evident mistake occurs. In speaking of the prices charged by the Green Bay Steamer he says that it cost him \$8.75 for his passage, i. e., \$5.00 fare, 75 cents each for breakfast and dinner, and \$1.00 for supper, making \$7.50 in all.

The storm of Saturday at Marquette was a severe one, and did much damage to vessels laid up there, and to the Jackson dock. The damage done was as follows: Bark Desoto went ashore at the gas works, and is a total wreck.

MASONIC.—At the annual election of officers for Delta Lodge, No. 195 held at their regular communication, Thursday evening, Dec. 16th, the following officers were elected: V. E. T. Ellsworth, W. M.; C. J. Wright, S. W.; Jas. Robertson, J. W.; J. N. Hiller, Treas.; J. D. Ross, Sec.; O. D. Sloat, S. D.; W. P. Allgur, J. D.; C. D. Johnson, T.

In our last issue we gave an account of a boy who had been found in the woods north of here, and had both of his feet badly frozen. A telegram was sent to his father O. Shirriff, at Rockton, Ill., notifying him that his son was here, and of the condition he was in.

Mr. S. wishes us to return his thanks to the good people of this place, for the kind care given his unfortunate son.

Wallace's is the place to buy your Hardware, building materials, and Tinware, or to get your jobbing done. You will find Mr. Wallace pleasant, affable and ready to sell you all the goods you want and "more too," while in the back end of the shop you will find "John Buffalo," the best Jobbing Tinsmith in the U. P. who can tell you a yarn and mend your Tea Kettle at the same time.

We have not the time this week to make an extended notice of our advertisers, but expect to very shortly. We will say however, that Hart, the carpenter, has done a great deal of work for us lately, and is just the man; that Job Dodge has the reputation of being the best shoemaker in town, and we will "bet our old boots" on it; and that Sam Kaufman is the best tailor in the Upper Peninsula, and we will bet our new clothes (when we get any) on that.

A CALL FOR A LYCEUM.—A meeting for the purpose of organizing a Lyceum, will be held in this office, Tuesday evening, the 21st inst. Let there be a good attendance.

Those indebted to the Tribune for advertising space, or for subscription to either or both, are requested to call on or send their remittance to the office of the Tribune, at Escanaba, Mich., Dec. 16, 1899.

- List of Letters remaining in the Post Office, Escanaba. Includes names like Joseph John, Charles J. A., and others.

Notice is hereby given, that the Board of Supervisors of Delta County, will hold regular sessions on the first Tuesday of February, and first Tuesday of July.

WANTED.—To have it known, that had Shirriff gone to H. B. Smith's and bought a pair of these warm cheap overshoes, his feet need not have been frozen.

WANTED.—To borrow \$500 to \$600 for one or two years. Will pay large interest and security by first mortgage on Real Estate worth \$4,500.

Chicago and Northwestern RAILWAY. Grand Consolidated Line. Shortest and Most Expeditious Route to all Points East, South and West.

Pullman's Palace Sleeping Coaches on all Night Trains. GEO. L. DONLAP, Gen'l Supt.

PENINSULA DIVISION. During the winter trains will run as follows, viz: Leave Escanaba at 8:30 every morning, reaching Negaunee at 1:00 P. M.

Watches and Jewellery. J. N. CLEMENTS, Gold and Silver. American & Swiss Watches.

FROM NATIVE SILVER. Fine Gold Jewelry, Silver Plated Ware.

W. H. WELLS, BLACKSMITHING, GUN REPAIRING. And Jobbing of all kinds done with neatness and dispatch.

MICHAEL BOND, BOOT & SHOE MAKER. Shop next door to the POST OFFICE.

CONRAD LINS, Also Manufactures Boot Pumps. Shop next door to J. B. BELLONS STORE.

Physician & Surgeon, Office over P. O. Tilden Avenue. Residence on the corner of Ogden and Wells Avenues.

Real Estate, Collection, & Insurance Agent, COUNTY SURVEYOR, AND CIVIL ENGINEER, ALSO Justice Of the Peace.

J. W. HUTCHINSON, Prop. We will try to make and maintain a reputation as the BEST KEPT HOTEL, in the Upper Peninsula.

DAVID OLIVER, Prop. At this well known Hotel will be found GOOD TABLE, GOOD BEDS, GOOD STABLING.

E. GAYNOR, Prop. Having newly fitted up the above Hotel and being now prepared, to keep a first class House, the Proprietor solicits a share of the Public Patronage.

W. H. RADCLIFFE, WHOLESALE DEALER, IN CHOICE WINES, LIQUORS, LAGER BEER, And Cigars.

F. D. CLARK, SADDLE AND HARNESS MAKER AND DEALER IN TRUNKS, VALISES, &c., &c., &c.

T. B. BANKS, Prop. We warrant our Brick to be equal to any manufactured in this country.

NOTARY PUBLIC. Office at the Tribune Printing Office.

R. A. CONOLLY & CO. CORNER OF LUDINGTON STREET AND TILDEN IS THE PLACE TO BUY HARDWARE.

Young People go to the Corner Hardware Store and get your Hardware to go to housekeeping with.

Old people go there and replenish what you bought when you were young.

Did you hear that a beautiful Buck came out on the opposite side of the Bay a few days since and stood looking fixedly at the town? He disappeared however when he saw a man going into the Hardware Store to buy one of those beautiful net guns.

Mr. A. J. PERRIN, Escanaba.

WILL RUN A DAILY LINE OF STAGES WITH REGULARITY, AT PRICES LOWER THAN BY ANY OTHER LINE.

Billiard Hall and Bowling Alley. The undersigned would respectfully announce that having recently refitted his Billiard Hall and Bowling Alley, near the Tilden House with new and improved.

Tables and Alleys. He is now prepared to entertain the lovers of these games during their leisure hours.

Cedar River Cards. A Merit House. R. McCullough, Prop.

Tables and Alleys. He is now prepared to entertain the lovers of these games during their leisure hours.

Came into the enclosure of the undersigned, on or about the 15th of November, 1899, a fine grey Cow, six months old, with white spots on her face, neck, and chest.

FROM A CLOTHES PIN TO A SILK DRESS. FROM A YARD OF CALICO TO A BARREL OF FLOUR.

FROM A LOOKING GLASS TO A DOUBLE-BITTED AXE, FROM A PAIR OF GENTS BOOTS TO A PAIR OF LADIES DITTOES, FROM A PAIR OF WHITE KIDS TO A PAIR OF BABY SHOES.

FROM A QUART OF VINEGAR TO A BARREL OF SUGAR, FROM A BOX OF MATCHES TO A BARREL OF KEROSENE, FROM A POUND OF TRICALCIUM PHOSPHATE TO A TON OF HAY.

FROM A PAIR OF WHITE KIDS TO A PAIR OF BABY SHOES.

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Vertical text on the right side of the page, including 'FROM A CLOTHES PIN TO A SILK DRESS' and 'FROM A YARD OF CALICO TO A BARREL OF FLOUR' repeated multiple times.

General Regulations.

1. No Train will, under any circumstances leave a Station before the time specified in the Time Table, as regulated by the clock at the Station. Conductors and Engineers must compare their time with such clock daily.

2. No Train having the right to the Road must leave any Station or Flagging Place, where, by the Time Table, it should pass a Train, till five minutes after its time, per Time Table, and this five minutes allowed for variation of watches must be observed at every succeeding Station, till it shall have passed the expected Train.

3. Where Trains are to pass each other, the Train having the right to the Road, shall occupy the Main Track, excepting when there are Special Orders to the contrary, or it shall be impracticable to thus pass; in which case sufficient precaution shall be used to prevent accident or unnecessary delay. The Train going on the side track must take the switch at the nearest end instead of running by and backing on.

4. Freight Trains must in all cases keep ten minutes out of the way of Passenger Trains. A brakeman must always be stationed on the rear car, and the brakes of that car must be ascertained to be in good order.

5. Gravel and Extra Trains will, in all cases, keep ten minutes out of the way of Passenger and Freight Trains—subject to Rule 20.

6. Any Train following a Passenger or other Train will proceed with great caution, keeping at least one mile in the rear of it. Whenever an Extra Train is to follow another, notice thereof must be given the forward Train, and the Conductor of that Train must notify the Station Agents and all the Conductors whom he meets, of the fact besides carrying the proper signal.

7. An Extra Train following a Regular Train must approach all Stations and Wading places with great care, expecting to find the preceding Train taking wood or water at such station, whether it be a stopping place, as per Table for that Train, or not; and the Conductor of the leading Train will not deviate from Rule No. 31.

8. Whenever it shall be necessary to send an Extra Engine over the Road, it must in all cases follow a regular Freight Train, unless otherwise directed by the Superintendent, and in all cases notice must be given as per Rule 6.

9. No Conductor running a Train shall assume the rights, or take the time of any other Train without special orders from the Superintendent.

10. Cars must never be allowed to stand on the Main Track, but must be placed on a Siding, and the wheels must be securely blocked.

11. Great importance is attached to the prompt delivery of Letters, Way-Bills and Dispatches, consigned to the care of the Conductors.

12. While waiting at Stations, Conductors will do such switching as may be reasonably required by the Station Agent.

13. If Freight Trains are at any time obliged to keep the Main Track in passing a Passenger Train, a man with a Flag by day or a Lantern by night, must always be sent a sufficient distance in the direction of the approaching Train, to give suitable warning for it to approach carefully.

14. When the Engineman shuts off Steam at Stations where the Train is to stop, thereupon the Brakemen must apply their brakes, and using judgment, endeavor to stop at the Station without the necessity of the Engineman sounding his whistle. Too much sounding of the whistle impairs its value as a signal of danger. Brakemen must not stop the wheels, and it is the duty of the Conductor, and a very important one to see to this matter.

15. No person except the Foreman of Road Repairs, on their own Sections, or the Conductor of the Train will be allowed to ride on the Engine or Tender without permission from the Superintendent or Master Mechanic. Every Engineman will be held responsible for the strict enforcement of this rule.

16. Night Trains must in all cases carry a red lantern on the rear car.

17. When a Train is two hours or more behind its time at any Station, it loses all its rights, and must be kept out of the way of all regular Trains, and proceed with extreme caution, keeping a sharp lookout for Wood, Gravel and Extra Trains in both directions.

18. In any case where there is room for a doubt as to the right of the road or the safety of proceeding from any cause, except the safe course—keep signals for enough in both directions to obviate any danger.

19. In all cases, either by day or night, when repairing the Track, so as to obstruct or endanger the passing of a Train, a red Flag or Lantern, as the case may be, must be placed in the track, so as to be seen from an approaching Train at least one-half of a mile each way from the place of danger. No notice whatever will in any case be given of the passage of Extra Trains. Station Agents, and Trackmen will govern themselves accordingly.

20. When a Regular Freight Train is thirty minutes late, Construction and Wood Trains may take the main track and work until the arrival of the delayed Train, by placing competent men with proper signals far enough distant in both directions to insure perfect safety.

21. At all times when a Freight Train is in motion, the Conductor or a Brakeman must be on the tender of the engine, or on the top of the cars.

22. Freight Trains will take the side track to allow the Passenger Trains to pass when practicable.

23. No delayed Train will approach a Station where another Train is to leave, within five minutes of its time of leaving.

24. Conductors must see that they have upon their Trains SIGNAL FLAGS and RED LANTERNS, with a sufficient number of ordinary Lanterns, spare Shoes and Pins, Oil, &c. They must see that they have their Signal Cord

properly connected.

25. Conductors must call the attention of the Repairer of Cars, or of the Station Agent in his absence, to any DAMAGE which may have been done to the Cars, or to any which may come to their knowledge, that it may be promptly repaired, and they must notice these in their reports.

26. Conductors are responsible for attaching the Tail Lamps to the last car of the Train, and must see that the RED FLAGS or LANTERNS are upon the Engine, when their Train is followed by another.

27. Conductors must prevent PASSENGERS ENDANGERING THEMSELVES by imprudent exposure. In the event of any PASSENGER being DRUNK or DISORDERLY to the annoyance of others, he must use all gentle means to stop the nuisance; failing which, he must, for the safety and convenience of all, exercise his authority, and keep him in a separate place until he arrives at the next Station, where the Passenger must be left.

28. Conductors will see that all SWITCHES are LEFT in their proper positions after using them.

29. Conductors, Baggage-men, and Brakemen are required to wear badges, and must never appear on duty without them.

30. In case of accident, Conductors of Passenger Trains may command the services of any Freight, Wood, or Gravel Train, and every person in the neighborhood in the employ of the Company, is required to assist if called upon.

31. In case of accident or stoppage upon the Main Track, from any cause, Conductors must immediately, and always, station men with Red Flags by day, or Red Lights by night; half a mile distant in both directions, and have no right to assume that there are no Trains approaching from either direction.—Special care must also be taken in case a Train gets behind time, and liable to be overtaken by a following Train, to guard against accident.

32. While crossing the Bridge over the Escanaba River, and the piling at Lake Fairbanks, the speed of Trains must be reduced to six miles per hour.

33. Conductors of Wood and Gravel Trains must know that all Trains due during the previous night have arrived, before starting out in the morning. Where practicable, they must also leave a memorandum, every morning, with the nearest Telegraph Operator, stating where the Train will be at work during the day; and this memorandum must be forwarded by Telegraph to the Superintendent.

34. Conductors of Freight Trains will not in any case receive into their Trains, cars containing Freight, unless each car is accompanied by a separate Way-Bill, which shall specify the destination and the amount of such Freight.

35. Enginemen will not be allowed (except in case of accident or sudden illness) to CHANGE THEIR ENGINES on the journey, nor to leave their stations without permission.

36. Dampers of ash-pans must in ALL CASES BE CLOSED while Engines are crossing Bridges and passing Wood Yards.

37. Enginemen are subject to the order of the Conductor having charge of the Train, but at the same time are held equally responsible with the Conductor in carrying out all the prescribed rules which are necessary to perfect safety. They must receive a copy of all telegraphic orders for running their Trains, and with the Conductor answer how they understand the orders, and receive notice in return that it is "all right," before they start their Trains.

38. Station Agents and Operators receiving orders for Trains, must immediately raise a signal for the Train to stop, and must not leave the Station until the message is delivered as directed.

39. Enginemen must see that their Engines are provided with a pair of Screw-jacks, extra Spring Hangers, large Lantern for front of Engine, two small Whites, and one Red Lantern, Red Flags, and all necessary tools to meet casualties.

40. Enginemen of Night Trains will report all instances of the absence of lights at the switches, where such lights are usually shown.

41. Great care should be taken to prevent the killing of Stock where the Road is not fenced. Trains must come to a FULL STOP, if necessary, to avoid doing so. When a case occurs, the Conductor must report to the Superintendent in writing, giving all particulars.

42. Conductors, Enginemen, Station Agents and Foremen of Sections are required to report promptly to the Superintendent all irregularities which come within their notice, and give full particulars in writing of all cases of damage to persons or property.

43. Station Agents must be careful that all stores supplied for the Stations are prudently and economically used, and that there is no waste of Oil, Fuel or Stationery.

44. Station Agents are not allowed to be absent without leave from the Superintendent, except from illness, in which case they must immediately inform the Superintendent, and take care that some competent person is entrusted with their duties.

45. Station Agents must be particular that the switches are locked on the Main Track at all times, except while immediately being used.

46. Station Agents and Ticket Sellers must not sell Tickets for Stations at which Trains do not stop.

SIGNALS.

To STOP—Raise and lower the hand (or a lantern by night) perpendicularly. To BACK—Swing the hand or lantern sideways. To GO AHEAD—Swing the hand or lantern over the head.

Two short sounds of the whistle is the signal to apply the brakes; One the signal to loose them; THREE, the signal to back; SEVERAL short sounds of the whistle is an alarm signal, and Brakemen will use every effort to stop their Trains.

Enginemen of all Locomotives, whether the same are attached to Trains or not, on passing the post signals, will sound the whistle, and will sound the bell, and will use every effort to stop their Trains.

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Enginemen will blow a short blast of the whistle—not more than three seconds' duration—when within one-half mile of a Station.

On approaching a Station where the Train is to stop, Brakemen will apply the Brakes when the Engineman sounds of steam and use their best efforts to stop the Train without the necessity of the Engineman sounding the whistle. Enginemen will obtain from the use of the whistle a signal for starting the Train or for applying the brakes when approaching a Station, unless on occasions of absolute necessity, as such too free use of the whistle impairs its value as a signal of danger.

A Red flag by day, or a Red light by night borne on an Engine, shows that a Train is following, which has practically THE SAME MEANING as the Engine bearing the signal. An Extra Train following a Regular Train, and properly signaled, must always be considered as a PART OF, and to HAVE ALL THE RIGHTS OF THE LEADING TRAIN, and no more.

A WHITE flag by day, or a WHITE light by night, borne on an Engine, shows that a Train is following, but will keep out of the way of all Regular Trains.

A Blue flag or a Blue light is a signal of Caution, and when exhibited, Enginemen must proceed slowly.

All former rules and regulations conflicting with the above are hereby repealed.

\$50.00 REWARD.

The above reward will be paid by the County of Delta, to any one who will furnish sufficient evidence to convict any person of selling or giving, directly or indirectly, any spirituous or intoxicating liquor, or any mixed liquor, a part of which is spirituous or intoxicating, to any individual whatever within this County after this date.

By order of the Board of Supervisors of Delta County. E. P. LOTT, Clerk. Escanaba, Mich., Nov. 2nd, 1890. n141

MONEY SAVED IS MONEY EARNED.

I wish to inform the Inhabitants of Escanaba and the surrounding country, that I have on hand the largest stock of goods this fall I ever had at any one time.

PORK, BEEF, HAY, HAMS, OATS, LARD, FEED, BUTTER, FLOUR, CORN, CABBAGE, GLASS WARE, CROCKERY, CANNED GOODS, SPICES, CANDLES, SOAP, CHOICE TEAS, SUGAR.

FRESH OYSTERS,

AT Wholesale & Retail,

Hosiery, and Yankee, Notions, Ready Made Shirts, Woolen Goods, Ladies Boots and Gaiters, Childrens " " and 1,000 other articles too numerous to mention and which every housekeeper not only needs, but must have in order to have "a little house well filled," and all of which I will sell at the

Lowest Cash Prices.

Give me a call: T. KILLIAN. Escanaba, November, 26th, 1890.

At the Store of the old Standby

C. E. STRASS,

will be found a full stock of

DRY GOODS,

HATS AND CAPS,

DRESS GOODS, &c.

Clothing, Gents Furnishing Goods, &c.

HATS & CAPS,

BOOTS & SHOES,

FLOUR & FEED,

GROCERIES &

PROVISIONS,

CROCKERY & Glassware,

ac. ac. ac. ac. ac. ac. ac.

H. B. SMITH,

J. N. HILLER,

DEALER IN CHOICE FAMILY GROCERIES,

Provisions, Crockery, Glass Ware, Notions and Furniture, Clark's Block, Escanaba, Mich.

My Stock Consists of

TEAS,

COFFEES,

SUGARS,

SYRUP,

NEW ORLEANS,

MOLASSES,

VINEGAR,

PICKLES,

PORK,

BEEF,

FLOUR,

BUTTER,

HAMS,

DRIED BEEF,

PICKLED TRIPE,

AND PIGS FEET,

BUTTER,

CHEESE,

CORN,

OATS,

MIDDINGS,

FEED, BRAN,

Corn Meal, Buckwheat, Rye, & Graham Flour, Rice, Peas, Beans and Hominy.

PICKLES OF ALL KINDS.

In Canned Goods, I have, Peaches, Yarmouth, and Winslow's Sugar Corn, Fine Apples, Lima Beans, Cherries, Blackberries, Gooseberries, Green Gages, Tomatoes, Strawberries, String Beans, Green Peas, Lobsters, Sardines,

COVE AND FRESH OYSTERS,

Dried Apples, Peaches, Cherries, and Blackberries, Raisins, Prunes, Pennells and English Currants, Almonds, Brazil Nuts, Pea Nuts, Chestnuts, Filberts, and Walnuts.

Also a large assortment of Stick and

FANCY CANDIES,

Pipes, Tobacco, Cigars, Yankee Notions, Crockery, Glassware, and Lamps,

ALWAYS ON HAND.

I also have a large and complete assortment of

FURNITURE,

Consisting of Bed Room Sets, Bureaus, Wardrobes, Lounges, Mattresses, Chairs, Stools, Bedsteads, Stands, Center and Extension Tables, Childrens Beds, Cribs and Chairs.

All of which is offered at low prices for Cash.

J. N. HILLER. Escanaba, Nov. 26, 1890.

DRY GOODS,

GROCERIES,

PROVISIONS & SUPPLIES,

CLOTHING

HATS AND CAPS,

CROCKERY,

BOOTS AND SHOES,

DEALER IN

CORNER OF LUDINGTON STREET AND TILDEN IS THE PLACE TO BUY HARDWARE.

Young People go to the Corner Hardware Store and get your Hardware to go to housekeeping with.

Old people go there and replenish what you bought when you were young.

Did you hear that a beautiful Buck came out on the opposite side of the Bay a few days since and stood looking fixedly at the town? He disappeared however when he saw a man going into the Hardware Store to buy one of those beautiful new guns.

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CLOTHING

HATS AND CAPS,

CROCKERY,

BOOTS AND SHOES,

DEALER IN

ESCANABA DRUG STORE.

We invite the attention of all in need of Goods in our line to our well assorted stock of pure Drugs, Herbs, Gums, Extracts, Seeds, Nuts, Patent Medicines, and Chemicals, of all kinds and best quality. Perfumery of all kinds on hand, Shoulder Braces, Trusses, Nursing Bottles, Lamps, Chinneys, Tobacco, Cigars, all kinds of Pipes, Pookies and Pass Books, Wall Paper, School Books and Stationery, Choice Styles of Writing Paper, and Envelopes, Pens, Ink, Pencils, Erasers, Ink Stands, Pen Nibs, &c. In fact anything you may want in the stationary line. We also have a small assortment of Books, Magazines, &c.

Combs and Brushes, of all kinds. Paints, Oils, &c. Prescriptions carefully put up from Pure Drugs, at all hours.

C. C. ROYCE.

Escanaba Mich. Dec. 1st. 1890.

J. S. KAUFFMAN,

MERCHANT TAILOR.

Clothing made to Order.

Special Attention Given

Cutting and Fitting

Boys Clothing.

EMPLOYS THE BEST WORKMEN

AND

WARRANTS GOOD FITS, AND SUBSTANTIAL WORK.

You can buy wood stoves, that burn coal, and Coal stoves that burn wood, at the Corner Hardware Store.

Shop on Ludington Street, Escanaba, Mich.

DON'T READ THIS.

The undersigned takes this method of informing his friends and all wishing anything in his line that he is prepared to fill any orders left at his shop, on the corner of Tilden and Wells Avenues, for

CABINET WORK,

CARPENTER & JOINER WORK,

UPHOLSTERY,

PAPERING AND PAINTING,

UNDERTAKERS WORK AND

Jobbing of all kinds.

THE PLACE TO BUY HARDWARE.

ESCANABA DRUG STORE.

J. S. KAUFFMAN,

MERCHANT TAILOR.

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We invite the attention of all in need of Goods in our line to our well assorted stock of pure Drugs, Herbs, Gums, Extracts, Seeds, Nuts, Patent Medicines, and Chemicals, of all kinds and best quality. Perfumery of all kinds on hand, Shoulder Braces, Trusses, Nursing Bottles, Lamps, Chinneys, Tobacco, Cigars, all kinds of Pipes, Pookies and Pass Books, Wall Paper, School Books and Stationery, Choice Styles of Writing Paper, and Envelopes, Pens, Ink, Pencils, Erasers, Ink Stands, Pen Nibs, &c. In fact anything you may want in the stationary line. We also have a small assortment of Books, Magazines, &c.

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Clothing made to Order.

Special Attention Given

Cutting and Fitting

Boys Clothing.

EMPLOYS THE BEST WORKMEN

AND

WARRANTS GOOD FITS, AND SUBSTANTIAL WORK.

You can buy wood stoves, that burn coal, and Coal stoves that burn wood, at the Corner Hardware Store.

Shop on Ludington Street, Escanaba, Mich.

DON'T READ THIS.

The undersigned takes this method of informing his friends and all wishing anything in his line that he is prepared to fill any orders left at his shop, on the corner of Tilden and Wells Avenues, for

CABINET WORK,

CARPENTER & JOINER WORK,

UPHOLSTERY,

PAPERING AND PAINTING,

UNDERTAKERS WORK AND

Jobbing of all kinds.

THE PLACE TO BUY HARDWARE.

ESCANABA DRUG STORE.

J. S. KAUFFMAN,

MERCHANT TAILOR.

CORNER OF LUDINGTON STREET AND TILDEN IS THE PLACE TO BUY HARDWARE.

DRY GOODS,

GROCERIES,

PROVISIONS & SUPPLIES,

CLOTHING

HATS AND CAPS,

CROCKERY,

BOOTS AND SHOES,

DEALER IN