

RAILROADS.

R. I. 'FRISCO DEAL

Formal Announcement of Its Completion Expected to Be Made

March 16.

It Will Include an Interchange of Directors With the Atchison.

New York, March 11.—When the assertion was first made, unofficially, of course, that the Rock Island had purchased control of Frisco, it was also said that the Atchison was a party in a general scheme involving an offensive and defensive alliance with the greater Rock Island. Coming down to details it was said that an interchange of directors between the Rock Island and the Atchison would be effected on or before March 16. That is less than a week away and those who first authorized these statements say that only the unexpected can prevent the accomplishment of the above plans, on time.

It is evident that the formal announcement of the Rock Island-Frisco deal has been delayed. A prominent officer of one of the roads in the deal said last week that it would be made public before Monday. Whether or not the suggested alliance with the Atchison will be a part of the official announcement cannot be asserted positively, but many believe that the date, March 16, was intended as an ultimate date, before which both matters would be cleared up. A great mass of details has been cleared up and it may be said that President Leeds' recent trip to the city was anything but a holiday. It is even said that in perfecting certain details, preparing certain papers and settling matters, work was continued one day last week into the early morning hours. When every detail down to the very smallest, has been cleared up, the official announcement will be forthcoming.

TRENHOLM ADVANCED

He Succeeds to Place of the Late W. A. Scott.

Arthur W. Trenholm, general superintendent of the Omaha, has been made general manager to succeed the late Walter A. Scott. Wallace C. Winter, general superintendent of the Wisconsin division has been appointed general superintendent to succeed Mr. Trenholm. Mr. Winter will be succeeded by Mr. Benjamin of the northern division. The jurisdiction of the second vice president, James I. Clark, is extended over the operating and construction departments of the general superintendent. Mr. Trenholm has been with the Omaha twenty-three years. He began as clerk in the auditor's department, in succession he became traveling auditor, local agent at St. Paul, superintendent of freight terminals at St. Paul, superintendent of the northern division at West Superior, superintendent of the Sioux City division at Omaha, assistant general superintendent and general superintendent. Wallace C. Winter is son of E. W. Winter, president of the Brooklyn Rapid Transit company and formerly president of the Northern Pacific. He has been traveling auditor of the Omaha, assistant claim agent, chief clerk of the general superintendent, superintendent of the Minnesota and Iowa division, superintendent of the northern division and superintendent of the Wisconsin division.

PASS ARGUMENT DEAD

Contracting Freight Men's Limitations Under Elkins Law.

"Elkins law" has induced a sort of paralysis among contracting men, and it is said that the affliction has reached even as high as the "G. F. A." on some of the roads. The negro has become ardent and it is dreamed of, talked of in the offices, and every shipper asks to have the law explained, until freight men on the verge of collapse.

It is evident that in Minneapolis the law is to be strictly observed. A contracting agent said this morning: "I don't believe any of us boys will be interested in the law. They know what it means." It is true that all of the roads are placed on the same basis, and that the solicitation of freight business is now somewhat like the search for life insurance business—a battle of wits and the giving of transportation to business shippers in past. Jobbers say things when refused passes to Chicago, but they run against the same proposition at all of the offices, whether that of a long haul line or a strong line, and are expected to become reconciled to the situation soon.

ELECTRIC LINE SURVEYS

Engineers Consult at Winona With Regard to Line.

Special to The Journal. Winona, Minn., March 11.—Engineer George Bradish of La Crosse was in Winona this week in consultation with the Winona persons who are interested in the proposed construction of an electric line of railway in a southeasterly direction from this city to Rushford or some point on the line of the Southern Minnesota road. Preliminary surveys of a several

A NEW LINE TO THE SOUTHWEST

The Burlington Extension From Ashland, Neb., to Sioux City Will Give Minneapolis Direct Connection With the Corn and Cattle Country and a New Outlet to Denver.

Officials of the Great Northern assert that the building of a cut-off from the Burlington at Ashland, Neb., to Sioux City on the Great Northern is purely a Burlington deal. They intimate that the Great Northern has no particular interest in the project, yet it is probable that business men of the twin cities have a decided interest in the extension which will give Minneapolis and St. Paul jobbers a more direct outlet into the populous and prosperous part of central and southeastern Nebraska and which will naturally return afford a northern market for corn and beef, the products of Nebraska.

The map shows a cut-off only 100 miles long, but it couples two lines whose affinity is well known. Minneapolis will be the new direct line to Omaha and Denver by way of the Great Northern to Sioux City and the Burlington to Ashland, which is on the main Burlington line from Omaha to the west, southwest and northwest. Indeed it is not impossible to believe that a new southwestern trunk line may be established by this new bond of relationship between the two merger lines.

A glance at the map shows the elaborate network of the Burlington system in the course grain and cattle raising territory of Nebraska all through the middle half of the state south to the northern line of Kansas. Nearly every 100 square miles

MAP SHOWING THE PROPOSED BURLINGTON EXTENSION AND ITS RELATION TO THE REST OF THE SYSTEM AND TO GREAT NORTHERN.

routes were made last fall, and it is now proposed to go over the best of these again and see if they cannot be improved by the reduction of curves and grades. Possibly one or more new lines may be run. The right of way men now out are finding their work difficult on account of the spring break-up, which makes traveling in the country very hard.

STATION AND TRACKAGE

Red Wing Councilmen and Railway Officials Confer in Chicago.

Red Wing, Minn., March 11.—Committee agents of the city council, accompanied by their attorneys and leading citizens, have just returned from Chicago, where they conferred with the president and other officials of the Milwaukee railway with regard to the new station and important track improvements in this city. The delegation visited in Chicago by invitation of the railroad officials who showed a disposition to meet the demands of the city as far as possible, and will submit a written proposition in a few days.

SAY IT IS SPURIOUS

Milwaukee and North-Western Roads So Characterize a Circular.

A circular which both the Milwaukee and the North-Western roads pronounce spurious has been put in circulation in Wisconsin evidently to prejudice both the public and the members of the legislature against the two roads. The circular reads: "The Milwaukee and North-Western roads are endeavoring to reduce the earning capacity of the Milwaukee and North-Western roads. If these bills become a law a reduction in wages and forces will become necessary. We therefore urge you to use your influence to the best of your own judgment in preventing the passage of these bills, namely, the primary election and valorem taxation and other reform measures."

An Alton-Burlington Plan.

The Alton and the Burlington are considering the joint use of portions of track between Chicago and Kansas City. It is proposed that the Burlington build between Alton and Mexico, Mo., and then use the Alton tracks to Kansas City. In return the Alton will use the new line and the Burlington a track between Alton and St. Louis on the east side of the Mississippi. The Burlington will thus gain an important entrance to Kansas City from St. Louis and the Alton will have a line between St. Louis and Kansas City forty miles shorter than the present one.

Passengers Long Delayed.

Passengers on the Oscar II, which left Scandinavian ports last month are expected to arrive in New York March 19. They have been sojourning about a fortnight in the Azores at the expense of the company. When Oscar II will take up its regular run again has not been announced.

RAILROAD NOTES.

A. H. Mason, assistant city ticket agent of the Milwaukee in St. Paul, has returned after a stay in Colorado on account of his health. He resumed work to-day.

Thomas Miles, commercial freight agent of Baltimore, Md., in Minneapolis, has issued notice to local shippers that traffic lined to all points has been resumed by the Baltimore & Ohio.

The Lake Shore & Michigan Southern railroad has voluntarily increased the pay of 1,200 shop and cordwainer men on the Chicago Southern division. In Elkhart, Ind., 900 men are affected by the increase, which went into effect March 1, but did not become known until Monday. In making the increase, individual merit was considered.

At the annual meeting of the stockholders of the Missouri Pacific, in St. Louis yesterday, the following directors were elected: George Gould, Russell Sage, Edwin Gould, James H. Hyde, D. Rockefeller, Jr., Frank Gould, Howard Gould, Samuel Sloan, R. Pardee Treatise, Fred T. Gates, C. G. Warner, Russell T. Harding and W. E. Ricker.

The interstate commerce commission has ordered a further hearing in the southern merger case at New York, March 22. This is the case brought by the Kentucky railroad commission against the Atlantic Coast Line, the Southern Railway, the Louisville & Nashville, the Cincinnati Southern, the Cincinnati, New Orleans & Texas Pacific, the Indianapolis & Louisville Railroad companies.

February receipts of the state oil inspection department were \$2,842.00, the salaries of the chief clerk, deputy clerk and all other expenses, amounted to \$2,328.58, leaving a surplus in the fund of \$513.42. The increase in fees over the same month last year was \$175.25.

Egg Shells Wonderfully Strong. Most people are aware of the power of egg shells to resist external pressure on the ends, but not many appreciate their real strength. In a recent test ordinary hen's eggs stood a pressure of between 400 and 675 pounds to the square inch before breaking. When this pressure was applied from within it only took about 32 pounds to break the shell, which averages in thickness 13-16000 inch. The strength that nature intended men and women to have comes with drinking golden grain beverage brewed. Every woman should keep this delightful tonic on hand.

The well-known strengthening properties of iron, combined with other tonics and a most perfect nerve, are found in Carter's Iron Pills, which strengthen the nerves and body, and improve the blood and complexion.

is tapped by extensions of this system. With proper rate inducements the corn and other coarse grains may be diverted to the twin city market, thus increasing the importance of Minneapolis as a coarse grain purchasing and milling center. In turn the jobbers and manufacturing concerns of the two cities by rapid and direct service to this new country will get a large share of the trade which now goes to Chicago.

From a railroad standpoint, the new line will give the merger systems an enormous traffic up and down the Mississippi and Missouri valleys at good grades and it will combine two systems originally intended to compete, but which now have common ends in view.



WATER MAIN CHANGES

City Engineer's Recommendations Looking to the Future Growth of the City.

The city engineer yesterday outlined before the council waterworks committee his plan for a rearrangement of the distributed water mains of the city. He considers the future growth of the city in a plan to solve the problem of an adequate supply and pressure for the Lowry Hill district, which has always taxed the resources of the department. To relieve the highlands, the city engineer proposes that a main be laid along Penn avenue N., through the Bryn Mawr district to the hill, thus avoiding the steep ascent. The hill district could also be reached by a main in Twenty-second street to connect with the Third avenue S. main, but the engineer favors the north route.

To better conditions on the East Side the engineer would replace the twelve-inch main on Central avenue from the city limits to Twenty-seventh avenue NK with a thirty-inch main. He recommended the laying of twenty-four inch mains on the East Side as follows: Eighth street SE, from Third to Sixteenth avenues; sixteenth avenue SE, from Fifth to Eighth streets; Fifth street SE, from Sixteenth to Eighteenth avenues; Eighteenth avenue SE, from Fifth to Third streets; Third street SE, from Eighteenth to Oak street. The cost of the East Side work is estimated at \$121,000. The cost of West Side improvements will aggregate \$52,000. The committee will recommend next Friday evening that bids for material be advertised.

The committee has \$200,000 available for the prospective improvements.

REAL ESTATE TRANSFERS.

Joseph G. Larson and wife to Frank H. Johnson et al; in section 15, township 118, range 24, \$2,225. G. W. Olney and wife to Small G. Kottke; in section 11, township 119, range 24, \$1,500. Benjamin Drake and wife to Louis G. Larson; in section 15, township 118, range 24, \$1,200. Elliot company to East Side Water Works Ltd. man et al; lot 19, block 7, J. S. & W. Elliott's addition, \$1,400. Walter M. Carroll (assignee) to Frank L. Gilbert; lot 3, block 3, Corson's addition, etc., \$1,200. Joseph Fernald and wife to Clarence Ingersoll; in section 18, township 118, range 23, \$400. Louis Larson and wife to Jacob V. Haeg; in section 25, township 119, range 24, \$1,200. Letitia A. G. Kerr to Alexander W. Mann; lot 3, block 2, Morse & Saal's addition, \$775. Lyman W. Deaton and wife to Marguerite A. Russell; lots 1 to 7 and 7 1/2 to 14, block 4, Brennan's addition, \$2,000. Emma H. Dickinson and husband to Robert A. Miles, et al; and wife; part of lot 15, Snell's addition, \$2,000. Louis Larson and wife to Peter Steg; in section 25, township 119, range 24, \$1,200. Mary Ann Walt to John Strom; part of lots 3 and 4, block 17, Torrance, Toussley & McNavis' subdivision, \$1,100. Vermont Episcopal Institute to Swedish Evangelical Lutheran Church; lot 28, block 2, Fair Ground addition, \$200. Clement C. Chase and wife to Helou M. Veness et al; lots 9, 9 and 10, block 4, Stran's second addition, \$200. Maria Teubner to Edward Walsh; lot 13, Elwell's addition, \$200. Andrew Mastie and wife to Joseph Zeleznak; lot 20, block 2, Leonard's addition, \$1,125. Five minor deeds, \$5. Total, \$16,830.

BUILDING PERMITS.

Jennie McHone, 1064 Fifteenth avenue SE, dwelling, \$1,200. Andrew Dablin, 5124 Columbus avenue, dwelling, \$2,000. Fourteen minor permits, \$2,600. Total, \$3,800.

MARRIAGE LICENSES.

Herman Kottke and Lona Klatt. Ole P. Romney and Judith Larson. Carson Dolan and Lora E. Burns. Frank M. Smith and Mary Krause. Frank B. Anderson and Gertrude Hougalo.

BIRTHS.

Thill, Mr. and Mrs. David, 2520 Fourteenth avenue S. girl. Kutchall, Mr. and Mrs. Benjamin, 428 Seventh street S. boy. Drew, Mr. and Mrs. Louis, 46 Central avenue, girl. Connors, Mr. and Mrs. Edward, 901 University avenue NE, boy. Fimbo, Mr. and Mrs. Edith, 2319 Twenty-fifth avenue S. boy. Berg, Mr. and Mrs. Corneilus, 457 Adams street NE, girl. Glinzburg, Mr. and Mrs. Martin, 717 Ninth avenue S. boy. Swanson, Mr. and Mrs. Charles, 808 Marshall street NE, girl. Anderson, Mr. and Mrs. Peter, 810 Fifteenth avenue SE, boy. Farnsworth, Mr. and Mrs. Edell, 3225 Henthaupt avenue, boy.

DEATHS.

Gerber, Elea, 1721 Sixth street N. Fox, Mrs. Ellen, St. Mary's hospital. Brunen, Hattie Bell, 919 Third avenue NE. Collins, Mrs. Cella, 408 Second street NE. Newman, A. M., Soliman's Home. Green, William, city hospital. Fitzgerald, Daniel E., 1522 Winter street NE. Larson, Catherine, 208 1/2 Lake street. Miesner, Margaret, St. Mary's hospital. Patten, David Eugene, 2759 Washington avenue N. Incipient Sore Throats. Vanish, if you dissolve an Orangeine powder on the tongue, and swallow slowly.

There is no one article in the line of medicines that gives so large a return for the money as a good porous strengthening plaster, such as Carter's Smart Weed and Belladonna Backache Plasters.

Advertisement for Dr. Williams' Pink Pills for Pale People. Text: 'If you could buy back your lost health on the INSTALLMENT PLAN --- say 50 cents a week for a limited number of weeks until cured --- Would you do it? Here is a plan worth trying.'

Taking into account their power to cure, DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE are the most economical medicine, without exception. These pills have effected cures in cases of Partial Paralysis, Locomotor Ataxia, Rheumatism, Anemia and other serious diseases of the Blood and Nerves. They have cured in hundreds of cases where ordinary medicines had been tried and failed. They have restored to helpless invalids the full use of limbs that had long been powerless. That it has done this is the best guarantee that the remedy will not disappoint when used for simpler ailments. Taking one pill after each meal (as required for minor troubles) a fifty-cent box of the pills affords nearly two weeks' treatment. For chronic diseases, in which the maximum dose is reached, the cost of treatment does not usually exceed an average of fifty cents per week. Is this not worth a trial?

The following statements are made by people who have been cured and whose sole inducement to allow their names to be printed is the hope of commending this means of recovery to those who still suffer. They are not famous people but they are honest people who have bought Dr. Williams' Pink Pills, have been cured by them and are grateful to them. You may rely upon these endorsements as thoroughly as upon the recommendations of your friends and neighbors:

Locomotor Ataxia Cured. Mr. J. T. Elliott of No. 5818 Parker street, Pittsburg, Pa., was cured of locomotor ataxia by Dr. Williams' Pink Pills. He says: "The trouble began with a severe pain in the legs and the physician at that time said it was muscular rheumatism. He gave me medicine which I took for some time without seeing any improvement. The pain continued and my strength kept ebbing away. Finally I was compelled to give up work. "A different physician this time said I had locomotor ataxia, but I only grew worse under his treatment. I began to have attacks of vomiting, one of which lasted for sixteen days. I grew thin as a skeleton and very weak. Finally I had a consultation of three Pittsburg physicians and they pronounced me incurable. The pain in my body and legs continued to increase and became so severe that I had to take morphine sometimes to get a little relief. I became just about helpless, with no control of my legs. "During the Christmas holidays in 1900 a friend sent me a clipping from a newspaper telling of a remarkable cure of locomotor ataxia by Dr. Williams' Pink Pills for Pale People. So I began taking them. I followed directions carefully and soon began to improve. It was gradual but sure, and now I am like another man. I can go around and took a three weeks' trip to the little village without experiencing any bad results. I have not had a pain or a vomiting spell since I began taking Dr. Williams' Pink Pills."

Chronic Indigestion. Mr. Arthur McLaughlin of No. 2728 North Lincoln street, Chicago, Ill., says: "For a long time I was troubled with severe pains in the stomach—a case of chronic indigestion. I would feel a craving for food, but when I ate I experienced these wretched pains which nearly drove me distracted. My kidneys also became affected. I tried several different stomach medicines and for a while they seemed to help me. Then the same old pains would come back. "One day a friend advised me to try Dr. Williams' Pink Pills for Pale People. I did so. Before I finished a box the pains were less frequent and less severe, and by the time I had finished three boxes the pains were a thing of the past. Now I eat anything and enjoy it and I feel like a new man."

Neuralgia Cured. Mrs. J. B. Whitteley of Turin, N. Y., says: "In the winter of 1900 I began to suffer with neuralgia. I tried three different physicians, but they did not help me. In fact, I grew worse. I suffered untold tortures with the pain in my face and I don't know what I should have done if I had not acted on the advice of a friend and taken Dr. Williams' Pink Pills. In three days after beginning with them the pain began to grow less and after taking three boxes the neuralgia had entirely disappeared. Since then I have not had even a touch of the pain. I have recommended Dr. Williams' Pink Pills for Pale People to everyone I have seen who suffered with neuralgia."

IF YOU ARE SICK and your doctor cannot cure you, or if you have some ailment, small or great, that gives you trouble—write. We have an organization that enables us to show you whether troubles like your own have been cured by Dr. Williams' Pink Pills or not. In either case we shall answer your letter honestly and with perfect frankness—we will not, in fact, sell the pills to people whom we do not think they will cure. Address: Dr. Williams' Medicine Company, Schenectady, N. Y.



The Tonic to take at this time of year when the blood is sluggish and impoverished.

Advertisement for Gold Seal Champagne. Text: 'GOLD SEAL CHAMPAGNE America's Most Popular. "SPECIAL DRY." "BRUT." 50% INCREASE in the sale of Gold Seal for 1902. Gold Seal is sold all over the world. Its popularity is proof of its quality, bouquet and flavor. Why pay twice as much for foreign labels? "GOLD SEAL" is sold everywhere and served at all leading clubs and cafes. URBANA WINE CO., URBANA, N. Y., SOLE MAKER.'

Advertisement for Swift's Soap. Text: 'Laundry Lesson Number Seven, Clothes as white as snow that's driven Swift's Soap. saves a lot of needless wash-day worry. It cleans and softens, without in any way injuring the fabric. Swift & Company, Chicago. Kansas City, Omaha, St. Joseph, St. Paul, Ft. Worth.'

Advertisement for Monarch Mines Co., Limited. Text: 'MONARCH MINES CO., Limited, Owns 44 Claims Over 800 Acres. IN THE HEART OF THE Gold Fields of Eastern Oregon. Covering two miles of the famous Mother Lode of Rock Creek District. Title Perfect. No Indebtedness. Limited amount treasury stock offered at a bargain for development. Write Edwin Glanz, Fiscal Agent, 920 Guaranty Building, for prospectus, etc.'