

RAILROADS.

WHO'S BEHIND IT?

The New Western Pacific's Real Backers Have Not Been Discov-ered Yet.

Goulds Thought to Be Interested—Articles Held Up Because of Name.

San Francisco, March 5.—The new Backwith Pass railroad which has acquired terminal facilities in South San Francisco and has incorporated as the Western Pacific Railway company has for its principal director Walter J. Barnett, lawyer and promoter. Among the other stockholders are the mining millionaire, James and John Broadwell, Henry E. Fortman, president of the Alaska Coal company; David F. Walker of Salt Lake and others. The route of the road is from San Francisco through Beckwith Pass in the Sierra Nevada to Salt Lake City, a distance of 110 miles with many branch lines. Who is behind the road is still a problem as Gould's, the Vanderburgh, James J. Hill and Moffatt of Denver have all been mentioned.

A report came from Sacramento last night that the articles of incorporation are held up in the secretary of state's office because the Southern Pacific company holds the right to the title as that of one of its allied roads, which has now been merged in the incorporation. The matter will be taken up to-day.

New York, March 5.—The incorporation of the Western Pacific is construed here as possibly another step in the reported Gould plans to complete a new trans-continent line. It was reported yesterday that the articles of incorporation were held up in the secretary of state's office because the Southern Pacific company holds the right to the title as that of one of its allied roads, which has now been merged in the incorporation. The matter will be taken up to-day.

A PASS PROBLEM

Western Managers Are Faced With One—Outcome of Elkins Bill.

Chicago, March 5.—Western railway managements are in quandary regarding what action to take with reference to annual passes which were issued and sent to shippers before the passage of the Elkins law. Thousands of such passes are outstanding, and although they were issued before the new statute went into effect, the general opinion is that their use is now illegal, and will subject both the railroad and the users to a fine for violation of the act. It is thought that the interstate commerce commission will not refrain from including these outstanding annual passes when they begin to investigate matters.

It was this peculiar phase of the situation which led to the calling of a general meeting of passenger companies of lines which are members of the Western, Transcontinental and Southwestern Passenger associations for to-day in Chicago. They are expected to agree among themselves to "clean house," and place matter in order for the inspection of the commission.

LOAD CARS MORE HEAVILY

Figures of Cars of Flour and Mill Feed Hauled in 1902.

The Northwestern Miller publishes figures of the flour and mill feed hauled by the railroads from Minnesota in 1901 and 1902. Although in 1902 1,818,000 bushels of flour were shipped, a gain of 100,000 bushels over 1901, the average weight of the number of bushels of flour and mill feed shipped

Rupture Cured Free

The Rice Method Is Unparalleled in the Annals of Medical Successes.

A Cheap Home Cure That Anyone Can Use Without Pain, Danger or Loss of Time from Work.

IS SENT FREE TO ALL

To the thousands upon thousands of ruptured people who have worn trusses all their lives and have become discouraged, the Rice method will

prove a godsend. Upon writing to Dr. W. S. Rice, 1718-1720 Main street, Adams, N. D., you will freely and gladly send you a trial of his method by mail, so you can test it in your own home. Do not be backward about writing. Remember, it costs you nothing to try this wonderful method.

Chief J. H. Alexander, of the Detroit, Mich. Fire department, 40 years of age and for seven years a sufferer from rupture in his worst form, after trying every truss on the market without relief, finally decided to undergo an operation, but was persuaded to postpone it until he had tried the Dr. Rice method with the result that he was quickly and permanently cured. He says: "I was so badly ruptured that I feared I would have to leave the department. In fact, I did not believe anything except a surgical operation would help me. No truss did in any permanent way, but Dr. Rice's method cured me and I am to-day as well as ever I was in all my life. Hundreds of my associates and comrades in the department know and can testify to my wonderful cure, and I am perfectly willing to tell my experience for the benefit of others." Mr. Alexander's address is No. 103-20th street, Detroit, Mich.

The thousands of testimonials received by Dr. Rice mean more than such expressions, usually get well. "He would probably recover anyway, but a rupture is a break of the muscles and there are no imaginative cures. The cure must be complete, and to the rice of the rice of such cures who can doubt that this wonderful Rice method will certainly and permanently cure even the worst ruptures."

President W. H. McNeill of the Monon, announces that S. F. Taylor, formerly purchasing agent, is made assistant to the president and general manager.

The Soo yesterday made its report of gross earnings for 1902 to the state railway and warehouse freight rate law and directing the attorney general to get such assistance as may be needed in the enforcement of the United States supreme court once passed on the law, declaring it unconstitutional. It makes rate reductions of from 20 to 25 per cent.

Pain from indigestion, dyspepsia, and too hearty eating, is relieved at once by taking one of Carter's Little Liver Pills immediately after dinner. Don't forget this.

In 1902 was \$300 less than in 1901. Of mill feed 20 less cars were shipped in 1902. This indicates that the millers loaded cars more heavily. Of the 100,485 cars hauled in 1902 the Milwaukee took the lead, carrying 16.65 per cent, while the Omaha was a close second with 16.10 per cent. Next came the Wisconsin Central with 13.70 per cent, a gain of nearly 4 per cent as compared with 1901. The Great Western and the Soo are close together, with 11.50 and 11.41 per cent respectively.

The Great Northern and the Northern Pacific, which do their business mainly during the season of lake navigation, got 8.72 and 8.85 per cent as their portions. Then came the Burlington and Northern and the Minneapolis & St. Louis, with 6.67 and 6.49 per cent respectively, a gain of nearly 2 per cent for each. The approximate losses in 1902 compared with 1901 were: Milwaukee, 3 per cent; Northern Pacific, 2.40 per cent; Great Western, 2 per cent; and the Soo, 2.60 per cent.

RAMSEY'S REPLY

Says He Is Not Hostile to Labor Organizations.

Joseph Ramsey, president of the Washburn railroad, issued an appeal to his men, following the federal injunction preventing interference with employees. He says the situation is a grave one for the employer, the men, the public, and to commercial interests generally. In reply to what he regards as misstatements by P. H. Morriss, grand master of the trainmen, he denies that he has boasted his contempt for labor organizations and says that in his thirty-three years of railroad connection he has never failed to meet any committee or railroad employees who wished to see him. It is implied that "bluffing and cajoling" charged up to him has been entirely on the part of the organization leaders.

W. A. SCOTT'S SUCCESSOR

Talk of Man for Place—Appointment May Be Delayed.

It is believed that no successor to the late W. A. Scott, general manager of the Omaha, will be appointed at present. The position was vacant more than a year before Mr. Scott was promoted from general superintendent. It is suggested that J. T. Clark, vice president and traffic manager, may be given executive power in addition to that which he holds, or that General Superintendent W. Trenholm may be promoted. Another man considered in this connection is G. R. Ridwell, general manager of the Elkhorn, just absorbed by the North-Western, who is acting as general manager of the new Nebraska & Wyoming division.

INTO N. W. TERRITORY

Merger Lines Will Cut Into It in Nebraska.

Lincoln, Neb., March 5.—The intended invasion by James J. Hill's railroad lines of rich territory enjoyed hitherto exclusively by the Western system, was unfolded to-day by a semi-official announcement that the Burlington and Great Northern systems would be connected by a new line of road. The projected extension will leave the Burlington at Ashland, midway between Lincoln and Omaha, and traverse a rich section of agricultural country in eastern Nebraska, crossing the line 100 miles northeast to Sioux City, crossing the Missouri river on the Great Northern bridge. Surveying parties have been laying lines for weeks, working in the severe cold, so anxious has Mr. Hill been to rush construction work, which will begin immediately after open weather in the spring. The traffic company which operates in conjunction with the Burlington is already in the field laying out station and village sites at intervals of eight miles along the new line.

HOMES IN OLD MEXICO

Railroad Colonization Excursion to Be Run in April.

Chicago, March 5.—The Chicago and North Western railroad land colonization department, which has been active in the West, is now extending its operations to the Mexican coast. The project is to build a line from Mexico City to a thirty-day limit. The object of the excursion is to exploit the possibilities of farming and fruit raising in Mexico, when undertaken by Americans under the community plan.

New Vessels for Allan Line.

Messrs. H. and A. Allan of Montreal, general agents of the Allan line, have received cable information from Glasgow that a contract has been signed for a new steamer to be delivered in March, 1903. The new vessel will be as large as the present depth of the water in the St. Lawrence will permit, with a sea speed of sixteen miles per hour. Her passenger accommodation will be of the highest class, combining all the features of the favorite steamers Turlinian and Bavarian, with several innovations of a more modern type. This will enable the steamer to offer the mails at Sydney in five days from Montreal, or at Rimouski in six days, or taking the entire run from Liverpool to Quebec the steamer will land her passengers exactly seven days after sailing.

A Big Shipload.

The large new twin screw passenger and mail steamer of the Allan line, the ship called the Liverpool, Feb. 25, with 1,305 passengers. This is believed to be the largest list of passengers that ever sailed from Montreal for Canada so early in the year. Anders Berne of Minneapolis, of the firm of Berne & Hogan, general northwestern agents for the Allan line, is returning on this steamer. Passengers destined to Minneapolis are expected in Minneapolis Tuesday morning, March 10.

What the L. & N. Will Do.

New York, March 5.—A definite statement showing how some \$15,000,000 of the authorized \$30,000,000 of new Louisville & Nashville 4 per cent collateral trust bonds are to be used has been made. Between \$12,000,000 and \$13,000,000 will be used to refund other issues and the balance will be applied toward the completion of certain branch lines that were contemplated long before the purchase of the Louisville & Nashville stock by the Atlantic Coast Line. F. Morgan & Co. will probably head the syndicate that will underwrite the bonds.

RAILROAD NOTES.

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THE NEW STORE

ORIENTAL RUGS

Remarkable sale of fine Oriental Rugs. The opportunity of the season. A selection from nearly 1,500 Rugs of every size and weave. 'Never before have we sold Rugs in such numbers—Our delivery wagons are filled with them. It would seem as though everybody was buying Rugs—People who bought during the first day's sale were back for another bargain yesterday. Read over the following lots on special sale—Prices good on Friday and Saturday.

- Kazaks, 75 fine small size Kazaks, values to \$10, \$5.98, \$4.98 and... \$3.98
Hamidans, splendid lot heavy solid Persian Hamidans, \$6 only
Kiz Kelims—150 fine Antiques for table covers, couch covers and draperies, values to \$40 each; \$18, \$15, \$12, \$9 \$7.50
Bokharas, rare antiques, more than 100 pieces—just the right sizes, silky as moleskins, \$20, \$15, \$12, \$10, \$7.50 and \$5
Shirvans, great lot, more than 150 rugs, extra choice \$7.50 pieces, \$18, \$15, \$10, \$7.50
Cashmeres—Unheard of prices; 25 fine Rugs, two lots, value to \$65.00 each. Special, \$25 at \$35 and
Khivas—25 fine Antique Rugs, values to \$85, prices for this sale, \$65, \$55, \$45, \$35, \$25
Iran Rugs—Great lot of fine antique Iran Rugs, sizes 4 1/2 to 7 1/2 feet wide, 8 to 17 feet long, values to \$300, at \$100, \$75, \$65, \$50 and... \$40
Silk Rugs—Anatolian Silk Rugs, ordinary value to \$125 \$59 each. Extra special.

Friday, Shoe Day

Spring Styles of the Famous "Queen Quality" Shoes for Women Now In.

- Wash Goods Woven Madras Cloth—Splendid 32-inch waist and dress fabrics, pretty new spring styles, values 15c and 20c a yard. Friday special 9c
Flannels Cream Domet Flannel—Soft and fleecy, worth 6c yd. Special (none to dealers), 3 1/2c
White Goods India Linens—Fine and sheer, well worth 15c per yard (quantity limited). Friday only, per yard 9c
Lace Insertions Some more English Torchon Insertions, all good patterns, that sell at 3c and 5c a yard, 1 to 2 inches wide; sale, yard 2c
Handkerchiefs Ladies' genuine Irish Linen Hemstitched Handkerchiefs, splendid for school use. Special per one-half dozen 25c
Corsets, Underwear, 100 dozen Corsets, Gowns, Skirts, Chemise, Drawers and Corset Covers, best materials, lace and embroidery trimmed, worth to \$1.00. Choice 49c and 39c
Children's Kid Shoes, sizes to 11, value \$1.50... 39c
Children's and Misses' Rubbers, at only... 19c
Misses' kid and calf Shoes, value to \$2.00... 98c
Boys' good Shoes; in many styles, at... 79c
Men's good Shoes. Many styles, choice... 98c
Women's kid Shoes. Many styles, choice... 98c
Ladies' Queen Pique, silk lined, suede, Mocha and some other makes of good \$1 and \$1.25 gloves, all bucked in one big bargain lot; good assortment of colors and sizes, some of them slightly soiled from display. Sale, pair... 79c
Wrist Bags—Seal, Walrus and Morocco Bags. All colors, inside frame or pocket, leather and silk lined; oxidized or nickel mounts. Worth 48c 98c, Friday
Leather Goods

EVANS, MUNZER, PICKERING & CO.

Allcock's Porous Plasters. Are a universal remedy for Pains in the Back (so frequent in the case of women). They give instantaneous relief. Wherever there is a pain apply a Plaster. DIRECTIONS FOR USE. For pains in the region of the kidneys, or for a Weak Back, the plaster should be applied as shown above. For Rheumatism or Pains in the Shoulders, Elbows or Brachialgia for Weak Lungs and for painful and sensitive parts of the abdomen, apply as indicated. For Sore Throat, Coughs, Inflammation of the Throat, Lungs and for painful and sensitive parts of the abdomen, apply as indicated.

MEN'S DISEASES. VARIOUSLY CURED. State Electro-Medical Institute. 301 Hennepin, Corner Third St., Minneapolis, Minn. Office Hours—8 a. m. to 3 p. m. Sundays, 10 to 1 Only.

NORTH COAST LIMITED. NORTH-WESTERN LINE. CHICAGO GREAT WESTERN RY. TICKET OFFICE 19 NICOLLET BLDG. Telephone Main 262.

Chicago, Milwaukee & St. Paul Railway. MINNEAPOLIS & Wash. and Hen. Avs ST. LOUIS R. R. R. I believe I was born with headache. I have had headaches often ever since I can remember. My mother ordered me to begin the use of Ripans Tablets.

A Solid Pullman Train

Double Drawing Room and Observation Library Sleeping Cars to St. Augustine, Tampa and Thomsville, Ga. Dining cars for all meals. This is the new

Chicago & Florida Limited

via the Chicago & Eastern Illinois Railroad.

Leaving Chicago at 1:00 p. m. daily, you reach the Land of Easter the next afternoon—only thirty hours en route to a climate most delightful.

This train runs on a fast schedule via Nashville and Atlanta. Makes no local stops. It is as comfortable and luxurious as any modern traveler can desire.

CHICAGO & EASTERN ILLINOIS R. R. Call on home ticket agent or address W. H. RICHARDSON, Gen. Pass. Agent, C. & E. I. R. R., Chicago

THE KEYNOTE OF Blatz Beer SUCCESS IS ITS INDIVIDUALITY. UNIFORMITY PREVAILS IN EVERY FEATURE OF THE BREWING. UNEQUALED IN PURITY AND GODNESS. ALWAYS THE SAME GOOD OLD Blatz.

Curse of White Ribbon Remedy. CURED BY WHITE RIBBON REMEDY. Write to Mrs. Moore, press superintendent of Woman's Christian Temperance Union, 215 Tremont St., Boston, Mass.

Cheap Trips Southwest. One fare, plus \$3, round trip, first class, Chicago and Kansas City to Arizona, Colorado, New Mexico, Arizona, Oklahoma and Texas. Greatly reduced rates one way second class.

STORAGE. Household goods a specialty. Unusually low and lowest rates. Packing by experienced men. Boylston Transfer & Storage Co., 46 So. 3d St. Telephone Main 666—both exchanges.