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Prepared by

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St. Louis U. S. A.



Railroads

ILLINOIS CENTRAL GOES TO HARRIMAN

IMPORTANT RAILROAD HISTORY
SOON TO BE MADE.

Deeds of Construction, Extension and Management to Be Undertaken That Will Rival Hill's Purchase of Burlington—Mighty Battle On for Southwest Business.

Special to The Journal.

New York, April 18.—Facts have come to light that point indubitably to the conclusion that in October, 1906, E. H. Harriman will take the control of the Illinois Central out of the hands of Stuyvesant Fish.

This is by far the most important fact in the railway world at the present time. The truth about it has been carefully concealed by the Harriman interests, because it is recognized that at this time such an acquisition would be the most unpopular move that could be made. But in the meantime the practical the not the actual control of the Illinois Central has been picked up in the London and Wall street markets.

Facts Are Startling.
The Wall Street Journal has recently published a series of articles concerning this matter. The articles have attracted much attention on account of the intimate tone adopted by the writer. Facts starting in their essence have been written thru these articles in the most intimate and off-hand way. For instance, a simple sentence near the end of a long paragraph contained the information, since corroborated only with the greatest diff-

culty, that Speyer & Co. have sold their one-third interest in the Railroad Securities company to Kuhn, Loeb & Co. The story, as told by this writer, is a bigger story than the acquisition of the Burlington by the Hill roads in 1901. The Harriman bankers have bought in the open markets of the world in the last two years over \$25,000,000 out of \$95,000,000 Illinois Central stock. The control of the Railroad Securities company gives them about \$12,000,000 more, making about \$37,000,000 in their hands.

Harriman in Saddle.
This is not actual control. It is, however, so big a block of stock that not even the immense confidence of Stuyvesant Fish can be counted upon to stem the tide. It is now practically recognized by the owners of other railroad properties in the southwest that a Harriman control of the Illinois Central may be expected to be announced at the annual meeting next October. Harriman wants the control of the Illinois Central railroad for two reasons. The first is that, by the expenditure of about \$20,000,000, it could be made the most feasible line from Omaha to Chicago. The second, and most important, is that it can become a greater weapon of conquest for Harriman in the next five years than the Union Pacific has been in the last eight years.

Company Will Expand.
It is intended that the Illinois Central shall expand. It is also intended that it shall become a holding company. Its expansion will be west of the Mississippi. Possibly it will make a cutoff between Galveston and St. Louis, it might even create a new short route from St. Louis to Kansas City. With the credit of the Illinois Central anything can be accomplished.

Primarily it will strike the Missouri Pacific and the Rock Island squarely and strongly. At the present time all its neighbors are at peace with the Illinois Central. There is keen rivalry, but not destructive competition of any kind. The Illinois Central has kept its place on the eastern bank of the valley and kept it strongly. It has not reached out to tap the preserves of the lines on the other side.

Blow at Gould.
George Gould has projected and will build the Western Pacific in direct rivalry to the Central Pacific. Last

week the Rock Island announced that it will go into Galveston and from Galveston into New Orleans, right alongside the Southern Pacific lines. The Southern Pacific cannot fight back. It is not strong enough. The Illinois Central in the hands of Harriman could not only meet and block the ambitious plans of the Rock Island along the gulf by paralleling the Frisco main line from St. Louis southwest, but could also strike directly at the Missouri Pacific, the heart and center of the Gould power.

Trains Are Restored.
St. Louis Road Sees Enough Coal to "Keep 'er Hot."

The St. Louis road expects to restore trains No. 15 and 16, between the twin cities and Madison and Estherville, on Monday. The trains were abandoned because of the gloomy coal outlook. The outlook is so bright, according to the company's circular, that the service will be renewed.

STEEL IS SCARCE
Railroad Work Hampered by Slow Delivery of Rails.

Rails for 1907 delivery will be ordered at once by the railroads, owing to the difficulty this year of getting 1906 deliveries. The trouble is said to be because the rail manufacturers cannot get steel. The demand for steel in construction is so strong that the mills cannot keep up with orders. Rails ordered now can hardly be delivered before the end of the year.

CONTRACTORS ARE BUSY
New St. Louis Line Being Pushed at Aberdeen.

Aberdeen, S. D., April 18.—Construction work on the new Minneapolis & St. L. line has commenced and about 400 teams are at work on the grade under the various contractors. The work between this city and the Jim river is being rapidly pushed and that to the northwest has been started and will go forward as rapidly as possible. With good weather it is expected that track-laying will begin early next month.

Homeseeker Travel Heavy.
The homeseeker business from the twin cities was as heavy today as any previous week. The morning trains carried extra equipment. The evening train on the Great Northern road will be run in two sections. The fine weather had a boosting effect on the reduced rate travel today and tomorrow's trains will be filled with homeseekers from Iowa, Illinois, Indiana and the middle states.

RAILROAD NOTES.
The Great Northern-Burlington connection of 103 miles between Sioux City and Ashland, Neb., is expected to be ready for traffic by the 1st of May. This connection will give the Great Northern a good entrance into Omaha. The Illinois Central's new line between Hopkinton, Ky., and Nashville, Tenn., has been put in good condition and will be featured as a scenic line. The Illinois Central acquired the property last summer from the Tennessee Central.

A hearing will be given the shippers of the state on the rate question April 25 by the state railroad commission. Notices will be sent to commercial bodies at distributing points. At a final hearing to follow the commission will examine the roads on the evidence submitted. In walking a mile a man averages 2,363 steps, but when he rides a bicycle of average gear he covers a mile with an equivalent of only 67 steps.

LEWIS W. CAMPBELL, President.

LEWIS W. CAMPBELL CO.

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THE AMERICAN FIRE INSURANCE COMPANY

—Principal office, 308 Walnut street, Philadelphia, Pa. (Organized in 1810.) Clarence E. Foster, President. Walter B. Allen, Secretary. Attorney to accept service in Minnesota: Insurance Commissioner. Cash capital, \$300,000.

INCOME IN 1905.
Premiums other than perpetuals..... \$1,709,036.37
Premiums on perpetual risks..... 27,078.41
Interest on investments..... 113,998.41
Profit on ledger assets over book values..... 2,024.74
From all other sources..... 4,288.16
Total income..... \$1,817,094.09

DISBURSEMENTS IN 1905.
Amount paid for losses..... \$939,806.05
Dividends and interest..... 30,000.00
Commissions and brokerage..... 408,453.93
Salaries and fees of officers, agents and employees..... 70,920.16
Taxes, fees and rents..... 11,262.16
Loss on ledger assets, marked off..... 42,014.70
All other disbursements..... 179,322.08
Total disbursements..... \$1,736,820.08
Excess of income over disbursements..... 180,175.01

ASSETS DEC. 31, 1905.
Value of real estate owned..... \$253,800.00
Mortgage loans..... 649,275.55
Bonds and stocks owned..... None
Collateral loans..... 1,051,115.00
Cash in office and in bank..... 136,498.70
Accrued interest and rents..... 10,867.87
Premiums in course of collection..... 289,036.86
All other admitted assets..... 10,227.00
Total admitted assets..... \$2,071,731.08
Assets not admitted, \$44,478.45

EUGENE G. JOHNSON, Sec'y and Treas.

PILLSBURY BLDG

LIABILITIES DEC. 31, 1905.

Unpaid losses and claims..... \$193,945.08
Reinsurance reserve..... 1,436,030.49
Reclaimable on perpetual policies..... 571,329.47
Reserve and liabilities in special department..... None
Salaries, expenses, dividends and interest due..... None
Commission and brokerage..... None
Reserve for contingencies..... 30,000.00
Capital stock paid up..... 500,000.00
Total liabilities, including capital..... \$2,705,115.04
Net surplus..... 209,616.04
RISKS AND PREMIUMS, 1905.
Fire risks written during the year..... \$3,897,142.00
Fire premiums received..... 49,565.00
Fire losses paid..... 33,614.00
Fire losses incurred..... 23,370.00
Net amount in force at end of the year..... 228,582,272.00

STATE OF MINNESOTA.
Department of Insurance.
Whereas, the American Fire Insurance company, a corporation organized under the laws of Pennsylvania, has fully complied with the provisions of the laws of this state, relative to the admission and authorization of insurance companies of its class.

Now, therefore, I, the undersigned, Insurance Commissioner, do hereby empower and authorize the said above named company to transact its appropriate business of fire insurance in the state of Minnesota, according to the laws thereof, until the thirty-first day of January, A. D. 1907, unless said authority be revoked or otherwise legally terminated prior thereto. In testimony whereof, I have hereunto set my hand and affixed my official seal at St. Paul, this 31st day of January, A. D. 1906. THOMAS D. O'BRIEN, Insurance Commissioner.

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CARTER'S LITTLE LIVER PILLS
Absolutely Cure BILIOUSNESS, SICK HEADACHE, TORPID LIVER, FURRED TONGUE, INDIGESTION, CONSTIPATION, DIZZINESS, SALLOW SKIN.
They TOUCH the LIVER
Genuine Wrapper Printed on RED PAPER BLACK LETTERS. Look for the Signature *Brent Wood*

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and frankly, in strictest confidence, telling all your troubles, and stating your age. We will send you FREE ADVICE, in plain sealed envelope, and a valuable book on "Home Treatment for Women." Address: Ladies' Advisory Department, The Chattanooga Medicine Co., Chattanooga, Tenn. G 70

I Was Very Sick

writes Mary Bagguley, of 117 Peach St., Syracuse, N. Y., "with ailments due to the turn of life, and my sister has always suffered periodically with a pain in her side ever since she was a girl of 15, and now she is 39, but since she has taken Wine of Cardui she has not been troubled with that pain, and is gaining strength nicely.

WINE OF CARDUI

Woman's Relief

has made a new woman of my sister and of me too. I am a strong woman now. I feel that I want every sick woman to try it. It has been a God-send to us." Cardui is a specific remedy for women's diseases. It prevents unnecessary pain, regulates fitful functions, puts new blood into the circulation—new roses into the cheeks—new life into the weary frame. It is for all sick women, young, middle-aged, or old.

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