

RATES BEING CUT.

Minnesota & Northwestern Said to be Allowing Shippers Low Rates on Flour East.

The Business Being Shipped Over the Central Iowa via Peoria, Skipping Chicago.

A Meeting to Regulate the Issuing of Passes for 1886 to be Held Tuesday.

Preliminary Survey of the St. Paul's Kansas City Line About Completed.—Notes.

Cutting Flour Rates.

Rumors were current in railroad circles yesterday that four was being carried to Chicago from Minneapolis for 15 cents per 100 pounds, a cut of 2 1/2 cents from the rates of the Northwestern Traffic association. This cut is said to have been going on for the past week, and an agent of a certain line is said to have made a visit to each of the mills and invited them to slip over the road to be represented at the fifteen-and-one-half-cent rate. Agents of the various traffic lines were interviewed, but each said that rates were strictly maintained by their lines. One official said, however, that he had heard of the advance for the past four or five days. He said a certain shipper had asked him to make a certain rate, but he refused, whereupon the shipper said he was offered that rate by another line. This official said he heard it was the Minnesota & Northwestern, but he was not certain, and he was not certain whether it was or not.

Later in the day it was reported that the Minnesota & Northwestern was making the cut, and this is the reason of the reopening of the mills at Minneapolis. It is said that the Minnesota & Northwestern and Central Iowa lines are making the cut, and that the business is not sent to Chicago, but to New York by another route, which is only 104 miles longer than the shortest route now existing between St. Paul and New York. By the new route the haul from Minneapolis to New York is 70 cents, or a rate 15 cents less than the rate by any of the Northwestern Traffic association lines and the Eastern trunk lines in Chicago. The report caused quite a sensation and it is easy to believe that it would cause a flurry among the association roads. General Freight Agent Littell of the Minnesota & Northwestern was not to be found yesterday, and there was no one in authority to either affirm or deny the report in the freight department. The report is correct, and shipments must be made via the Central Iowa, for the Illinois Central has pledged itself to the Northwestern Traffic association that it will maintain all agreements the association may make, as though it was a member, and that it will not accept any business from the Minnesota & Northwestern except at tariff rates. If it does this the Minnesota & Northwestern, which gets about 6 cents for its share of the haul, could not possibly make a cut of 2 1/2 cents to Chicago, and that it would not pay switching charges and 2 1/2 cents more would leave it only a cent per 100 pounds for the haul from Minneapolis to Mon, 109 miles.

Want to Form a Pool.

The Eastern trunk lines for some time past have tried to bring about a meeting of the managers of their Western connections in order to get them to enter into a pool with the trunk lines, or to effect a separate pool or combination similar to the proposed central Traffic association. The refusal of the Western connections to become a party to any pool, causes much uneasiness. The Eastern managers feel that without a supplementary pooling agreement by their Western connections and affiliated lines, they will not be able to maintain east-bound rates, in spite of their agreement not to accept any business from their connections except at full proportion of tariff rates. If any of their Western connections choose to make a cut and stand the loss from the reduction themselves, the Eastern trunk lines are powerless to prevent it. So long as they get their full proportion of the tariff rate, they cannot know whether the through rates have been cut or not.

Passes to Shippers.

General Traffic Manager F. B. Clarke and General Freight Agent J. T. Clark of the Omaha road and General Northwestern Freight Agent Hayden of the Milwaukee & St. Paul road returned from Chicago yesterday, where they attended a meeting of the Northwestern Traffic association, a report of which has already appeared in the GLOBE. The meeting was held to consider the past question of 1886. A few of the roads have been giving out passes to shippers to influence business, and it is now proposed to come to some agreement on this matter and give out no passes to shippers. Each road will be required to keep a strict account of the passes issued and report to the association at their meeting. At the meeting at Chicago nothing was done because of the absence of certain agents. Another meeting will be held next Tuesday.

St. Paul's Kansas City Branch.

Chicago, Dec. 18.—Quietly the St. Paul is preparing the ground for its Kansas City extension, but progress toward it is no less steady, and when spring opens the company will be in a position to take the field with its grading force and the road will be ready for completion. They have had four surveying parties at work for five months making preliminary surveys. These have been reduced to two, and the latter are now engaged in locating in regular intervals a labor which will be completed in March. The company has come to another important decision in its determination to also build into St. Joseph, where it will tap the St. Joseph & Grand Island and the central branch of the Union Pacific. Surveys are being made on this new line, which will leave the St. Paul somewhere between Ottumwa and Kansas City not yet determined on. The St. Paul evidently means business.

Regulating Alcoholic Shipments.

The Northern Pacific has issued a circular to agents and connecting lines notifying them that they must refuse to receive for shipment to any points on its line, located within Indian reservations ardent spirits, wines or liquors. This prohibition applies to all points within the following lines: Yellowstone Division—Points between Sanders and Hundley inclusive, and points between Reed Point and Big Timber, latter not inclusive. Rocky Mountain Division—Points between Paradise and Evaro, former not included. Cascade Division—Points between Satus and Sinton inclusive. O. R. & N. Co.'s Baker City Branch—Points between Pendleton and North Fork not inclusive.

New Southern Pool Formed.

LOUISVILLE, Ky., Dec. 18.—A meeting of the general freight agents of the roads represented in the new Southern pool was held here this afternoon to arrange divisions of business to Eastern points. No official conclusion was arrived at and another meeting will be held to-morrow. In connection with the new pool the E. R. St. Paul man, now third vice president of the Louisville & Nashville, and Mr. Fred Frink, recently connected with the Iron Mountain and Union Pacific, are mentioned as probable commissioners.

Mexican National.

Special to the Globe. MONTEREY, Mex., Dec. 18.—The general officers of the Mexican National railroad arrived here to-day in their special car Matine. General Superintendent Merriam has but recently returned from the East. He reports that prospects for the resumption of construction on the early line. Arrangements are being completed for the erection of a permanent bridge over the Rio Grande at Laredo. This is a step of the first importance, as it will insure a continuous supply of material from the new bridge will be one of the most improved iron structures, and work will commence next month. From time to time there have been rumors that construction would be continued, but this is the first instance that a word of confirmation has

been given by General Superintendent Merriam.

New Road Incorporated.

Special to the Globe. SPRINGFIELD, Ill., Dec. 18.—Articles of incorporation of the Central & Chester Railroad company were filed to-day at the office of the secretary of state. The terminal points of the road are indicated in its title and the principal office is to be at Centralia. The incorporators and first board of directors are S. M. Warner and Samuel L. Dwight of Centralia, Ill.; David B. Boyd and E. B. Johnson of St. Louis, Ill.; Thomas M. Kones and W. T. Wylie of New York; James J. Morriss, William McAdam and N. J. Harner of Chester, Ill.; John C. Salter of Carbondale, and Thomas B. Needles of Nashville, Ill. The capital stock is to be \$1,500,000.

New Canadian Line.

Special to the Globe. OTTAWA, Ont., Dec. 18.—Application was to-day made to parliament for an act incorporating the Ontario & Manitoba Railroad company, with power to construct a line of railway from Port Arthur to Whitefish Lake and northwest to where latitude crosses longitude 92, west to Rainy river, between Fort Francis and its mouth; also, for a line from the United States boundary, between the Lake of the Woods and longitude 96, northwest to Winnipeg with a branch for crossing of latitude 49 and longitude to 95 East Portage.

Coupons.

Notice is given by the Northern Pacific that some of the time passes issued by it, expiring by limitation Dec. 31, 1886, will be honored up to and including Jan. 15, 1886. Trip passes expire with the year of their issue, and the forms used this year should not be issued or extended beyond Dec. 31.

The Transcontinental association met yesterday at San Francisco and immediately adjourned to meet in New York the second Tuesday in February.

Maj. A. G. Posthwaite, controller of the St. Paul & Northern Pacific road, has gone to Chicago.

ADDITIONAL ST. PAUL NEWS.

ARISTOCRATIC SIOUX.

At the School for Indian Boys in Swift County. "I have recently visited the Indian school in Swift County," remarked a well-known gentleman to a GLOBE reporter yesterday, in a casual conversation, "and I made a pretty careful study of some of the details of its management." In response to questions the gentleman continued: "The school is located on rising ground a mile or so west of the village of Swift. It is the Breckenridge division of the St. Paul, Minneapolis & Manitoba, about 140 miles west of St. Paul. It occupies two large buildings, with its class rooms, dormitories, recreation rooms, dining hall, etc., and at present has 100 more boys in attendance. They come from Standing Rock, Turtle Mountain, Devil's Lake and other Indian reservations in Dakota, and range in age from 8 and 10 to 18 or 20. The boys are taught reading, writing, arithmetic and the common studies of a primary and grammar school course, as well as all the details of farming, dairying, shoemaking, tailoring, carpentering and other trades. The idea is to teach them to be self-supporting and industrious before they return to their homes. Surrounding the school are 2,000 acres of land, only a part of which is at present under cultivation. There are over one hundred head of cattle, besides horses and other live stock. A fine large barn, with stalls for 130 head, and storage for 300 tons of hay, has recently been completed, a portion of the cost of which has been paid by the boys themselves. The class rooms are goods sized rooms, well ventilated and heated. The Indians, those who have been to school a year or so, read and write very well and show equal proficiency in mathematics. Some of the scholars are very bright in their classes, listen very attentively to their teachers and seem deeply interested in their studies. It is curious to note the pride they have in their nationality or tribes. The Sioux are the aristocrats, they hold themselves rather aloof from the others, and are looked upon by the Indians from less prominent tribes. One of the brothers who has charge of the boys, was cutting their hair one day when he noticed the difference in the contour of the head of one of them being a Chinook, and he justly rebuked the barber's chair. 'You are not a Sioux, Joseph, are you?' he asked. The boy, with evident shame, 'No, I am a Blackfoot.' Morally, the boys are all that could be desired. They are truthful, honest, never swear and though slow and careful and attentive to their work. Some of them with musical taste have manufactured two or three home-made violins, quite creditable productions, with which they amuse themselves during their leisure hours. In short, they seem to be lively, good-natured, happy crowd of boys, very well contented with their school and its surroundings. What the ultimate result of this system of educating the Indians will be, is, of course, almost certain. But there is every reason to hope that it will be found the true solution to our vexed Indian question. The Indian girls are also being educated at Avoca, in Murray county and at St. Joseph in Stearns. If these civilized boys and girls marry, as is expected, the Indian problem will not only be self-supporting, but will be as industrious and useful citizens as their white neighbors."

PUTTING THEM UNDER GROUND.

Chicago, Dec. 18.—There are, as nearly as can be estimated, about fifteen thousand regular telegraph lines in use, and more will be completed in March. The company has come to another important decision in its determination to also build into St. Joseph, where it will tap the St. Joseph & Grand Island and the central branch of the Union Pacific. Surveys are being made on this new line, which will leave the St. Paul somewhere between Ottumwa and Kansas City not yet determined on. The St. Paul evidently means business.

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STILL ON THE BOOM.

Growth During the Past Year of the Leading Cities of the Golden Northwest.

Unusual Prosperity Enjoyed by the Farmer, the Merchant and the Daily Laborer.

The Merry Hum of the Factory Heard in all Parts of This Chosen Land.

Great Increase in Population—Building Statistics—Opportunities for Capital.

MANTORVILLE'S MOTOR.

Some of the Attractions of the Village on the Zumbro.

Special to the Globe. MANTORVILLE, Dec. 18.—The village of Mantorville is beautifully situated in the valley of the Zumbro river, high bluffs rising abruptly on the east and southeast. The Zumbro river flows along the south side of the village, furnishing water power for the finest flour mill in the country, owned by Adams & Kneeland. The first colony of men that settled in the town of Mantorville arrived April 14, 1854. The colony consisted of Peter Mator, Kiley Mator, E. P. Waterman, James M. Sumner, J. O. Parmeter, Joel Watkins, M. B. Dolson, S. G. Irish, William Fowler, William Cunningham and James Willson. Its natural advantages far surpass those of any other village in Southern Minnesota. Nature has deposited limestone quarries of unlimited capacity, which are fast becoming utilized by not only citizens of this county and township, but there are immense quantities shipped. Mr. McDonald of Winona and Mr. Haskins of Rochester have both purchased.

LARGE TRACTS OF QUARRY and are shipping away a large amount of stone. A new and very likely wealthy feature has been discovered in the quarries recently. That is the stone having the necessary properties for forming hydraulic cement, that is used so extensively in all water works of the world. One of the citizens has experimented considerable, and all his operations have proved successful. If it all proves as successful, it opens a new and profitable field for business in the village. The village has a hardware, two grocery and one general store, two millinery shops, two blacksmith shops and the largest brewery in Southern Minnesota. It is a large stone building, covering a large amount of ground, doing a large amount of business. Besides the village is a Congregational church, of old standing, and a graded school under the professorship of Prof. Bliss.

ENTERPRISING RIVER FALLS.

The Thrift of the City on the Kin-nickinnick.

Special to the Globe. RIVER FALLS, Wis., Dec. 18.—The city of River Falls, Wis., is situated on the Kin-nickinnick river, twelve miles by rail from Hudson and an equal distance by road from Prescott. It was one of the first towns established in the St. Croix valley and has by the last census a population of 1,700. The place has always been noted for the enterprise of its merchants and mill owners, which has made it one of the best trading centers in the valley. There are at present four flouring mills, two carriage shops, a machine shop, a cheese factory, a brewery, a sawmill, four blacksmith shops, four churches, a state normal school and a public school. The river furnishes an

JANESVILLE'S INDUSTRIES.

A Center of Milling, Lumbering and Stock Raising. Special to the Globe. JANESVILLE, Dec. 18.—Janesville is located in one of the most pleasant portions of Southern Minnesota, on the line of the Winona & St. Peter railroad, midway between the two cities. The census in June gave it a population of exactly 1,100. The surrounding country is unsurpassed in fertility. On the north and west, almost contiguous to the borders of the town, the land is heavily timbered, affording an abundance of native timber, manufacturers in the village, and also a timbering and lumbering industry of considerable extent. The city affords fine material for a brickyard. The growth of the town and city has been steady, and its prosperity uniform. The climate is healthful, the society good and the educational facilities of the best.

READY-MADE INTERVIEWS.

A New Industry by which a Philadelphia Scribe Expects to Thrive. Philadelphia News. This style of ready-made interviews, in regular stereotype blocks, is being peddled to patent-inside papers by an enterprising Philadelphia journalist. It is a talk with a newly-arrived actress, and is quite an improvement over the old-style interview that wasted so much type and increased the bill in the compositor's room.

REDUCTION OF THE WAR TAXES.

As leveled on the labor of the country by the present iniquitous tariff. It will fight Monopolies; It will fight Intolerance; It will fight Illiberalism; It will fight Malefaction in whatever party found. While it is Democratic to the backbone, it is broad and liberal in its political views and tolerant toward those who differ from it in opinion, and is an especial representative of the non-office holding and non-office seeking people.

THE ST. PAUL GLOBE.

DAILY, 1886! WEEKLY. SUNDAY. THE REPRESENTATIVE NEWSPAPER OF THE GOLDEN NORTHWEST

It distinctly represents DEMOCRATIC IDEAS, LIVE ISSUES and ECONOMICAL GOVERNMENT, and in the interest of the latter, it is firmly in favor of the REDUCTION OF THE WAR TAXES. As leveled on the labor of the country by the present iniquitous tariff. It will fight Monopolies; It will fight Intolerance; It will fight Illiberalism; It will fight Malefaction in whatever party found. While it is Democratic to the backbone, it is broad and liberal in its political views and tolerant toward those who differ from it in opinion, and is an especial representative of the non-office holding and non-office seeking people.

DR. ROY,

SPECIALIST FOR Catarrh, Bronchitis, Asthma And all lung and throat diseases. Care by the Pneumonia connection with medicine. The Pneumonia carries the medical properties direct to the seat of the disease. During my experience of 20 years this treatment has proven its superiority over all others, and has never failed to effect a cure. The following are a few of many testimonials: Catarrh 11 years' standing; cure in 5 1/2 months. Catarrh 10 years' standing; cure in 2 months.

ST. PAUL Foundry Company

MANUFACTURERS OF Architectural Iron Work. Founders, Machinists, Blacksmiths and Pat form-makers. Send for catalogue of castings Works on St. P. M. & N. R. near O'Connell Avenue, C. E. 118 E. Fourth street, St. Paul, C. M. POWELL, Sec'y and Treas.

W. M. G. ROBERTSON

(Successor to D. A. Robertson & Co., the oldest Real Estate Agency in Minnesota.) Real Estate & Financial AGENT. Room 6 McQuillan Block Corner Third and Wabasha. OFFICE OF THE CITY TREASURER, ST. PAUL, MINN., DEC. 14, 1885. All persons interested in the assessment for paving, widening and extension of Thomas street, from Western Avenue to Como Avenue, WILL TAKE NOTICE That on the 11th day of December, 1885, I did receive different warrants from the City Comptroller of the City of St. Paul for the collection of the above named assessment, and inasmuch as the nature of the same warrants is, that if you fail to pay the assessment within THIRTY DAYS after the first publication of this notice, I shall report you and your real estate, as assessed, to the District Court of Ramsey, Minnesota, for judgment against your lands, lots, blocks, or parcels, and inasmuch as the nature of the same warrants is, that if you fail to pay the assessment within THIRTY DAYS after the first publication of this notice, I shall report you and your real estate, as assessed, to the District Court of Ramsey, Minnesota, for judgment against your lands, lots, blocks, or parcels, and inasmuch as the nature of the same warrants is, that 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