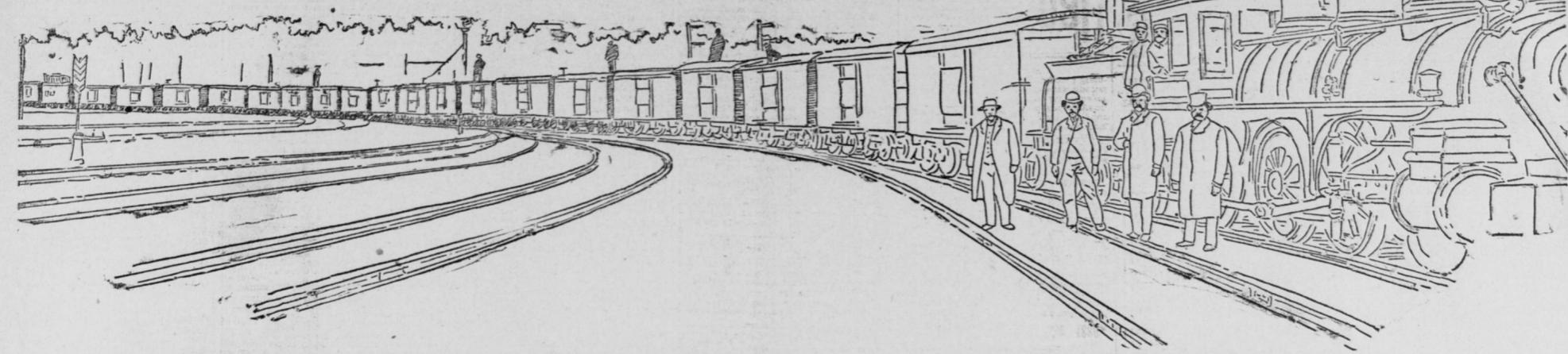


SPECIAL FREIGHT TRAINS FOR SALE OF SPRING GOODS

For St. Paul's Leading Dry Goods House!



LINDEKES, WARNER & SCHURMEIER!

The above illustration, taken from a photograph of the train standing on the tracks in the "Omaha yards," is a special fast freight that brought 25 cars of Spring Goods from New York without change, via Traders' Dispatch and the Chicago, St. Paul & Omaha railway to this city, for this representative firm.

The shipment is the largest ever made at one time by any Dry Goods house West of New York, and is one that every resident of this city and the whole Northwest should take a personal pride in.

It is particularly interesting to the Retail Dry Goods merchants, for by this stroke of enterprise the firm has saved many thousands of dollars in freights, and many more thousands of dollars on account of buying such a tremendous quantity of goods at one time, and at this season of the year. This will place Messrs. Lindekes, Warner & Schurmeier in a position to sell their goods for Spring Trade much lower than any competing house either here or in Chicago, and country merchants will not be slow to see the advantage in getting their stocks in early, and at right prices.

Messrs. Lindekes, Warner & Schurmeier started in business in St. Paul in 1878, and their first year's sales amounted to but \$500,000. Their tact, energy and enterprise has placed them at the head of the Dry Goods business in the whole Northwest, and last year their sales amounted to many millions.

This firm enjoys an unlimited credit, great capital and every convenience for carrying on such a

large business successfully and profitably. They have made much money and saved it and allowed it to accumulate in the business. They discount every bill and are in a position financially to take advantage of any temporary break in the market, or can take whole stocks for ready cash of embarrassed mills or importers.

No firm in the Northwest has worked harder for trade, and no firm enjoys a better reputation for business ability and fair dealing.

The premises occupied by this firm comprise a magnificent five-story building, having an extensive frontage on both Fourth and Sibley streets, and is without exception the finest and most admirably equipped for this business of any like house in the Northwest. Clerks, assistants, salesmen, etc., to the number of about five hundred are employed in their stores and factory.

In connection with their factory, which is admitted to be the best adapted of any of the kind in the Western country, and equal to any in completeness and convenience anywhere, it is well to say that everything that is manufactured is turned out under the personal direction of one of the partners, Mr. R. Warner, and the splendid reputation of their goods is due to his watchful supervision and thorough practical knowledge of the business. Their manufactured articles find a ready sale in nearly every state in the Union, and the demand for them is constantly increasing. The other departments, like the factory, are in charge of some member of the firm who devotes

his time and close attention to every detail, and this arrangement of placing partners jointly interested in the welfare of the house at the head of the prominent departments is what has brought name and fame to this firm.

So far as the character of the stock and its extent are concerned, it may be truly stated that it is unsurpassed in this section, and embraces every diversity in dress materials from the cheapest dress goods to the most expensive and superb Silk, Satin and Velvet fabrics. Hosiery, Linens, Furnishing Goods, Woolens, Shawls, Cottons and mixed articles of every description—in fact everything conceivable that could properly be classed under these general headings. All Foreign Goods are imported direct, and are sent "in bond" to St. Paul, thus placing them upon equal footing with New York importers, thereby saving all agents' profits or commissions.

The wonderful growth and prosperity of this flourishing firm are only commensurate with the energy and push which characterize every member of the firm.

The individual members of this firm are William Lindeke, A. H. Lindeke, R. Warner and T. L. Schurmeier, all gentlemen of great ability, who are thoroughly conversant with every detail of the business, and the requirements of the market.

EMIGRATION RESUME.

406,000 Europeans Brought to America in 1885, Minnesota Receiving a Liberal Share.

The Immigration Largely Encouraged by the Reduced Railroad and Steamship Rates.

Comparison of Last Year With Other Years in the Emigration Line—Statistics.

C. P. Huntington to Consolidate a Number of His Roads—Illinois Railroads—Notes.

People Carried by Steamships.

The detailed statistics as furnished by Castle Garden and other seaports for the year just closed are not yet officially rendered, but sufficient data is available up to the 28th of December to form an approximate estimate of the grand total of European emigrants landed in the United States during the past ten years furnished by A. E. Johnson, emigration agent:

1876	68,000	1881	455,000
1877	54,000	1882	476,000
1878	75,000	1883	405,000
1879	105,000	1884	389,000
1880	327,000	1885	280,000

During the last decade it will be observed that the smallest number of emigrants arrived in 1877 and the greatest number in 1882. Applying the ratio of decrease and increase the lowest point would again be reached in 1887. But there are many circumstances confirming the belief that there will be an increase next season and very probably this year. With 280,000 landed at New York, 41,000 at Baltimore, Philadelphia, Portland and Quebec, without taking into consideration what has landed at New Orleans and Galveston, the figure of 406,000 is reached. This is about 30 per cent. less than the preceding year. The era of speculation, inflation and expansion of 1880, '82 produced its legitimate reduction in 1883, '84 and '85. The manufacturers that in 1881 and '83 worked to their fullest capacity were reduced to half time in 1884, or entirely closed, while the construction of new railroads in 1881 and '82 reached 10,000 miles annually, it was reduced to about 3,000 in 1884. The situation with the agricultural classes was about the same. North-western farmers marketed their wheat crop of 1881 at about \$1 per bushel against 60 cents in 1884. As a consequence emigrants arriving in 1881 were

LARGELY SOUGHT FOR as common laborers at \$2 per day. Three years later they found it difficult to secure employment at \$1.25 per diem. Farm hands who, in 1881, received \$20 to \$30 per month, including living, engaged at \$18 and \$20 in 1884. The experienced saw mill hand and lumberman who worked for \$30 to \$35 in 1881, worked for \$20 in 1884, and the demand for labor was light. Emigrants who arrived in 1881 and 1882 wrote anything but encouraging letters to their friends and families in 1883 and 1884, and this is principally the reason of the decline in emigration during the past three years. It was not until the beginning of 1885 that any perceptibly favorable change was observed in the United States. At that time it was noticed that several manufacturers in the East increased their production, in response to a more liberal demand for goods. The iron interests showed a revival; values of iron, woolens and cottons were firmer, and an actual advance came later on. Confidence was gradually restored in the legitimate business pursuits. The change in the national administration passed without any apparent disturbance to the financial interests of the country, and the year closed with a healthy and promising prospect for all lines of business. Agricultural products have not reached the average in quantity, but the appreciation in values has offset the reduction in quantity.

The disagreements which have for some time been smoldering among several of the Atlantic steamship lines engaged in the emigrant traffic broke out in a regular war in emigrant rates last January. Steerage rates from British ports were reduced to \$15 and even \$12; from German ports to \$15 and later on to \$10, and from Scandinavian ports to \$18. Simultaneously with this war in ocean emigrant rates came the war in emigrant business between the several trunk lines from the seaboard to Chicago. The result was that the rates between New York and Chicago, which for years had ranged at \$18, were reduced to \$1. Consequently the through rate for emigrant passage from German ports to Chicago was

only \$11 and to St. Paul \$20, and to all points beyond Chicago and St. Paul in proportion. These extraordinary reductions stimulated the sales of emigrant tickets to an unusual extent. The low rates were quoted all over the United States and Europe by the thousands of local steamship and emigration agents, and more prepaid emigrant orders were sold in the United States during the first quarter of the year than would otherwise have been sold during the entire year had the rates remained at tariff.

Cash booking to Europe was correspondingly large. The greatest gain in emigration, on account of the

UNPRECEDENTEDLY LOW RATES, was from Germany, and when the actual figures are available, it is confidently believed they will show a total of 175,000 German arrivals the past year, being about 25,000 less than in 1884. The British and Scandinavian emigration did not respond as promptly, or to such an extent, to the reduction in rates, and a decrease of probably 35 per cent. will probably be shown in the numbers from these countries. The emigrants arriving in 1885 seeking employment, have every reason to be more satisfied and contented than those who came in 1883 and 1884, and their correspondence with their friends and relatives at home will be more favorable, tending to increase the arrivals this year, or, at least, check the decline. But the important question is, what proportion has the Northwest received? The Northwest received a larger percentage last year than any year previous for a period of at least ten years. Every passenger coming on a prepaid passage ticket has a specific destination. If the passage is bought at Fargo, the passenger goes to Fargo, if at St. Paul then the passenger comes to St. Paul. If the ticket is sent to Europe by some one living in Chicago, then the passenger is not likely to be booked to Minnesota. More prepaid passage tickets were sent out from the Northwest last year, in proportion to the number of emigrants, than any year previous.

The passenger ticket rarely comes alone, being invariably accompanied by one or more who pay their own way. Another circumstance tended to materially increase the numbers coming to the Northwest. When the ocean and rail emigrant rates are normal, based on \$25 ocean and \$15 from seaboard to Chicago, a large number remain in the East for the simple reason they have not the funds to proceed further west. During the past year an emigrant could book for just \$1 more to Chicago than to New York, and to St. Paul for less than half the ordinary rate. The outlook for emigration to the West is very encouraging, and once on the increase there will be a continuance for several years. Mr. Johnson intimated in his last annual report of immigration that the state should do more to encourage and induce emigration to Minnesota. The \$5,000 appropriated allows a commissioner to have a few thousand pamphlets printed and that is about all. The great railroad companies penetrating the state, and which are interested in its development, spend ten and twenty times this amount, but it is only a question when they will close this immigration work. As regards domestic emigration to the Northwest, the past year has compared favorably with former ones. Good farming land in Illinois is valued at \$50 and \$100 per acre; in Wisconsin and Iowa, \$20 and \$30. Minnesota and Dakota land is cheaper than in the states named, and the inducements held out to settlers are greater than in the states named.

Argument is being heard at Huntington, Pa., to show cause why the executives of which the property and corporate rights of the South Pennsylvania Railway company were levied should not be stayed and the judgment opened. The company will oppose the effort to sell their road on execution at every step, and a desperate legal battle will doubtless be waged to the end.

The trains, with the exception of the Milwaukee & St. Paul Chicago train, due at 2:25 yesterday, were all on time on arriving at the union depot. The snow has been removed from the tracks and travel is not impeded.

A delegation from the Buffalo board of trade called upon Commissioner Fink of the Eastern trunk line pool regarding alleged discrimination against Buffalo. No action was taken.

The general passenger agents of Eastern trunk lines resolved to shut off all passes from shippers.

A New Daily.

DULUTH, Jan. 5.—The Daily Trade made its first appearance here to-day. As its name implies, it gives a careful review of the day's trading on the board of trade and produce exchange of this city. It is edited by Messrs. M. A. Hayes and D. E. Woodbridge, a couple of bright young journalists, heretofore connected with the

house commissioners of Illinois show that the roads reporting to the board represent an increase in their capital stock of \$16,530,688, making the amount of stock per mile \$28,295. The aggregates of stocks and bonded and floating debt is \$1,454,784,740. The aggregated gross income amounts to \$194,473,089. This amount, in comparison with the gross income for 1884, shows a decrease of \$15,744,988. It is principally due to a loss of income from the freight department. An increase of \$513,825 is observed in the amount of gross earnings from Illinois business. The number of roads reporting is the same as a year ago, and the increase of mileage is slight, few extensions having been made.

Passenger Affairs Disturbed.

The Chicago Tribune states that East-bound passenger affairs are in a highly unsatisfactory condition. Although no rates are being cut at the regular ticket offices scalpers are selling tickets over the various lines at from \$15 to \$16 first-class Chicago to New York. The action of the Lake Shore and Michigan Central in allowing Western roads to make rates over their lines to Boston at the same rate as charged by the Grand Trunk via Montreal, which is \$2 less than the agreed rate, is likely to cause the Grand Trunk to adopt retaliatory measures before many days have passed, the latter claiming the right to charge \$2 less via Montreal than is charged via Buffalo and Montreal.

A general break in rates the Grand Trunk would have reduced its Montreal rate before now. If the Vanderbilt lines do not advance their Boston rate at once the Grand Trunk means to make the reduction, be the result what it may. If it does this it will not only affect the rates to Boston, but to New York as well. All efforts to bring about a meeting of the general passenger agents of the various roads to consider the difficulties and bring about a restoration of rates has thus far failed. A meeting was to have been held at Chairman Moore's office yesterday, but only two or three of the roads had representatives present and consequently nothing could be done.

Burlington Earnings.

The earnings and expenses of the Chicago, Burlington & Quincy railroad for the month of November, 1885, as compared with the corresponding month last year, were as follows:

	Gross earnings.	Expenses.	Net earnings.
1885	\$2,318,000	\$1,068,962	\$1,249,038
1884	2,253,891	1,088,948	1,164,943
Increase	\$64,109	24,976	\$39,133
Decrease			

The net earnings of the eleven months of the year, ending Nov. 30, amounted to \$11,366,434, against \$11,367,055, a decrease of \$621.

Notes.

The Northern Pacific announces that an agency has been established at Leonard on the Fargo & Southwestern road, 305 miles west of St. Paul, and F. R. Gibson appointed agent. The offices at Pingree on the Jamestown & Northern road and Haggarty on the Dakota division are closed, and shipments to those points should be prepaid.

Where Madstones Can Be Found.

Special to the Globe.

DES MOINES, Jan. 5.—Every few days there are reports of the appearance of mad dogs. Somebody gets bitten and there is a rush to find a madstone. Whether or not there is any efficacy in such a mooted question. Probably there is not, and if there were, in a case of actual rabies too much time would be wasted in its use. It is as it requires but a few moments for the poison from rabies to be absorbed and taken into the circulatory system of the victim. Be that as it may, it is of some interest to know where madstones can be found. The most noted one in Iowa, that of Turner Evans, near Paris, in Lynn county, is destroyed. John Estes, at Osceola, Clark county, in this state, has one. Joseph Fretwell, surgeon, Boone county, Missouri, about twenty-five miles from Moberly on the Wabash road, has one. Mrs. Stephen Smith, living with Hon. John Sutton at Barthold Valley, St. Louis county, Mo., also has one. Cut this out and paste it in your hat. The probabilities are that Pasteur has discovered the only remedy for rabies known. It will be noticed that he does not use the term "hydrophobia." It is a misnomer. There is no such disease. It is rabies, whether in man or beast.

LOCAL MENTION.

For You.

Order your coal and wood of Duluth Coal company, corner Fourth and Jackson. Satisfaction guaranteed. J. W. Crosson.

Borrow Money.

On personal property. See financial column, page 7. R. Deming & Co., 322 Jackson, corner Fifth street.

Borrow Money.

On your furniture, planes, horses, wagons, diamonds, watches and all articles of value. Property left in your possession. Terms easy.

Perpetually Enjoined.

PHILADELPHIA, Jan. 5.—Final decrees were entered in the United States circuit court to-day in the suits of the American Bell Telephone company et al. against the Baxter Overland Telephone & Telegraph company, Penn Overland Telephone & Telegraph company, and the Overland Telephone company et al. It is decided that the letters patent granted to Alexander Graham Bell, March 7, 1876, and Jan. 30, 1877, are good and valid in law. The decrees then go on to say that the said Alexander Graham Bell was the original and first inventor of the inventions described in said several letters patent, that the title thereto and to the inventions described and claimed therein are vested in the complainants, and that the defendants have infringed the fifth claim of said letters patent, and the exclusive rights of the complainants under the same, and it further ordered, adjudged and decreed the complainants waiving an account and assessment of profit and damages and accepting a nominal price therefor, that the defendants pay to the complainants the sum of \$1 as such profit and damages and also costs taxed at the sum of \$25 and that the complainants have judgment and execution therefor, and also that the said defendants be perpetually enjoined and restrained from making, selling or using the said improvements patented as aforesaid, or either of them, and that an injunction issue accordingly.

Iowa's Liquor Troubles.

Special to the Globe.

DES MOINES, Ia., Jan. 5.—It appears the end is not yet in the Bowman beer case against the Chicago & Northwestern railway. It is claimed by the plaintiffs that the recent dismissal of the case by the United States supreme court was on the ground that it was an agreed case upon a fictitious amount involved, the actual amount being less than \$500, thus excluding the Illinois beer cannot be claimed as a content of the Iowa law until it arrives within the state. Until then it is property, and comes under the purview of the regulation of commerce between states, and no state law can interfere with its transportation; the Illinois beer cannot be claimed as the contents of an Iowa brewery until it gets into the brewery; that if such property becomes a nuisance when deposited in an Iowa brewery, then by the same logic, crockery, glassware and furniture are a nuisance on precisely the same terms. If a state may declare property in its ordinary condition a nuisance, then the power of congress is restricted to what states may determine congress shall regulate.

AMUSEMENTS.

GRAND OPERA HOUSE.

FAREWELL PERFORMANCES TO-DAY! Family Matinee at 2 p. m.

To-night at 8.

The funniest play ever written, "A RAG BABY," By Chas. H. Hoyt.

GRAND OPERA HOUSE.

Thursday, Friday, Saturday, January 7, 8, 9. GRAND SATURDAY MATINEE.

America's Favorite Artist, LIZZIE MAY ULMER, And her Support Company in the new Comedy drama, "DAD'S GIRL."

A succession of crowded houses everywhere. Prof. of sois now open.

PROF. R. H. EVANS' SCHOOL FOR DANCING SHERMAN HALL.

Arrangement of Classes for 1886.

Every Monday afternoon from 4 to 6, Beginners' class for children, young ladies and gentlemen; commencing Jan. 11.

Every Monday evening from 8 to 10, Ladies and Gentlemen's Advance Class; commencing Jan. 4 and 11.

Every Friday afternoon from 4 to 6, Young Misses and Masters' Advance Class; commencing Jan. 8.

Every Saturday afternoon from 3 to 5, Young Ladies and Gentlemen's Advance Class.

Every Saturday evening from 8 to 10, Ladies and Gentlemen's Advance Class.

Private instructions given. Office hours, 10 a. m. to 7 p. m. Room 6.

MRS. M. C. THAYER,

418 Wabasha street, St. Paul, Minn.

Selling at cost for thirty days to make room for new goods from the East. Now is your time for bargains in PLAIN and ORGANS. Come and bring your friends. Mrs. Thayer will not be undersold by other dealers. Special bargains in 1 Decker Brothers' piano, 1 Steinway, 1 Bauer, 1 Lindemann, etc.

Cheap Coal!

GRIGGS & FOSTER

Offer the best grades of Anthracite and Bituminous Coal at the very lowest market prices. Their coal is fresh from the mines and well screened, and their body wood cannot be equaled in the state.

Special Low Rates on MAPLE AND BIRCH WOOD.

41 E. Third St., Cor. Cedar.

DR. STONE,

Removed to Dr. Wheaton's office.

HOURS—10 TO 12 AND 4 TO 6.

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DENNIS RYAN, HENRY D. SQUIRES, ROBT. BRIDGEMAN, JNO. W. BELL.

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AND DRUGGISTS' SUNDRYMEN, 225, 227, 229 East Third street, - St. PAUL.

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Order your Blank Books for 1886 "NOW."

Call and examine our line of Letter File Cabinets and you will commence the new year right, by establishing system and order in your business.

H. SWIFT, Wholesale Dealer in Foreign and Domestic

FRUITS, TEAS, COFFEES, JELLIES, ETC., 124 East Third Street.

Sole Agent for Lutz Bros. & Co.'s Acme and other Soaps.

FAIRBANKS, MORSE & CO., 371 and 373 Sibley Street.

FAIRBANKS SCALES AND ECLIPSE WINDMILLS.

NOYES BROS. & CUTLER, IMPORTERS AND Wholesale Druggists,

68 and 70 Sibley street, corner Fifth, ST. PAUL - - - - - MINN.

SAMUEL SCHWAB & BRO., Wholesale Notions!

LADIES' AND GENTS' FURNISHING GOODS, 409 and 411 Sibley street, ST. PAUL, MINN.

GRANT & MULLEN, General Commission Merchants

And Wholesale Dealers in Grain, Flour, Feed, Fruit, Butter, Eggs, Etc.

Wanted—10,000 Bushels choice Maltin Barley. NO. 372 ROBERT STREET. Consignments Solicited.

GOODYEAR RUBBER CO. JAMES SUYDAM, Agent.

131 East Third Street. BEST QUALITY RUBBER GOODS.

Established 1840. Incorporated 1885. Strong Hackett Hardware Co., JOBBERS OF HARDWARE, CUTLERY, Tinners' Stock and Tools, Guns, Sporting Goods, Etc., 213, 215, 217, 219 EAST FOURTH STREET.

DR. ROY, SPECIALIST FOR Catarrh, Bronchitis, Asthma

And all lung and throat diseases. Cure by the Pneumometer in connection with medicine. Call or address Dr. Roy, 400 Cedar av., Minneapolis

WM. G. ROBERTSON, (Successor to D. A. Robertson & Co., the oldest Real Estate Agency in Minnesota.)

Real Estate & Financial AGENT, 269 West Seventh Street.

NORTHWESTERN ELECTRIC COMPANY. Manufacturers and Agents for all kinds of electrical apparatus and supplies. Hotel work a specialty. Union Block, St. Paul.

NOTICE To Merchants, Bankers and Business Men

Generally, as well as salesmen, bookkeepers, and clerks, who, from close confinement to business and hard mental and physical work, have impaired their health and need a tonic to strengthen, tone up and reinvigorate their systems, will find the Magnetic Appliance Company's Magnetic Belt the SAFEST, SIMPLEST AND MOST EFFECTIVE REMEDY they can use.

It does away with all drugging of the stomach and assists nature in a natural way to overcome disease by constantly recharging every nerve, cell, drop of blood, and filament that forms the human system, with a mild, soothing and invigorating magnetic influence and which gradually restores the lost animal electricity to the body. Price of Belt, with magnetic Foot Batteries, \$10. Sent by express, C. O. D., and an examination allowed, or by mail on receipt of price. In ordering, send measure of waist and size of shoe. Order direct or through your druggist.

Price of Belt with Magnetic Foot Batteries, \$10. Sent by Express C. O. D., or by mail on receipt of price. In ordering, send measure of waist and size of shoe.

Send \$1 in currency in letter, with size of shoe usually worn, and try a pair of our magnetic insoles. The wearer feels the warmth, life and revitalization in THREE MINUTES after putting them on.

Write us full description of your difficulty. Circulars free.

THE MAGNETIC APPLIANCE CO., 89 Madison street, Chicago, Ill.

NOYES BROS. & CUTLER, Agents, St. Paul, Minn.

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McClung, McMurrin & Curry

Have nearly one thousand acres of land in the interurban district, along the lines of railroads, in the direct course of St. Paul's greatest growth. Being owners they are able to sell on most liberal terms and at moderate prices. Those in search of either large or small tracts for their personal use or for speculative purposes should call and see maps and learn particulars.

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THE BERLITZ SCHOOL OF LANGUAGES, MINNEAPOLIS, ST. PAUL, SYDNEY BLOCK. New special class in French beginning now \$10 for thirty lessons. Apply at once.

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