

A BLOW AT SCALPERS.

Complete Abolition of Commissions for the Sale of Passenger Tickets at All Points.

An Abuse of Twenty-five Years' Duration and Growth Finally Done Away With.

Details of the Conclusions Arrived at in Yesterday's New York Meeting.

The Union Pacific Directors Re-elect Adams President—Railway Notes.

NEW YORK, March 30.—The joint executive committee of the trunk lines and the Central Traffic association held an important meeting at Commissioner Fink's office in this city to-day, and the result of its deliberation will be read with interest by railroad men all over the country, not to mention the scalpers. The end sought is nothing less than the complete abolition of commissions for the sale of passenger tickets all over the country—the inhibition to run not only to professional brokers, but also to regular agents, who have for many years been the mainstay of the scalpers on their sales of tickets over lines connecting with those in whose employment they have been. The decision was reached unanimously, and by such a large number of lines that it is believed that it will prove more effective than previous attempts in the same direction which were put into force only on the trunk lines. This abuse which began more than twenty-five years ago has grown to such enormous proportions that it is estimated it is now costing the railroads of the United States, directly and indirectly, at the rate of more than \$50,000,000 annually and has to a great extent been the means by which the ticket scalpers have built up. The Central Traffic association has been at work over a year in endeavoring to reach an agreement for the abolition of this system, but not until now have the lines been able to reach an unanimous concurrence. The announcing of the fact is issued from the rooms of the Central Traffic association in Chicago, dated to-day, signed by Assistant Commissioner George H. Daniels and approved by Commissioner C. R. Blanchard. It is addressed to all ticket agents and ticket sellers throughout the United States and Canada, and cities and the action of sundry meetings leading up to date, beginning with a meeting of the Central Traffic association at Chicago Dec. 15 last, when the commissioner was requested to get the vote of all the lines in the Central Traffic association territory on the subject of abolishing commissions. The next meeting was held in New York the 3d inst., at which the general passenger agents of the trunk lines, the Central Traffic association, the New England Passenger association and the Southern Passenger association, as well as a large number of lines in New England, New York, New Jersey and Pennsylvania, not members of the above associations, represented ninety-two transportation companies. The meeting unanimously recommended the total stoppage of commission payments, not merely to scalpers, but to regular ticket agents of the roads themselves, and that all proper means be used to secure concurrent action without delay. On the following day this action was approved by the presidents and managers, joint committees and the commissioners, and was instructed to issue a circular covering that action. The circular proceeds as follows:

IN accordance with the above action, you are hereby notified that no commission or other compensation of any kind or character will be paid or participated in by the undersigned lines, for the sale of tickets or for the securing of passengers, over these lines, or any of them, from and after April 1, 1887, by authority of the managing officers of the roads here signed. Allegheny Valley; Baltimore & Annapolis; Chicago & Grand Trunk; Philadelphia; Cincinnati; St. Louis & Chicago; Cincinnati, Jackson & Mackinac; Chicago & West Michigan; Cincinnati, Indianapolis & Michigan; Cincinnati, Washington & Baltimore; Columbus & Cincinnati; Indiana, Cleveland, Columbus, Cincinnati & Michigan; Chicago & Atlantic; Cleveland, St. Louis & Columbus; Chicago & Grand Trunk; Chicago & Havana line; Columbus, Hooking Valley & Toledo; Chicago, St. Louis & Pittsburgh; Cincinnati, Hamilton & Dayton; Detroit, Ironstone, Detroit & Mackinac; Detroit, Grand Haven & Milwaukee; Evansville & Terre Haute; Grand Trunk; Grand Rapids & Indiana; Indianapolis & St. Louis; Indiana, Bloomington & Western; Indiana & Illinois Southern; Indianapolis, Decatur & Springfield; Jeffersonville, Madison & Indianapolis; Lake Erie & Western; Lake Shore & Michigan Southern; Lake Erie & Western; Louisville & Nashville; Louisville, Nashville & Knoxville; Michigan Central; Michigan & Ohio; New York, Pennsylvania & Ohio; New York, Lake Erie & Western; New York, Chicago & St. Louis; Ohio & Mississippi; Ohio Central; Ohio & Northwestern; Pittsburgh & Western; Pennsylvania company; Peoria, Decatur & Evansville; Pittsburg & Lake Erie; Pittsburg, Cincinnati & St. Louis; Scotia Valley; Saginaw Valley; St. Louis, Toledo, Annapolis & Northern Michigan; Toledo, Columbus & Southern; Toledo & Ohio Central; Terre Haute & Indianapolis (Vandalia); Toledo, Peoria & Wabasha; St. Louis & Pacific (line east of the Mississippi river); Wheeling & Lake Erie.

In addition to the above, the following lines in the Central Traffic association have notified this office that they pay no commissions, and commissions have been eliminated by most of the New England roads of their own volition: Belvidere & Cincinnati; Cincinnati, Cincinnati Southern; Cleveland, Lorain & Wheeling; Cleveland & Marietta; Cincinnati, Georgetown & Portsmouth; Cleveland, Canton & Fort Wayne; Cincinnati & Louisville; Illinois, midland and valley railroads.

THE IMPORTANCE of the movement may be estimated when it is understood that the various associations agreeing to abolish ticket commissions comprise the Central Traffic association, composed of all important lines east of Chicago and St. Louis and west of the western termini of the trunk lines; the lines of the trunk lines territory, which include all lines between Buffalo, Salamanca and Wheeling on the one hand, and New York, Philadelphia and Baltimore on the other; the Southern Passenger association which comprises all the important lines east of the Mississippi and south of the Ohio and Potomac, and the New England association comprising all the important railroad lines in New England. The agreement is therefore more binding by another clause providing that neither of the agreeing companies will act as agents for connecting lines who continue to pay their agents a commission. The joint committee discussed the trouble with the Grand Trunk railroad, but finally decided to take no action in the premises. The managers' meeting, however, held after the adjournment of the joint committee and composed of nearly the same persons, decided, in view of the support given them in abolishing scalping, to concede the Grand Trunk a differential in east-bound passenger rates. They are allowed \$1.50 on passengers from Chicago to New York and \$3 on Chicago to Boston via Montreal and this is placed in the schedule.

THE UNION PACIFIC. Election of the Old Board of Directors at the Annual Meeting—Important Resolutions Adopted. BOSTON, March 30.—The annual meeting of the Union Pacific Railroad company was called to order at 10 o'clock this morning by President Adams. The reading of the annual report which has been published, was dispensed with and the meeting at once proceeded to ballot for directors for the ensuing year, and to vote upon the proposition to amend the by-laws, changing the date of the annual meeting, and to adopt several resolutions before the meeting. The following ticket for directors was elected, there being no opposition: Charles Francis Adams, Frederick T. Ames, Elisha Atkins, Ezra H. Baker, F. Gordon Dexter, Mahlon D. Spaulding, of Boston; Henry H. Cook, Sidney Dillon, David Dows, Andrew H. Green, Colgate Hoyt, T. R. Colloway, Greenleaf M. Dodge, James A. Rumhill and John Sharp. There is but one change in the membership of the old board, Mahlon D. Spaulding being substituted for John P. Spaulding. The resolutions submitted for a stock vote cover a change in the by-laws, fixing the date of the annual

meeting for the last Wednesday in April instead of the last Monday in March. An important resolution was adopted relating to the indebtedness of the road to the government of the United States, which is as follows: Whereas, This company, as shown by the report of its officers for the year 1886, is at the close of the year indebted to the United States, on account of subsidy bonds and the interest accumulated thereon in the sum of \$4,210,288 and Whereas, This sum less the amount which may be retained by the government for transportation and the amount which may be hereafter paid to meet sinking fund requirements, will be due in 1893, 1897, 1898 and 1899, and Whereas, The aggregate sum which will be due and payable as aforesaid cannot now be accurately settled, but so far as can be seen will be surely so large that it will be beyond the power of the company to pay it off from its actual or prospective resources; therefore be it Resolved, That the president and directors are hereby instructed to formulate and submit to the government of the United States a plan for settling the subsidy and funding the same for such periods at such reasonable rates of interest and under such terms as to additional security for a gradual repayment of the principal as will in their judgment be wise and just to both the government and the company.

Resolved, further, That the president and directors be and they are hereby authorized to proceed and take all proper and necessary steps to secure the acceptance of any act of congress of such plan for settling and funding their company's subsidy debts, and also to secure the ratification of the company and its bonds as far as possible from the control of the United States, its officers, and from all interference growing out of its presence in the United States. A resolution was submitted and approved asking for the setting forth of the advantages which would result from an amalgamation of the Oregon Railway and Navigation company and the Oregon Short Line railway, and for the same to be operated under one management, and in a joint interest, which would promote the interests of the Union Pacific and permit it to obtain an outlet to the Pacific coast. Several other resolutions of minor importance were submitted for a stock vote. A motion was voted to approve all the records of the company for the year, and as a matter of legal form to ratify by a formal vote the investments in the stock and bonds of both roads.

At a meeting of the directors this afternoon President Adams and the former officers were re-elected. The Pennsylvania's Action. PITTSBURG, Pa., March 30.—The Pennsylvania company, operating lines west of Pittsburg issued its official circular to-day for its passenger department in conformity with the provisions of the interstate commerce bill. The agents are instructed to require passenger rates to the full regular tariff, and to be sure to sell no tickets for less than the specified rates. All sub-agents are to be discharged at once. Special or reduced rates, for all classes of persons, including those heretofore issued on account of freight shippers, manufacturers, commercial travelers, theatrical companies, circuses, base ball clubs, students, hunters, fishermen, steamboat men, police, members of the press, hotels, charity, laborers, national soldiers' homes, mayor, orders and sisters of charity are abolished. Mileage tickets of every kind except "advertising" are withdrawn. Combinations made with local newspapers for the year 1887 to pay for advertising and transportation, however, will be carried out. Local tickets to ministers will be continued at 2 cents per mile, as well also round-trip tickets for thirty days. The circular is dated March 30, and will go into effect in April.

They Do Not Like It. Yesterday a number of the passenger agents of the roads in St. Paul were engaged in opening and reading letters from ministers of the gospel who, in accordance with the request of the roads, had returned their passes. It is a peculiar fact that all these ministers, who received with local agents a unit in the opinion that the law does not direct the calling in of these passes, and in many cases intimate that improper considerations prompted the recall. They do not like the course of the railroads in this matter, and a rebellious spirit is manifested in their letters. Many of them, in fact, most of them, quote the sections of the interstate commerce law bearing upon the matter, and seek to show that the section bears no such interpretation as the railroad officials put upon it. The mistake these men make is that they do not recognize the fact that the legislature of Minnesota passed a law on this subject, and the action of the railroads is under the state law and not under the law of congress.

A letter from the commissioners to Mr. Wright of the Illinois Central, sent yesterday, will explain the position of the officials in this state. The letter says: Section 2 of the act provides that all charges made by any common carrier, subject to the provisions of this act, for any service rendered or to be rendered in the transportation of passengers or property or in connection therewith, shall be equal and reasonable, and every unequal and unreasonable charge for such service is prohibited and declared to be unlawful. It shall be unlawful for any common carrier, subject to the provisions of this act, to make or give any unequal or unreasonable preference or advantage to any particular person, company, firm, corporation or locality in any particular.

The language is clear, distinct and unequivocal, and the interpretation not difficult or doubtful. The half fare permit referred to in the letter, is a violation of the law, and those using them as against all other passengers purchasing the usual and ordinary transportation. Surrender Their Lease. DUBUQUE, Ia., March 30.—In view of the complications and litigation that have arisen over the struggle for the mastery by two boards of directors of the Illinois Central of the Dubuque & Sioux City road, the effect at the expiration of its twenty-year lease next fall. This decision will compel the Illinois Central to build a parallel line a distance of 153 miles from Dubuque to Coma Falls to connect with a line it already owns running from Coma Falls to Sioux City. The following notice was issued to-day and served upon the company, namely: To the Dubuque & Sioux City Railroad company: You will please take notice that the Illinois Central Railroad company has elected to surrender the railway of the Dubuque & Sioux City Railroad company now held and operated by the Illinois Central company under the lease made and entered into between the companies above named on the 15th day of September, in the year of our Lord 1867, and all other property covered by said lease at the expiration of the term of twenty years, commencing on the 1st day of October, A. D. 1887, provided for in said lease, and all other property or interests or commitments made by the Illinois Central Railroad company, as provided in said lease. This notice is given pursuant to the requirements of the lease, and the directors of the Illinois Central Railroad company, ILLINOIS CENTRAL RAILROAD, By James Clark, President.

What the Schedules Cost. The Chicago & Northwestern road estimates that it will cost \$80,000 to print its schedules as prescribed by the interstate commerce law. The type foundries thereinto are doing a booming business, directing all their energies to turning out a piece in which the type says the schedule must be printed. This is an unusual size, and some Western roads have found it impossible to get their work done in the offices in the West, and have been compelled to send their schedules to the large cities in the East. Even with the best efforts of the foundries and printers it is doubtful if all the railroads will have their work done in time to meet the requirements of the law. Nearly all these job offices are engaged on the work, and each one has been compelled to order extra quantities of type in large lots. The time for getting the new schedules into effect is getting very short, and with all the haste they can make it is very doubtful if they will be able to have the printing completed and get them distributed by the 5th of April.

The Interstate Commission. Special to the Globe. WASHINGTON, March 30.—The interstate commerce commission will hardly get fully organized this week. Judge Cooley will probably reach the city this evening. Some mail for him arrived at Willard's to-day. Gen. Brazz is expected to arrive to-morrow morning.

The other commissioners will probably get here some time during the day, and the first consultation will be held to-morrow. The question of organization, the appointment of a secretary and clerks, and the selection of quarters will be to be considered before they can go about with their work. No quarters have yet been considered, and it is still uncertain whether the clerks will be appointed under the civil service law or not. It is believed that Mr. Talbot, the clerk of the ways and means committee of the house under Mr. Morrill, will be chosen as secretary. The commission has yet to select its clerks, and what is its authority under the law.

Chips From the Ties. The Northern Pacific issued a circular yesterday announcing that the office of engineer, track, bridge and buildings, eastern divisions, will be abolished on the first day of April. On that date J. W. Kendrick, in addition to his duties as chief engineer of the St. Paul & Northern Pacific railway, will assume the duties of consulting engineer for the maintenance of way department eastern divisions, of the Northern Pacific road. Mr. Kendrick's address will be at St. Paul.

The Omaha has issued a circular in which it says: "Our new tariffs which were directed to be canceled March 31, are continued in force to and including the 4th of April. When requested to do so, rates in effect prior to April 4, will be protected in the form of instructions to be issued on or before April 4, when satisfactory evidence is produced that the freight was actually in transit on the Omaha road on or before April 4."

A meeting of general managers of Western, Northwestern and Southwestern railroads will be held at Chairman John S. Abbott's office to-day to consider the form of instructions to be given to conductors concerning pass matters, to take effect April 4, and such other matters as may be deemed proper.

It is reported upon good authority that two crews of the Northern Pacific surveyors are in the field running lines from Minneapolis and Grand Forks. The Minneapolis crew has run a preliminary line near Hurricane lake, tapping the richest section of island and heading a tunnel.

H. A. Glatfelter, chief train dispatcher of the Minnesota & Northwestern road, has resigned his position, and will accept the position of superintendent of construction on the Milwaukee & St. Paul road.

Yesterday J. W. Fairbank, of Dawson, Dak., went through St. Paul with a party of emigrants from Michigan, who are going to locate in Kuster county, Dakota, on the line of the Northern Pacific.

Another big railroad consolidation scheme is now maturing, which is said to involve a railroad running north of the lakes, which will compete for business from the Mississippi to the Atlantic.

The Erie Dispatch & Lake Superior Transit company have given notice of the cancellation of their line between Chicago and Milwaukee. J. Francis Lee, commercial agent of the Canadian Pacific, with headquarters in Chicago, is in St. Paul.

Darton Johnson is appointed second assistant general freight agent of the Northwestern. The Chicago & Northwestern will continue in force the old rates to April 4.

C. S. Fox, of the Northern Pacific road, returned yesterday from Chicago. C. R. Cook, of the Burlington, Cedar Rapids & Northern, is in St. Paul.

A Big Contract Awarded. BUTTE, Mont., March 30.—The contract has just been awarded Larson, Keefe & Co., of Helena, for tunneling and grading the Montana Central railroad. One tunnel on the line will be 6,000 feet long. The work will commence at the town of Helena. The total length of the line is eighty-eight miles. The consideration of the contract is over \$2,000,000.

Trimming, Trimmings. Moss trimmings at 50c. and 65c., worth 75c.; all feather trimmings at 50c., worth 75c., and collidial plush trimmings at 75c., worth \$1, at McLain's, 384 Wabasha street.

Mrs. Goodwin's Will. NEW YORK, March 30.—The will of Eliza Goodwin, the wife of Nat C. Goodwin, was offered here to-day for probate. It is dated June 8, 1880. It bequeaths to Eliza Smith, of London, Eng., her mother, \$8,000, and the rest of her estate to her husband.

McLain. Has the finest line of gauze and muslin underwear to be found in the city. McLain's, 384 Wabasha street.

RULED BY PREJUDICE. Few persons realize how thoroughly they are controlled by prejudice even to their own disadvantage. For many years the treatment of rheumatism, neuralgia, sciatica and headache has been by some outward application, and therefore, without stopping to think of the cause of the disease, must, from necessity, be internal, the weary sufferer continues to rub, rub and find no relief. Athliphoros is taken internally, and as a proof that this is the correct principle, it cures surely and quickly. The statement of those who have been cured ought to convince the incredulous.

Palmyra, Neb., Aug. 3, 1886. I believe I have been greatly benefited by Athliphoros. I keep it in the house all the time, and if I feel a twinge of rheumatism I take a dose, and I have not had to take any more for months, and I am permanently cured. I have not hesitated to recommend it largely and have helped others with it. Rev. E. J. Bird.

Mrs. George Hoffman, Cedar Falls, Ia., says: "My husband was cured of rheumatism by the use of Athliphoros. Three bottles of that medicine cured him entirely so that he has not had an ache from rheumatism since, and that is now over a year ago. For twenty years previous there was never a time that he was free from pain. Doctors nor medicine could drive the disease away. It was the sciatic rheumatism in his right leg. The doctors said he would always have it, as they did not think there was any cure. He was suffering very much from a severe attack, but the Athliphoros took hold at once, and he was cured by the time he had used three bottles he was entirely well and has been ever since."

Every druggist should keep Athliphoros and Athliphoros Pills, but where they cannot be bought of the druggist the Athliphoros company, 119 Wall street, New York, will send either (carriage paid) on receipt of regular price, which is \$1 per bottle for Athliphoros and 50 cents for Pills.

For liver and kidney diseases, dyspepsia, indigestion, weakness, nervous debility, diseases of women, constipation, headache, impure blood, etc., Athliphoros Pills are unequalled.

WE solicit a comparison of assortment, values and designs with any and all competition.

CLAIMS FOR PENSION SUCCESSFULLY PROCESSED FOR SOLDIERS, SEAFARERS, AND DEPENDENT RELATIVES. INCREASE OF PENSIONS A SPECIALTY. Terms of the law and by order in the Union Army. Ten Years' Experience in the U. S. Pension Bureau at Washington, D. C.

As Chief Division and Principal Examiner, have specially fitted the undersigned for this work. JOHN DAY SMITH, P. O. Box 503. MINNEAPOLIS, MINN.

(ADVERTISEMENT.) U. S. ENGINEER'S OFFICE. ROCK ISLAND, ILL., MARCH 27, 1887. Separate Sealed Proposals, in duplicate, will be received at this office until 2 p. m., on the 29th day of April, 1887, for work on upper Mississippi river, as follows:

1. Construction of dams and shore protections of brush and rock, between Homer and Queen's Bluff, Minnesota.

2. Construction of dams and shore protections of brush and rock, between Guttenburg and Waukegan, Iowa.

3. Construction of dams and shore protections of brush and rock, between Sand Prairie and Savanna, Illinois.

4. Furnishing Fifteen thousand (15,000) cubic yards Rip-rap rock and delivering the same on bank of river in vicinity of Waukegan, Wisconsin.

5. Furnishing Ten thousand (10,000) cubic yards Rip-rap rock and delivering the same on U. S. bank of Kewanee river, Wisconsin, and Winona, Minnesota.

6. Furnishing Ten thousand (10,000) cubic yards Rip-rap rock and delivering the same on bank of river, between Burlington and Montrose, Iowa.

Proposals will be accompanied by a written guarantee that the contractor will execute the contract will be entered into with good and sufficient security within ten (10) days after notice of such acceptance.

Blanks on which proposals must be made, containing specifications and detailed information, may be obtained on application. A. MACKENZIE, 99-103-1st 27-28 Major of Engineers, U. S. A.

Merit Always Commands Success.

Barnes, Hengerer, Demond & Co. MINNEAPOLIS.

STORY OF A POSTAL CARD. I was affected with kidney and urinary trouble— "For twelve years!" After trying all the doctors and patent medicines I could hear of, I used two bottles of Hop Bitters. "All the time!" Respectfully, B. F. BOOTH, Sausalbury, Tenn. May 4, 1885.

It has cured me of several diseases, such as nervousness, sickness at the stomach, monthly troubles, etc. I have not seen a sick day in years—since I took Hop Bitters. All my neighbors use them.

MRS. FANNIE GREEN. ASHBURNHAM, Mass., Jan. 15, 1886. I have been very sick over two years. They all gave me up as past cure. I tried the most skillful physicians, but they did not reach the worst part. The lungs and heart would fill up every night and distress me, and my throat was very bad. I told my children should never die in peace until I had tried Hop Bitters. When I had taken two bottles they helped me very much indeed. When I had taken two more bottles I was well. There was a lot of sick folks here who monthly troubles, etc. I have not seen a sick day in years—since I took Hop Bitters. All my neighbors use them.

MISS JULIA G. CUSHING. \$3,000 Lost. "A tour to Europe that cost me \$3,000, done 'less good than one bottle of Hop Bitters; 'they also cured my wife of fifteen years' monthly troubles, etc. I have not seen a sick day in years—since I took Hop Bitters. All my neighbors use them."

Baby saved. We are so thankful to say that our nursing baby was permanently cured of a dangerous and protracted constipation and irregularity of bowels by the use of Hop Bitters by its nursing mother, which at the same time restored her to perfect health and strength.—The Parents, Rochester, N. Y.

Unhealthy or inactive kidneys cause gravel, "Bright's disease, rheumatism and a host of other serious and fatal diseases, which can be prevented with Hop Bitters," if taken in time.

"Ludington, Mich., Feb. 2, 1885.—I have sold Hop Bitters for ten years, and there is no medicine that equals them for bilious attacks, kidney complaints and all diseases incident to this malarial climate.

H. T. ALEXANDER. Monroe, Mich., Sept. 25, 1885.—Sirs: I have been taking Hop Bitters for inflammation of kidneys and bladder. It has done for me what four physicians failed to do—cured me. The effect of the Bitters seemed like magic to me. W. L. CARTER.

GENTS: Your Hop Bitters have been of great value to me. I was laid up with typhoid fever for over two months and could get no relief until I tried your Hop Bitters. To those suffering from debility, or any one in feeble health, I cordially recommend them. J. C. SROETZEL, 638 Fulton street, Chicago, Ill.

Can You Answer This? Is there a person living who ever saw a case of acute biliousness, nervousness, neuralgia, or any disease of the stomach, liver or kidneys that Hop Bitters will not cure? My mother says Hop Bitters is the only thing that will keep her from severe attacks of neuralgia and headache.—Ed. Oswego Sun.

My little sickly, puny baby was changed into a great, healthy boy, and I was raised from a sick bed by using Hop Bitters a short time. A YOUNG MOTHER.

W. N. COLEMAN, Artistic Designer OF INTERIOR DECORATION AND DRAPERY. WITH OLIVER BAKER, 417 Wabasha Street. ST. PAUL Foundry Company MANUFACTURERS OF ARCHITECTURAL IRON WORK. Founders, Machinists, Blacksmiths and Pattern-makers. Send for cuts of columns. Works on St. P., M. & St. L., near Com. avenue. Office 118 E. Fourth street, St. Paul. O. M. POWER, Secretary and Treasurer.

MILL OWNERS, You can obtain perfectly tight valves and valves of iron, fitting direct from the only manufacturers of such goods in the Northwest. Samples furnished for trial. STEAM FITTERS', MILL AND ENGINEERS' SUPPLIES, BRASS AND IRON CASTINGS. Holland & Thompson Mfg. Co., Office—317 Minnesota street, Factory—south Park, St. Paul, Minn.

THE MINNESOTA Terra Cotta Lumber Co. Before contracting for material for next year's buildings all persons interested are cordially invited to examine the merits of TERRA COTTA LUMBER. EDMOND RICE, President. H. A. BOARDMAN, Treas. and Gen. Manager, Office, 363 Jackson St., St. Paul. Minneapolis Agents, C. S. LEWIS & CO., 213 Hennepin Avenue.

A NUMBER OF MINNESOTA CHIEF ENGINES, SEPARATORS AND HORSE POWERS. Only used a few days and just as good as new. For Sale Cheap for Cash Or Good Security. S. BROWN, Receiver, Stillwater, Minn.

Goodyear Rubber Co's Goods. THEY ARE THE BEST MADE. 131 EAST THIRD ST., ST. PAUL. 201 Nicollet Ave., MINNEAPOLIS. Beware of Imitators. BEST TEETH \$8.00 Cullum's Painless Method Of Tooth Extraction. Filling, \$1. up. Cor. Seventh and Wabasha, St. Paul. Patent Law—Jas. F. Williamson, Room 15, Collon Block, Minneapolis. Solicitor of patents, counselor in patent cases. Two Years an Examiner in U. S. Patent Office.

THE GREAT APPETIZER! This will certify that I have examined the Sample of BELLE OF BOURBON WHISKY received from LAWRENCE, OSTROM & CO., and found the same to be perfectly free from Fuses or all other deleterious substances and tritely pure. I cheerfully recommend the same for Family and Medicinal purposes. J. P. BARNUM, M. D., Analytical Chemist, Louisville, Ky. For Sale by Druggists, Wine Merchants and Grocers Everywhere. Price, \$1.25 per Bottle. If not found at the above, half dozen bottles, in plain boxes, will be sent to any address in the United States on receipt of six dollars. Express paid to all places East of Missouri river. At Wholesale by KENNEDY & CHITTENDEN, 317 Wabasha St. LAWRENCE, OSTROM & CO., Louisville, Ky. GEORGE BENZ & CO., Agents for St. Paul and Duluth.

To-day, and until further notice, you can buy fine footwear at a great reduction. We are bound to reduce our stock to make room for our large shipment of Spring and Summer Boots, Shoes and Slippers, now on their way from New York City. Ladies Curacao Kid Boots from \$1.50; Gents' Calf Sewed Shoes, \$2.50; worth \$5. Rubber Boots and Shoes at about half price. Mail orders solicited. Express charges paid to any part of the United States.

HILLEN'S New York Shoe Bazaar! 67 E. Seventh Street, bet. Cedar and Minnesota Sts.

B., H., D & Co

Syndicate Block, MINNEAPOLIS.

Our vocabulary is so limited that we cannot find language strong enough to convey to our customers an idea of the feast of good things we have provided for them in our Silk, Velvet, Lace and Passementerie departments.

We cannot write in too strong terms of the values we are offering in all Silk, Satin, Rhadame, three numbers we carry and make a specialty of, we offer at \$1, \$1.25, \$1.50, and stake our mercantile reputation upon their intrinsic work as being the VERY BEST SILKS in the market at the prices quoted. Another point, our stock is so large and varied that you can find any and every desirable new shade. For instance, we have sapphire, garnet, cardinal, wine, tan, beige, fawn, castor, suede, bois rose, mode clair, coffee, chocolate, cuir, golden brown, silver gray, maroon, seal, navy, marine, electric, heliotrope, genedarme, myrtle, bronze, olive, hunter's green. There are colors and shades of a color that are not desirable. We haven't got them. Our colors are all selected, well selected, and the very cream of this season's production.

FAILLE FRANCAIS, a heavy, soft, mellow Silk, fashion's favorite for elegance, can be bought nowhere else to such good advantage as from us. You ask why. We answer, for several reasons. First, Silks are all bought direct from the makers, no middlemen's profits to pay; second, we buy nothing but the best, consequently sell nothing but the best, no seconds or discarded Silks in our stock; third, we buy more and sell more Silks than any three houses in Minneapolis combined, because we are satisfied with small margins and quick sales. You will find the same care displayed in the selection of colors and qualities in Faille Francais as in Satin Rhadame. The price we make is so remarkable, \$1.35, that it cannot fail to be appreciated.

ALL SILK SURAHS, double face, in 27 new and beautiful shades, at prices to command large sales. We have them at 75 cents and \$1. For trimming, combining and adorning the above Silks, we have provided choice two and three-toned Striped and Checked Velvets, entirely new designs. No old chestnuts, at our usual low prices. The same is true in Passementeries, Beaded Sets, in black and colors, to match and combine with Silks and Wool Fabrics.

In Laces Our Stock is "Second to None."

PENSIONS. We solicit a comparison of assortment, values and designs with any and all competition.

CLAIMS FOR PENSION SUCCESSFULLY PROCESSED FOR SOLDIERS, SEAFARERS, AND DEPENDENT RELATIVES. INCREASE OF PENSIONS A SPECIALTY. Terms of the law and by order in the Union Army. Ten Years' Experience in the U. S. Pension Bureau at Washington, D. C.

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5. Furnishing Ten thousand (10,000) cubic yards Rip-rap rock and delivering the same on U. S. bank of Kewanee river, Wisconsin, and Winona, Minnesota.

6. Furnishing Ten thousand (10,000) cubic yards Rip-rap rock and delivering the same on bank of river, between Burlington and Montrose, Iowa.

Proposals will be accompanied by a written guarantee that the contractor will execute the contract will be entered into with good and sufficient security within ten (10) days after notice of such acceptance.

Blanks on which proposals must be made, containing specifications and detailed information, may be obtained on application. A. MACKENZIE, 99-103-1st 27-28 Major of Engineers, U. S. A.

Merit Always Commands Success.

Barnes, Hengerer, Demond & Co. MINNEAPOLIS.

STORY OF A POSTAL CARD

I was affected with kidney and urinary trouble— "For twelve years!" After trying all the doctors and patent medicines I could hear of, I used two bottles of Hop Bitters. "All the time!" Respectfully, B. F. BOOTH, Sausalbury, Tenn. May 4, 1885.

It has cured me of several diseases, such as nervousness, sickness at the stomach, monthly troubles, etc. I have not seen a sick day in years—since I took Hop Bitters. All my neighbors use them.

MRS. FANNIE GREEN. ASHBURNHAM, Mass., Jan. 15, 1886. I have been very sick over two years. They all gave me up as past cure. I tried the most skillful physicians, but they did not reach the worst part. The lungs and heart would fill up every night and distress me, and my throat was very bad. I told my children should never die in peace until I had tried Hop Bitters. When I had taken two bottles they helped me very much indeed. When I had taken two more bottles I was well. There was a lot of sick folks here who monthly troubles, etc. I have not seen a sick day in years—since I took Hop Bitters. All my neighbors use them."

MISS JULIA G. CUSHING. \$3,000 Lost. "A tour to Europe that cost me \$3,000, done 'less good than one bottle of Hop Bitters; 'they also cured my wife of fifteen years' monthly troubles, etc. I have not seen a sick day in years—since I took Hop Bitters. All my neighbors use them."

Baby saved. We are so thankful to say that our nursing baby was permanently cured of a dangerous and protracted constipation and irregularity of bowels by the use of Hop Bitters by its nursing mother, which at the same time restored her to perfect health and strength.—The Parents, Rochester, N. Y.

Unhealthy or inactive kidneys cause gravel, "Bright's disease, rheumatism and a host of other serious and fatal diseases, which can be prevented with Hop Bitters," if taken in time.

"Ludington, Mich., Feb. 2, 1885.—I have sold Hop Bitters for ten years, and there is no medicine that equals them for bilious attacks, kidney complaints and all diseases incident to this malarial climate.

H. T. ALEXANDER. Monroe, Mich., Sept. 25, 1885.—Sirs: I have been taking Hop Bitters for inflammation of kidneys and bladder. It has done for me what four physicians failed to do—cured me. The effect of the Bitters seemed like magic to me. W. L. CARTER.

GENTS: Your Hop Bitters have been of great value to me. I was laid up with typhoid fever for