

RUMBLE OF THE RAILS.

Agents ordered to Keep an Eye on Elevator Companies Along the Manitoba Road.

The Rock Island said to be Making a Fourteen Dollar Rate to New York.

A Portion of the Wabash System Changes Hands--Personal Gossip and News.

The Statement of the Commissioner of Railroads Under the Union Pacific's Finances.

The following circular was yesterday issued to station agents from the general manager's office of the St. Paul, Minneapolis & Manitoba Railroad company:

A Road Bought Up. St. Louis, Dec. 1.--The St. Louis, Jerseyville & Springfield railway, a portion of the Wabash system, extending from Bates, Ill., to Eliza, on the Mississippi river, and thence to Georgetown, has been secured by a syndicate of St. Louis capitalists, who will operate the road independently hereafter, under the name of the St. Louis & Central Illinois railway.

A Very Low Rate. There is some talk in railroad circles about a second-class rate that is being made to excursionists from St. Paul to New York by the Rock Island road. It is reported that through a contract with Emigration Agent Johnson, these excursionists, bound for the old country via the Thingyva line, are set down in New York for \$14. A rate of \$5 over the Minneapolis & St. Louis road is charged them between this city and Chicago, and the Grand Trunk takes them from Chicago to New York for \$9 a head, thus making a combined rate of \$23, which is \$12 less than the regular second-class tariff. This is said to be another case of contract and is perfectly legitimate. A few nights ago, it is claimed, the Rock Island road took out 200 excursionists at this rate.

THE UNION PACIFIC.

Annual Report of Gen. Johnston, the Commissioner of Railroads.

WASHINGTON, Dec. 1.--The annual report of Gen. Joseph E. Johnston, commissioner of railroads, has been filed with the secretary of the interior, and was made public to-day. Of the Union Pacific railway the commissioner says that on his annual tour of inspection he found the track, bridges, culverts, work shops, roundhouses, etc., of the company in excellent condition; the ties well leveled, the rails (steel) accurately and firmly laid, constituting this a first class road, and proving the efficiency of the present management. The financial state is summarized as follows: Total debt, \$159,439,292; capital stock, \$90,868,500; total stock and debt, \$250,307,792; total assets, \$253,945,269; surplus, \$33,637,477. Among the items of assets one of \$21,000,141 is claimed by the company against the United States. The commissioner says that the reports of the treasury department show SETTLED ACCOUNTS AND MONEY PAID into the treasury June 30, 1886, aggregated \$20,674,414, or \$29,727 less than the amount claimed by the company. The credits of the company are increased, however, by accumulated interest on sinking fund investments \$448,500; total credits June 30, 1885, \$21,122,914. The gross earnings of the Union Pacific for the year 1885, United States and possessions, amounted to \$12,215,484; expenditures allowed under the Thurman act, \$7,761,605, leaving \$4,453,879 as the net earnings, of which the government is entitled to 25 per cent, or \$1,113,469. The amount found due from the Kansas division is \$141,019, making a total of \$1,254,489 due from both divisions. Instead of dividing the earnings and expenses of the Kansas division on a mileage basis as heretofore, the amount found due by the commissioner was based on actual location, as between the aided and non-aided lines, and the result in an increase of \$32,672 in the government requirements. The funded debt of the Union Pacific Railway company, June 30, 1885, was \$175,068,189 as against \$176,441,797 the year before, a net decrease of \$1,373,607.

THE REVENUE

of the Union Pacific company for the year ended Dec. 31, 1885, was \$25,066,836, expenditures \$21,944,944, surplus \$3,121,892, surplus excluding expenditures for new construction and equipments, \$3,344,281. The net earnings were \$8,467,676, against \$8,941,969 in 1884. The net earnings for its auxiliary lines for the year 1885 were \$1,362,774, against \$1,847,260 in 1884. The company operates twenty-one branch lines, on nineteen of which it has a controlling interest, although each has independent organization. The total mileage of the branch lines Dec. 31, 1885, was 2,687. The bonds outstanding amounted to \$40,342,000, of which the Union Pacific owned \$24,080,000 which cost the company \$20,453,253. The total capital stock outstanding (par value) was \$42,257,750, of which the Union Pacific owned \$24,216,000, which cost it \$11,562,334. The net earnings of these auxiliary lines for the year ended Dec. 31, 1885, amounted to \$1,366,491. The annual interest on bonds was \$2,604,110. On two roads dividends amounting to \$51,000 were paid on stock, all of which however was owned by the Union Pacific railway company, making a total for the year of \$2,655,110, or a deficit from the business of the year of \$1,228,618. That portion of the deficit has ever which represents unpaid interest upon bonds owned by the Union Pacific company is a mere book account, or a charge against the several auxiliary roads payable in their future earnings, and not MONEY ACTUALLY PAID OUT by the Union Pacific Railway company. The secretary of the interior, in giving out this report to-day, made the following comments concerning the deficit: It is claimed by Mr. Adams, the president of the company, that this deficit is apparent only, representing not money paid but book accounts of interest which has accrued on securities largely held by the Union Pacific company itself. It is also claimed that during the year the auxiliary lines as a whole not only paid their own operating expenses and \$1,300,000 in addition thereto, but also contributed to the main or aided line of the Union Pacific some \$5,000,000 worth of traffic which otherwise it would not have received.

THE FOLLOWING STATEMENT shows the amounts produced under existing laws, and also the interest paid the United States on account of the subsidy bonds, on July 1, 1875: Union Pacific interest account, \$6,567,494; sinking fund account, \$5,095,049; total, \$11,662,543; interest paid by the United States, \$15,092,780; Central Pacific, including Western Pacific interest account, \$2,620,401; sinking fund interest paid by the United States, \$12,530,056. The commissioner adds: In my opinion of the sinking fund shows that the law of 1875 is inadequate to the objects for which it was enacted; that of producing

a sum sufficient to pay the debts that will be due to the United States from aided railroad companies. All existing laws for that object are utterly insufficient, and additional and judicious legislation will be necessary to enable those companies to discharge their duties to the government. The total amount of interest paid by the United States on account of the subsidy bonds up to June 30, 1886, was \$70,854,325, an excess over the sums due the roads of \$40,104,229. Or

THE NORTHERN PACIFIC railroad company the commissioner says that the mileage June 30, last, was 2,801, that of the seventy-five miles unfinished on the Cascade division only five miles will be left at the end of the year. The rolling stock throughout is of excellent quality and is kept in good condition. Nearly 90 per cent of the track is laid with steel rails, weighing 56 pounds per yard. The track and buildings are kept in good condition. The total number of acres of timber on the company's lands in the United States, by patent and certification, June 30, 1885, was 11,439,839, of which 5,830,811 have been sold. From these sales the company has received \$29,856,000, and there are outstanding on time sales \$3,676,244. The following shows the financial condition of the Northern Pacific Railroad company June 30, 1885: Total debt, \$2,326,233; capital stock \$87,058,310; total stock and debt, \$89,384,543; total assets, \$109,588,333; surplus, \$20,203,790. The earnings of the road for the year ended June 30, 1885, were \$11,730,527; expenses, \$6,156,623; net earnings, \$5,573,904, an increase of \$506,414, or 10.04 per cent, over last year.

Western Passenger Pool. CHICAGO, Dec. 1.--The members of the Western Passenger pool were in session today for the purpose of accomplishing a reorganization, but they ran up against a very serious obstacle. The Wabash agreed to adopt the same plan as the other roads for ascertaining business upon which to award percentages, but insisted upon being allowed to make the rates rates permitted between St. Louis and Kansas City as the Chicago roads between Chicago and Council Bluffs. All of the other lines were a unit against this proposition, and no agreement being possible the question was referred to Managers Rothe, Chappell, Newton and Talbot, who they agreed to reach a compromise, if possible. The meeting adjourned subject to the call of the chairman.

The Central Iowa. CHICAGO, Dec. 1.--A bill to foreclose the first mortgage of \$1,517,000 on the Chicago division of the Central Iowa Railroad company of Iowa was filed in the federal court here to-day by the Central Trust company of New York. The bill relates that the money was borrowed to build the road's Illinois division, which runs from Peoria to Keokuk, and that the interest on the bonds was due. Judge Gresham appointed E. L. Dudley, the present manager of the road, the receiver, in bonds of \$50,000.

A Secret Agreement. CHICAGO, Dec. 1.--Messrs. Bogue, Vinling, Waldo, Duncan and Guilford, the arbitrators who have been endeavoring to agree on the St. Louis and Chicago rates for freight to Southern Kansas points, arrived at a conclusion to-day. Their agreement was placed under seal with the understanding that its contents were not to be divulged until the parties in interest are heard from.

St. Louis & Central Illinois. ST. LOUIS, Dec. 1.--The St. Louis, Jerseyville & Springfield railway, a portion of the Wabash system, extending from Bates, Ill., to Eliza, on the Mississippi river, and thence to Georgetown, has been secured by a syndicate of St. Louis capitalists, who will operate the road independently hereafter, under the name of the St. Louis & Central Illinois railway.

Ohio & Mississippi.

SPRINGFIELD, Ill., Dec. 1.--The officials of the Ohio & Mississippi railroad appeared before the railroad and warehouse commission to-day and offered to make an agreement to put the Springfield division in good condition, provided the commissioners will withdraw their suits in the courts to compel the railroad to make the improvement. The commissioners declined to consider the proposition.

Duluth Marine. DULUTH, Minn., Dec. 1.--There is almost a gale to-night and it is fearfully cold. The Stewart is making regular trips to Two Harbors, but aside from this navigation is practically closed. Three boats loaded with coal, however, are en route which may reach this port.

Chips From the Ties.

According to a circular issued from the general freight department of the Northern Pacific railroad, the rate on cattle, horses or sheep in car loads, released to ordinary valuation, but not to exceed \$100,000, per head from Eastern terminals to stations on the Spokane & Palouse and Spokane & Idaho, will be the same as to Rathdrum and points west--\$200 per car, as per tariff No. 191. The extension of the Dakota Central branch of the Chicago & Northwestern road from Doland, Dak., to Verdon, Dak., was opened for business yesterday. The stations on the new line are: Doland, Turton, Corde and Verdon. The extension is 24.38 miles in length.

General Land Agent Postlethwaite, since his recent appointment, holds sixteen regular positions, appointive and elective, and yet he looks fat and good-natured, and tells a story with as much interest as a man who had nothing else to think of.

There is a prospect that General Passenger Agent Tessdale, of the Omaha road, will be at his desk again about December 15, he has so far recovered from his recent illness. He has a host of friends who will heartily welcome him back.

The Omaha road, through White & Co., labor agents, took from the city last night 100 laborers, bound for Colorado, where they will be employed in the construction of the Colorado & Midland railroad.

J. F. McElroy, formerly assistant city ticket agent of the Milwaukee road at La Crosse, has taken a position as traveling passenger agent with the Burlington road.

The Northern Pacific officials yesterday were as busy as oysters regarding the accident up the line near Brainerd. They didn't seem to know anything about it.

The two Clerks, of the Omaha road, are in Chicago, attending the passenger and freight meetings being held there.

General Anderson, of the Northern Pacific, left for New York last night.

Make no Mistake.

But call at McLain's and buy your black silk and get the 25 per cent. discount.

Advertisement for Dr. J. Cresap McCoy's medicine, featuring an image of a bottle and text describing its benefits for various ailments.

NOTICE TO CREDITORS. State of Minnesota, County of Ramsey--S. In Probate Court, on the 1st day of Dec. 1886.

Where all curable diseases are treated with success. All diseases peculiar to the sexes a specialty. CATARRH CURED.

ALL DISEASES OF THE EYE SKILFULLY TREATED INCLUDING GRANULAR LIDS, SORE EYES, ETC. THE VARIOUS EYE OPERATIONS SUCCESSFULLY PERFORMED.

CONSULTATION at office or by mail, \$1. Correspondence receives prompt attention. Many diseases are treated successfully by Dr. McCoy through the mail, and it is thus possible for those unable to make a journey to obtain successful HIGHER TREATMENT AT THEIR HOMES.

Letters answered unless accompanied by 8c. in stamps. Office hours, 9 to 11 a. m.; 2 to 4 p. m. F. G. P. M.

PROSPEROUS OREGON.

Its Promising Outlook as a Great Fruit Producing Section.

How the Opening of the Northern Pacific Affected Her Prospects.

something About the Dangers of Camp Life in the West.

An Interesting Interview With a Volunteer--Story of Mrs. McAvoy.

"You wouldn't think Oregon would become a great fruit producing country, would you?"

The speaker was F. J. Metzger, the well-known fruit and confectionery dealer at the corner of Seventh and Wacouta streets.

"It will, however," he continued. "Since the opening of the Northern Pacific road we are securing the finest pears and grapes from the orchards and vineyards of Oregon. In a few years you will find that that state will ship the finest fruit in great quantities."

In further conversation about climate and changes of climate, Mr. Metzger said: "For the last two or three years I have suffered considerably from colds, which generally settled in my head and caused a pain over my eyes and in the back part of my head. I also noticed a dropping of something in the back part of my throat when I lay down. I had a tired, languid feeling and was often dull and drowsy. My nose was so stopped up that I had to breathe through my mouth and I found that I had the catarrh."

"On the least exposure," Mr. Metzger continued, "I would catch a fresh cold, and then I would have a pain in my forehead so severe as to affect my eyes."

"About two months ago," he added, "I read in the papers about Dr. McCoy's curing of catarrh people whom I had known for years. I immediately consulted him and placed myself under his treatment. In a few days I began to notice a change for the better. I continued to improve right along, until now I can say that I am completely cured."

Mr. Metzger has lived in St. Paul for about thirty years, and is well known here. He formerly did business on Jackson street, but is now located at the address above given, corner of Seventh and Wacouta streets.

Exposure in Camp.

"Twelve years ago I was a member of her majesty's volunteers up in Windsor, Canada. Lying out with nothing but a blanket to protect me from the rain and dew left me with a terrible cold and sore throat. It didn't seem as if I ever got entirely over that. I was continually catching a new cold and coughing and running phlegm. Some time since I found that I had catarrh. I tried a good

many things for it, but nothing seemed to make any better. I got so that I breathed hard and with difficulty, coughed a kind of dry, hacking cough and brought up a good deal of mucus."

The speaker was E. B. Newmarch, a well-known painter, living at 405 Second street, southeast, Minneapolis, and the conversation occurred at his office, 215 Central avenue.

"In the last five or six years," he continued, "I have been miserable. My stomach has been weak and I have had little liking for food, which seemed to have lost its taste. I would be sick at my stomach after my meals, and at times during the day I would be attacked by sudden feelings of dizziness. There was a continual roaring and buzzing sound in my ears and pain in my forehead. For six weeks, during the past summer, I was sick about all the time. I had doctored with one physician six months, but seemed to be getting worse all the time. Well, about two months ago I went to Dr. McCoy. He told me that my despondency and weakness was due to chronic catarrh of the head and stomach. I went under his treatment and began to get stronger right away, and was soon able to work as usual, and felt hearty and healthy. To-day I can't see about myself a single trace of the disease which made life a burden to me for twelve years. Dr. McCoy cured me entirely."

Grew Very Dim.

Mrs. John McAvoy, living at No. 2316 Twenty-fourth street south, Minneapolis, said to the writer: "For about a year past I have had serious trouble with my eyesight. My left eye began to get inflamed, and the sight from the eye gradually grew dim. I went to an optician then to get glasses, but glasses did me no good. My eye pained me very much when I brought too near to any light, and the dimness seemed to increase very fast. I began to have a pain in the eye which extended over the whole side of my face. This pain was the most severe at night, and would often keep me awake all night. It was terrible to bear. My eye was red and inflamed, and much of the time tears would run from it. I was treated by two or three doctors, but the dimness of my sight seemed to increase rather than diminish. It grew so bad that with the eye I could not see faces before me, or the objects in the room. Finally it got so that, holding my right hand before my face I could not count the fingers upon it. Two weeks ago I went to Dr. McCoy. He told me that my trouble was cataracts. He used a solution of some kind upon my eye and gave me some medicine. In a few days the inflammation and the pain left my eye and my face. My sight came back to me gradually, and now it is restored entirely. I can see as well as I ever could."

Special Announcement!

FIELD, MAHLER & CO., Have just opened and will place on sale this morning, a large line of All Wool Ladies' Suitings!

Full 54 inches wide, at the unprecedented prices of 69 and 79 cents per Yard.

Goods of equal value have been selling all this fall at \$1.50 per yard, and we are confident that at the above prices this is one of the best bargains ever offered in this market.

We will continue for a short time our special sales of HIGH GRADE BLACK SILKS!

Being sold out of the lower, we will sell the higher numbers as heretofore announced, viz: Our \$1.60 quality at \$1.47. Our \$1.87 quality at \$1.53. Our \$1.97 quality at \$1.68. Our \$2.05 quality at \$1.73. Our \$2.12 quality at \$1.90. Our \$2.38 quality at \$2.15. Our \$2.58 quality at \$2.13, and our \$3.00 quality at \$2.31.

When it is considered that our former prices were as low as goods of equal merit were ever sold, it will be evident that this sale will be a rare opportunity to obtain a High Grade Black Silk at a low price.

Mail orders have prompt attention.

FIELD, MAHLER & CO., COON COATS!

Third and Wabasha Streets, ST. PAUL.

\$40.00 SAVED ON A SEAL SACQUE.

38 Inches Long, \$125. 40 Inches Long, \$140.

These we started on last Monday, and Saturday closes the sale. We guarantee each one to be made of

Alaska Seal-Skin MARTIN'S ENGLISH DYE.

You can Save \$40 on a Sacque.

RANSOM & HORTON, FURS, 99 and 101 E. Third Street.

GOODYEAR RUBBER CO., ST. PAUL BRANCH, 131 East Third Street.

Minneapolis Branch, 201 Nicollet Avenue, JAMES SUYDAM, AGENT.

J. J. TALLMADGE, Manager.

WEATHER STRIPS, RUBBER GOODS, COTTON BELTING & HOSE, Leather and Rubber Belting.

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

FAIRBANKS SCALES AND ECLIPSE WINDMILLS.

J. D. POLLOCK & CO., Importers and Dealers in CROCKERY, CHINA AND GLASSWARE, LAMP GOODS, STONWARE, Looking Glasses & Plated Ware 134 East Third Street.

MINNEAPOLIS PROVISION COMPANY! Beef and Pork Packers, and General Provision Dealers, Wholesale and Retail, Market Men, Wholesale and Retail Grocers, Hotel, Family and Lumber Camp Supplies 24 and 26 South First Street. - MINNEAPOLIS, MINN.

OSBORNE'S IMPROVED BOILER, For Horse Heating is unequalled for Economy, Efficiency and Durability for Private Residences, Churches and School Houses. Write to E. F. OSBORNE, Corner Fifth and Rosabel streets, ST. PAUL, MINN.

FURNITURE! FURNITURE! All Kinds at 52 Fifth St. S. Hat Racks, Easy Chairs, Rockers of all kinds, Chamber Sets, Parlor Suits, Center Tables, Extension Tables, Lounges, Rattan Chairs, Book Cases, Chiffoniers, by B. REVERIDGE.



MIND YOUR P's AND Q's. There are two different origins assigned to this expression: One is that it arose from the custom of chalking up behind ale-house doors the debts due from customers in which the number of pints and quarts they owed for were made by strokes opposite the letters P. and Q.

Charles Knight, the editor of the Penny Cyclopaedia, thinks it originated in a printing office; the P's and Q's in small Roman type are so much alike that they are always puzzling to a printer's apprentice; it means, Do not be deceived by apparent resemblances; learn to discriminate between things essentially distinct, but which look the same; be observant; be cautious where you buy and how you buy. Every man who buys a suit of clothes or an Overcoat must trust somebody, however much he dislikes to do it; he is not sufficiently trained in the business to tell the genuine from the spurious. This is one of the advantages we claim, by making our own goods we know precisely what they are, and sell them intelligently. We mean that our word shall stand as good as our bond.

Any customer finding that the goods bought of us are not what they are represented, will know that it was a mistake, and should return them at once, when we will make him good at the U T K, corner of Nicollet avenue and Third street, Minneapolis.

P. S. When looking for Holiday Foods, remember we may have something you want. How would a Seal Cap, Seal Gloves, or a soft warm Beaver or Otter Collar do? One that can be buttoned on and taken off at the pleasure of the wearer. We have them in all grades.

WE ARE HEADQUARTERS For Sealskin, Beaver, Otter, Astrachan, Hair Seal, Mink, Wolf, Buffalo, Dog and Goat Coats, and all kinds of Fur-lined Coats. We make Coats to order, from any of the above pelts, trimmed in any manner desired.

FULL LINES Sealskin, Beaver, Otter, Mink, Nutria, Coney and Rat Caps, in all the different styles, now open.

THE OLD RELIABLE, RAY'S STORE. ESTABLISHED 1868.

The best Mandehing Java and Mocha 3 lbs. for \$1, best O. G. Java 3 1/2 lbs. for \$1, best Golden Rio 5 lbs. for \$1, 8 lbs. Choice Rio \$1, Fair Rio 7 lbs. for \$1. Roasted and Ground or Pulverized Best Uncolored Japan or Green that Gold can buy 70c per lb., and cheaper grades of Tea at prices that defy competition.

T. RAY & CO., WHOLESALE AND RETAIL, 32 South Washington Avenue, - - - Minneapolis, Minn.

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AGENTS WANTED.

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