

## BISHOP VERTIN IS DEAD

Head of Catholic Diocese of the U. P. Passes Away at Marquette.

A Native of Austria, He Came to the United States a Young Man, and Was Placed Under Guidance of Missionary Bishop Baraga.

Bishop Vertin of the Roman Catholic diocese of Sault Ste. Marie and Marquette died Sunday night. Bishop Vertin's residence was Marquette and his diocese comprised the Northern Peninsula of Michigan. He was consecrated bishop in 1879, and since that time his diocese has grown rapidly in the number of churches.

Bishop Vertin was born at Radolfs-worth, Cariola, Austria, July 17, 1844. He was educated in the institutions of his native county, and came to the United States in 1863. Here he was placed under the care of the great missionary bishop, Baraga, who received him in his diocese and sent him to the Salesianum, at St. Francis, near Marquette, to complete his theological studies. Archbishop Heini conferred senior orders on him in 1865 and on August 31, 1866, he was ordained priest by Bishop Baraga, in Marquette, being the first ordained in that place, and the last one on whom that eminent prelate conferred holy orders. The young priest was first placed in charge of the mission at Houghton, Mich., where he remained four years. Then for seven years he was stationed at Negaunee. On the resignation of Bishop Mink, the Rev. Dr. John Vertin was recommended to the pope as his successor and was consecrated by Archbishop Heini, assisted by Bishops Borgers and Spalding, Sept. 14, 1879, his parents, who had settled at Hancock, living to witness the ceremony.

Through his careful guidance and constant watchfulness, churches, chapels, schools, asylums and hospitals have been spread over the entire diocese. He has seen his beloved church grow in numbers and strength together with the great commercial and educational advance of the upper peninsula. That the diocese has prospered under his administration is shown by the following brief summary. The Catholic church in his diocese numbers 75,000 white communicants and 3,000 Indian adherents. Sixty priests together with the Jesuits, who have had a mission at the Soo since the time of Father Marquette and the Franciscan Fathers, who have been stationed at Escanaba since 1883 and at Sacred Heart church, Calumet, since 1891, labored under his charge in care of fifty churches, chapels and numerous minor stations. He also has devoted great care to the education of the youth of the diocese, having the following teaching bodies doing effective work: The pioneer teaching order in the diocese is the Sisters of St. Joseph, of St. Louis, Mo., who opened a school at Sault Ste. Marie in 1866; at the mission near Baraga in 1867; at Hancock in 1868; Marquette 1870; Ishpeming 1884 and Negaunee 1885. They also have charge of the orphan asylums at Marquette and the mission. Besides these there are the Sisters of Notre Dame at Calumet and Escanaba; Sisters of St. Agnes at Houghton and Menominee; Sisters of St. Joseph of Concordia at Escanaba, Norway and Lake Linden and the Franciscan Sisters

who have hospitals at Menominee, Escanaba, Marquette and Iron Mountain. Not only did he work arduously and earnestly, but he also gave liberally to the support of the educational and charitable work and his liberality was especially shown in his contributions to the building fund of the beautiful St. Peter's cathedral at Marquette. The deceased bishop was one of the most thoroughly educated men in the church in this state and as he enjoyed a wide acquaintance throughout the upper peninsula he was one of the best known and highly esteemed men in this part of Michigan. The funeral was held yesterday morning with services in St. Peter's cathedral, Marquette, and the remains were laid at rest under the sanctuary of the cathedral.

As successor of the late Bishop Vertin of Marquette, Vicar General Fox of Green Bay and the Rev. Father Bourion, pastor of the French Catholic church in Menominee, Mich., and Father Mesnard of this city, are prominently mentioned.

The regular procedure will be for Archbishop Katzer to convoke the conservators and deans of the diocese and they will select three names, which will be forwarded to Rome for the pope's selection. The bishop of the province also select three names and the new bishop will be chosen from these six.

## COPPER SAND IN DEMAND.

Not an Acre of State Land Remains in the Copper Counties.

The boom in copper has benefited Michigan in more ways than one. It has not only led to the opening up of properties which promise to materially enlarge the mining industry, but it has enabled the state to dispose of the abandoned lands in the copper district that have gone begging for purchasers for years. During the past few weeks every foot of these lands have been gone over by speculators and the demand for them has been very great. Saturday Land Commissioner French sold nearly \$40,000 worth, which would never have found a market had it not been for the boom. One purchaser planked down \$30,000 in cash, and he was just exactly one minute ahead of a man who laid down a like sum and asked for exactly the same tract. The demand for state lands in Ontonagon and other counties in the copper district has been so great that not an acre remains on the books.

## USED WAR RECORD TO BEG.

Charles Laduke Who Served at Santiago Sent to Jail.

Charles Laduke, a former member of Co. E. Thirty-fourth Michigan, who served at Santiago, was sentenced to sixty days in jail at Marquette, for begging on the streets. He was using his war record to live as a mendicant. He is a brother of Alexander Laduke, a member of the Marinette company, who is serving a life sentence in Leavenworth prison for killing a United States regular at Ponce.

## Killed by a Falling Tree.

The body of T. Deguire was brought to this city from near Metropolitan on Tuesday, and was buried from St. Ann's church Thursday. Deguire, whose home was in Canada, was killed by a falling tree while at work in the woods.

## Denied From Another Source.

The Hon. Isaac Stephenson was at Flat Rock on Wednesday. He flatly denies the report that the St. Paul road will enter Escanaba over the Escanaba & Lake Superior railroad.

## WILL GO TO THE COURTS

John Christie Determined to Contest Claim of Owners of the Straubel.

He Files a Somewhat Sensational Answer, Alleging That the Contract For the Green Bay Hotel Property Was Falsely Obtained.

Landlord Christie and wife, late proprietors of the Hotel Christie (formerly the Straubel) have determined to contest the claim of the owner of the property in the courts, and to that end have filed an answer to the complaints of plaintiffs, H. A. Straubel et al.

The answer is sensational inasmuch as it alleges that the contract was obtained by false and fraudulent misrepresentation made by the plaintiffs through their agent, with the knowledge and approval of the plaintiffs. It is alleged that the plaintiffs' agent represented that the dock property which forms part of the hotel premises was held by Hart Bros. on a lease which would expire in 18 months, whereas the lease is alleged to run six years instead at a rental of but \$150 a year. This is the principal allegation in the answer.

It is further alleged that a representation was made that the plaintiffs had received offers from responsible parties to rent the property for a period of ten years at a rental equivalent to 7 per cent per annum on a principal of \$40,000. That the plaintiffs had received such an offer is denied by the defendants.

It is further alleged that the hotel building was represented to be in first class condition and ready for immediate occupancy for the purpose of hotel keeping. The defendants allege that the building was not in first class condition, that the wiring for electric lighting was in such dangerous condition that before the defendants could secure any insurance on the building they were compelled to expend between \$900 and \$1,000 in repairs, that the plaintiffs knew of this condition and had previously been denied insurance for the same reason, and that the defendants expended \$4,000 in all in putting the building in first class shape. The defendants demand that the contract and notes described in plaintiff's complaint be rescinded and annulled, that the plaintiffs be adjudged to deliver up the contract and notes mentioned in their complaint, to be canceled, and judgment against the plaintiffs for the sum of \$4,000.

A similar answer has been filed through Attorney John Power of Escanaba to a complaint served by the plaintiffs, instituting foreclosure proceedings against the New Ludington hotel at Escanaba, which is owned by the defendants and involved in the Hotel Christie contract to the extent of a mortgage for \$6,000. The contract is dated October 1, 1897. The foregoing data is obtained from a recent issue of the Green Bay Gazette.

## Home Seekers' Cheap Excursions.

The North-Western Line will sell home seeker's excursion tickets February 21, March 7 and 21, with favorable time limits, to numerous points in the West and South at exceptionally low rates. For tickets and full information apply to agents Chicago & North-Western R'y.

The Case is Settled. The action against the Presbyterian church of Iron River by Rev. D. Mac-

Donald was settled by mutual consent out of court, Rev. Macdonald taking the manse and paying a \$500 mortgage on same, and agreeing to hold the church harmless from all other claims. The church in return gives him a clear title to the manse.

## NEW CARS ARE PURCHASED.

Also the Necessary Material For Extension of the Street Car Line.

Manager A. R. Moore, of the Escanaba Street Car company, returned from Chicago and St. Louis, whither he had been to purchase materials for the proposed extension of the line, on Wednesday. To a representative of The Iron Port Mr. Moore said the necessary iron, some 300 tons, would arrive here during the ensuing week, and that the work of extending the road to Flat Rock would be inaugurated as soon as the snow is off. At St. Louis Mr. Moore bought an interurban car for the Flat Rock line which costs complete \$3,300. The car has two dynamos of fifty horse power each and will seat comfortably about fifty passengers. There will also be two new open cars for the Ludington street line. It is expected that the road will be ready for operation sometime in April. The company is very anxious that the question of crossing the Northwestern company's tracks, now in litigation, will be adjusted speedily and that the street which the city proposes to construct to the United States Woodenware factory will be a continuation of Schlessinger avenue, in which case its Flat Rock extension will go that way and thence to the mouth of the Escanaba river. This would not only prove advantageous to the company but to the public as well.

## THE THIRTY-FOURTH'S DEAD.

Dead Soldiers' Names as Given on Co. L. Muster Roll.

Below is printed the list of names of the dead members of Co. L of the Thirty-fourth as given by the Mining Journal. The names on this list are copied from the company's muster roll and are correct according to that. The date of death and place where it occurred follows each name. The list is here given:

Joseph Beatty, Aug. 8, Santiago de Cuba; Olof A. Husby, Aug. 12, Santiago de Cuba; Henry Hoester Jr., Aug. 3, Santiago de Cuba; Albert Larson, Sept. 18, Harper hospital, Detroit; Edward Myott, Aug. 3 Santiago de Cuba; Robert McKillip, Aug. 25, at sea on board steamer Santiago; Peter F. Vandenberg, Aug. 5, Santiago de Cuba; George Martin, Aug. 5, Santiago de Cuba.

## GRANT IS RENOMINATED.

The Republican Judicial Convention Returns the U. P. Favorite.

On the fifth ballot the republican state judicial convention, renomiated Claudius B. Grant for justice of the Supreme court. He received 427 votes, ten more than necessary to a choice. For a time, it looked as if he was going to be elected in favor of a candidate approved by Gov. Pingree—either Judge P. T. Vanzile of Detroit, or former Atty. Gen. Fred M. Maynard of Grand Rapids. The two candidates for regents of the university, Col. H. S. Dean of Ann Arbor and Col. Eli R. Sutton of Detroit, were nominated by acclamation.

## A Paper From Manila.

The Iron Port is indebted to J. A. Fisher for a copy of The New Orient, published at Manila. The only familiar thing we can see about the publication is the advertisement of Pabst beer.

## WILLING TO ADJUST IT

Northwestern Will Give the Crossing But Must Have a Flagman.

A Thoroughfare to the New U. S. Plant Badly Needed and Street Car Company Wants to Follow That Route—\$3000 Will Do It.

The Iron Port understands that the Chicago & Northwestern railway company has offered to allow the city to construct a street across its tracks on Schlessinger avenue, provided however the city pays a sufficient amount for the privilege to maintain a flagman at the crossing during the season of navigation. This would, it is estimated by the company, cost \$180 per annum, or the interest on \$3,000 at 6 per cent. In case the matter should be thus adjusted it would stop all litigation, which may be prolonged for years, and give the city what it so badly needs at this time, a thoroughfare to the plant of the United States Woodenware company. The crossing would be through the yards of the railway company at No. 5 dock, where there is a large amount of business carried on during the season of ore shipments, and that a flagman would be a necessity there is no doubt.

The question arises, would it not be more profitable for the city to pay to the Northwestern company the sum of \$3,000 for the privilege and have the matter settled for all time, than to carry on its condemnation proceedings. Even if the city wins it must not only condemn that particular track which it proposes to cross but a tract 80x502 feet, including the trestle of the approach to the ore dock. This would necessitate the building of a stone abutment either side of the roadway and the placing thereon of a steel bent, which could not be accomplished for twice the sum named.

Again, this is the route the street car company is desirous of following, and in order that the thoroughfare might be laid out to and extended from Schlessinger avenue Mr. A. R. Moore, manager of the street car company, donated to the city land 80x2000 feet through valuable property. This route is the one the street car line should properly take, as it would afford means of transportation to the large factory of the United States Woodenware company and also to the headquarters of the Escanaba & Lake Superior Railway company at the mouth of the river. Here at no distant day other extensive manufacturing industries will be established, and it is of vital importance to the city that the car line be constructed where it will accommodate the most people. The street railway will be extended to Flat Rock, as noted elsewhere, and will connect with the Soo and E. & L. S. roads, thus affording Escanaba a direct connection with these lines, which improvement should be given careful consideration. The city could well afford to meet the demand of the Northwestern company if for no other reason than this. It will be worth many times over the sum in question. The car company will expend, according to Manager Moore, about \$30,000 in extending and improving its lines, and the city should offer it all the encouragement possible.

An Ungrateful Lumberjack. On Monday last, while on his way to Newhall on professional business, Dr. W.

A Cotton found a lumberjack lying by the roadside in a half stupified condition from the effects of tanglefoot. The doctor aroused the fellow and offered him a ride, in return for which kindness he was not only refused but abused. The woodsman preferred to rest, and the physician, after much persuasion, drove off leaving him lying in the snow, with his "turkey" for a pillow.

## THE SHERIDAN MINE.

It Possesses the Advantages of Producing Ore Cheaply—To Be Sold.

There are very good prospects of the Sheridan mine at Iron River resuming operations. The Sheridan was opened up by Escanaba and Gladstone parties in the early nineties and, during the first years the mine was worked the outlook was very encouraging but, as depth was attained, the lens grew smaller. The mine was closed in 1893 and reopened again in 1895, when the shaft was sunk two lifts of 80 feet each for the purpose of exploring. A fair sized body of ore was opened up on the two levels but no ore was hoisted or shipped from the property that season and work was suspended the following winter. We understand that, while the mine is looking well for a small one, the bottom levels do not give as promising an outlook as the upper ones did. The ore of the last two levels gave about 58.50 metallic iron 0.200 phos. The sulphur contents of the ore on the bottom levels is its most objectionable feature. Regarded simply as a mining proposition, this mine has many advantages, for the ore can be produced at low costs. No timber is needed and there is but little water to pump. A new plant of machinery is needed at this mine before it can be worked to advantage.

There is another reason, we are told, why the Sheridan is a desirable property. It joins the Miller property on the west, the line being only about 200 feet from the Miller shaft. The ore that has been found in the Miller, so far, lies to the west and it is the opinion of many that it will, before long, cross the line onto the Sheridan property. This is, perhaps, the principal reason why the Sheridan is being cared for. The names of the parties that are dickering for the mine have not been made public but it is commonly understood that the Oliver people, who now holds the Miller, have had their eyes open to the situation and that they will be the new owners.—Diamond Drill.

## THE GLADSTONE & NORTHERN.

Work on the New Road Up the Whitefish Delayed by Mr. Sutherland.

Mr. Merriam had expected to have a force of men cutting right of way for the Gladstone & Northern railroad up the Whitefish valley ere this, but the work has been delayed on account of Mr. Sutherland's absence from home. The new road will haul a large amount of timber for the Northwestern Cooperage & Lumber company, with which Mr. Sutherland is identified, but the contracts have not been signed, and hence, according to Mr. Merriam, the delay. Mr. Sutherland is in the south, but is expected home soon.

## Death of Michael Shevlin.

Michael Shevlin, an unmarried man, died at his home on Mary street on Tuesday, appendicitis being the cause.

## Sailed For Manila.

The battleship Oregon, accompanied by the collier Iris, sailed for Manila, February 20.

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## Editorial Comment.

If the republicans of Escanaba would place in nomination this spring a ticket let it be composed of republicans who have the trade-mark blown in the bottle. If they propose, as is intimated from certain quarters, to nominate men who have at some previous time openly and defiantly labored to defeat the ticket placed in nomination by them, thus materially furthering the ends of the opposition, it is high time to call a halt. If the republicans of Escanaba are so forgetful, or forgiving, as such an action would indicate, they are most certainly a lot of weak sisters and require something to strengthen their backbone. If we, as republicans, are to suffer dictation from members of the party who stand ready to flop because Jones or Brown is nominated for office against their views or wishes it is time to go out of business and make a public acknowledgement that we are incapable. The Iron Port has always strongly advocated the drawing of party lines in municipal as well as other elections, believing local elections to be the foundation of party, and it makes no exception in the present campaign. But if there isn't sufficient available timber of the trusted and tried kind in the ranks of the republican party then give the officers over into the hands of the opposition without a struggle.

For instance, it would be far more creditable to the republicans of Escanaba to endorse the present mayor, an avowed democrat, who was elected one year ago on a so called non-partisan ticket than to pick up one of his republican supporters. So far as the actual duties incumbent upon the chief magistrate of this city are concerned it matters little with what political organization he is affiliated so long as he is imbued with a spirit of enterprise and progress and has the energy of a whirlwind. That Mr. Hartnett has been a progressive mayor no one will question, and his continuance in that capacity for another term might prove advantageous to the general interests of the city, but even so, "there are others." The republicans should not want for a candidate for mayor, there is plenty good material in its ranks.

The small volume of imports into the United States during 1898 has been referred to frequently as a striking contrast to the largest total of exports in our history. With the exception of 1885, last year's record of imports was the smallest for 20 years. It is an interesting contrast and to a certain extent it probably indicates the general course of foreign trade in the future. The start which our manufacturers have received during the last few years should insure a steadily increasing volume, for the greatest difficulty already has been met and overcome. But, while manufacturers may be expected to make constant gains, the volume of farm products sent abroad depends upon different conditions and can hardly be expected to be as large on the average as it was last year.

Nor is it likely that such a small total of imports will be received here during the present year. It should also be remembered that 1898 was the year following the enactment of the Dingley law, and that there was a large movement of foreign goods hither in anticipation of that measure. This fact shows itself in the imports in 1898 in a number of ways. Thus, the imports of wool last year were smaller by \$40,400,000 than those for 1897, while in the last named year there was an increase of \$33,200,000 over the amount for 1896. Woolen goods also show a decrease last year from 1897, amounting to about \$25,000,000, and the greater part of this decrease must be attributed to anticipation of the Dingley law. The same influence worked on a smaller scale upon other classes of imports. But the Tariff law also decreased

imports last year by enlarging the output of American factories. Thus the falling off in the importations of tin plate by \$800,000 must be ascribed to this cause. This was a normal influence, such as will continue to act during the present year. In fact if the wants of the people of the United States should remain exactly the same, it would be but a question of time when, so far as manufactured articles are concerned, they would be met by the domestic supply.—Buffalo Express.

There is an opening in this country now for the manufacture of charcoal plate for tinning. It costs more to make this kind of tin plate, and the price it would command would necessitate careful management, but these are factors in every day business and do not apply more particularly to charcoal plate than to any other kind. The good quality of American Tin Plate, made from Bessemer iron, has enabled the makers of this material to secure a large and lucrative trade, and for all ordinary purposes there is no special demand for charcoal plate. But for some special purposes, where extraordinary toughness and durability is demanded, there appears to be room for it, and its manufacture would probably be profitable if undertaken where suitable iron can be had at a moderate cost. Some one of the southern states, Alabama, Tennessee, Virginia, North Carolina, or Kentucky could supply excellent brown ores, limestone and charcoal, and charcoal iron can be made in any one of these states at a less cost than elsewhere in the country. In the face of a declining production of charcoal iron, induced by the pressure of coke iron now used for purposes to which it was thought that charcoal iron was peculiarly suited, it is strange that some of the makers of charcoal iron do not turn their attention to other avenues of sale. There will be a certain demand for charcoal iron, of course, but unless some other demands are made upon it it is likely that it will become of less importance as time goes on. We suggest to the charcoal iron men the advisability of looking into this matter, especially such as have already established a high reputation for their product. To be able to advertise charcoal plate as made from iron long known for its excellent qualities would be half the battle.—American Manufacturer.

An industrial note whose significance is obvious is heard in the shape of an announcement from Philadelphia that the Baldwin Locomotive Works has just closed a contract for the building of eighty-one locomotives, the largest single order ever received by the company. The locomotives are for use on new railroads now under construction in China. The contract was under consideration about a year ago, but the breaking out of the war with Spain opened up such an element of doubt regarding safe delivery that the matter was dropped for the time. The negotiations were recently renewed, and have just been brought to a conclusion and the contract signed. Over \$800,000 is involved in the work, and the Baldwin Company will rapidly push the construction of the locomotives. Shipment to China will begin in the course of a few weeks. Locomotive building is one of the industries that has been brought to its present stage of unrivaled success in some measure through the American policy.

The Fond du Lac merchants are a good deal wiser than their brethren in many other cities. They have all signed an agreement to confine their advertising during the present year to the newspapers alone, and to taboo all other schemes by which they have been heavily levied on in the past. Newspaper advertising brings in by far the best and most profitable returns as experience has shown conclusively.

State Oil Inspector Smith's force collected fees enough during the past year to pay all expenses of the office and leave a profit of \$12,000, which has been turned over to the state treasurer.

The last lingering possibility of an extra session of congress dis-

appeared Wednesday when the house passed the senate Army Reorganization bill.

Congressman Sheldon has shown his strength in securing for Menominee a \$50,000 public building. This is what "Our Sam" labored so long for, but failed to get. Surely Carlos has endeared himself to the people of the saw-dust town.

The New York Journal has announced that George Dewey will not accept a nomination for the presidency. He has no desire to become a politician.

The government has decided to build two new revenue cutters for the great lakes. The cost is limited to \$330,000.



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Cor. Michigan Ave. and Shelby St.  
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SHERIFF'S SALE.—Notice is hereby given that by virtue of two writs of execution, one issued out of the Supreme Court of the State of Michigan, on a decree rendered by the Supreme Court on the fifth day of December, A. D. 1897, and one issued out of the Circuit Court for the County of Delta, in Chancery, on a decree rendered by the Circuit Court in chancery, on the 26th day of July, A. D. 1897, in a certain case in which said case pending, in which Charlotte J. Ludington, Emma A. Smith, Perry H. Smith, Jr., and Ernest T. Smith, executors of the last will and testament of George L. Dunlap, Sarah L. Selden, Miriam V. E. Selden, Gertrude W. Selden, Sarah V. E. Harvey, Emily Harvey, John K. Stack, John Dineen, John Semer, Frank P. Owen, Charles, Emil C. Wickert, Hiram A. Barr, William Daley, Charles J. Duns, Bridget Finnegan, Patrick Finnegan, Maggie Hoehner, James B. Moran, Frank H. Man Clave and David Adler, are complainants in said circuit court in chancery and Appellees in said supreme court, and The City of Escanaba, Roscoe D. Dix, Auditor General, and the Board of Supervisors of Delta County, are Defendants in said circuit court in chancery and Appellees in said supreme court, and against the goods and chattels and real estate of the said complainants and appellants herein before named, in said county, do directed and delivered, I did, on the fourth day of February, A. D. 1899, levy upon and take all the rights, claims and interests of John K. Stack, one of the said complainants and appellants, in and to the following described real estate, that is to say: All that certain piece or parcel of land situated in the city of Escanaba, County of Delta, State of Michigan, and described as follows, to-wit: The east half of lot eight (8) of block twenty-nine (29) of the original plat of the village, now city, of Escanaba, according to the recorded plat thereof. All of which I shall expose for sale at public auction of venue, to the highest bidder, at the front door of the court house in the city of Escanaba, in said county (City being the place for holding the circuit court for said county of Delta), on the twenty-eighth day of March, A. D. 1899, at 10 o'clock in the forenoon.

Dated, this fourth day of February, A. D. 1899.  
**T. B. WHITE,** Sheriff.  
Solicitor and Counsel for the Defendant, the City of Escanaba.

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