

PURCHASE OF STOCK

GREAT WESTERN RAILWAY EMPLOYEES TAKE ADVANTAGE OF THE ROAD'S OFFER

TO BECOME STOCKHOLDERS.

PRESIDENT STICKNEY WELL PLEASED WITH THE ACTION OF THE MEN.

WHAT RECENT GALVESTON VISIT.

Report of Purchase of Property in Minneapolis Was Somewhat Exaggerated.

Employees of the Chicago Great Western railway have availed themselves of the offer recently made by the officers of the company and purchased its stock to the amount of something like \$28,000 or \$37,000, most of which is paid up. They are therefore stockholders of the road, and, if the theory of the officers is correct, more interested in the workings and general success of the system. The plan was originally broached recently, and President Stickney, in commenting on the matter, expressed himself as pleased that the matter had been so well received by the men working for the road.

"The point is," Mr. Stickney explained, "that Galveston is a very far away from St. Paul as New York is, and also as far away as Newport News is from here. Now, if at Galveston they have fine or other products which we need and can use and if we have wheat or corn or flour or other stuff they need, it might be a good policy to make such arrangements as would facilitate an exchange of these commodities without necessarily going through Chicago. As I understand it, some of our officials, while away on a sort of pleasure trip, did visit Galveston as being a place that naturally took in the situation, being always on the lookout for any way to legitimately increase the business of the company."

Mr. Stickney took occasion to puncture the tale that his company had just purchased a large lot of land near St. Paul, Minnesota, upon which it was the intention to erect a large hotel. Mr. Stickney adds that the only foundation for such a story lies in the fact that the company did purchase a forty-foot tract near the Minneapolis station recently, which land will be used to increase the facilities of that place.

NEW TARIFFS ARRIVE.

Jobbers Little Interested in Transcontinental Rate Sheet.

Traffic officials of the transcontinental lines in St. Paul yesterday received from Secretary Cass, at Chicago, copies of the rather bulky west-bound tariff, naming the amended class and commodity rates, over which the members of the Transcontinental Freight bureau labored so long and patiently.

The amended tariff, a thorough understanding of which is only possible with the freight men themselves or the traditional Philadelphia lawyer, gives the figures on nearly everything, including every conceivable article, arranged alphabetically, from apples to zippers, but a comparison with the tariff in effect shows that the advance is not amounting to from 5 to 15 per cent, as has been made on iron and steel articles shipped west from Chicago. In this list, which covers nearly everything from angles to yokes for cable trucks, the rates have been put up slightly, effective Dec. 15. The St. Paul traffic officials explain that the advance is not on the class of commodities which constitute business originating in this territory, and that therefore the new tariff will affect the business of manufacturers but little, and that only indirectly.

SHIPMENT OF POTATOES.

St. Paul & Duluth Has Moved Large Quantities.

St. Paul & Duluth freight officials announce a temporary let-up in the very heavy movement of potatoes, which has been in progress from their territory for some time past. Owing to the much improved prices which the

FREE TRIAL TO ANY HONEST MAN.

The Foremost Medical Company in the World in the Cure of Weak Men Makes This Offer.

HAPPY MARRIAGE, HEALTH, ENERGY AND LONG LIFE.

In all the world today—in all the history of the world—no doctor nor institution has treated and restored so many men as has the ERIC MEDICAL COMPANY, of Buffalo, N. Y.



This is due to the fact that the company controls some inventions and discovers which have no equal in the whole realm of science.

So much deception has been practiced in advertising that this grand old company now makes a startling offer to the public.

They will send their magnificently effective medicine and a month's course of restorative medicine positively on trial, without expense, to any reliable man.

Not a dollar need be paid until results are known to and acknowledged by the patient.

The ERIC Medical Company's Advice and Remedies have been talked of and written about until every man has heard of them.

The highest medical authorities in the world have lately commended them.

They possess marvelous power to vitalize, develop, restore and sustain.

They cure all ailments that sap the energy, they cure all effects of evil habits, excesses, or overwork.

They give full strength, development and tone to every portion and organ of the body. Failure impossible, if no barrier.

This "Trial Without Expense" offer is limited to a short time, and application must be made at once.

No C. O. D. scheme, nor deception; no expensive "clean business" proposition.

Write to the ERIC MEDICAL COMPANY, Buffalo, N. Y., and refer to their offer in this paper.

"MURPHIES" have brought, the farmers who were fortunate in having any quantity of them have been shipping them steadily, the movement being heavier than for several years, and at better prices.

The crop in this section, which is estimated at something like 3,000 carloads, over half of which has already been dispatched, mostly to the New York points, although not a few hundred carloads of the crop have found their way to New England points. Last year potatoes brought 18 cents a bushel, as against 48 cents at present. The horizontal advance of three cents a hundred pounds, which was made Sept. 1, amounted to the restoration of the rates to the old basis, which was desired when prices were so low that the farmers did not take the trouble to dig up their tubers. The movement of potatoes to Missouri river points has been light, owing to the advantage in rates enjoyed by the people in the Colorado territory.

NEW PASSENGER COMPACT.

Western Roads Would Like a Stronger Association.

CHICAGO, Dec. 1.—There will be no change in the grain rates east of the Chicago for some time, the traffic officials of the Eastern roads having failed to reach an agreement. It is likely that matters will be taken up at a meeting of the Eastern lines to be held in New York within the next ten days. Some of the roads of the Western Passenger association are in favor of a reformation, to enable the stronger agreement. It is claimed that the agreement under which the present organization is working is not sufficient to keep the roads from demoralizing the rates whenever they take action. Other roads are of the belief that there will be no need of a new agreement until they have secured the membership of the roads that are at the present time on the outside of the agreement. The matter will, it is expected, be taken up at an early meeting of the executive committee of the association.

MONTANA UNION ROAD.

Annual Meeting of a Short but Important Line.

President Mellen and General Manager Kendrick, of the Northern Pacific, left last night for New York, where they will attend the postponed annual meeting of the Montana Union Railway company, which will be held there the last of the week. This road was started in 1895, and is controlled by Butte to Garrison, and is controlled jointly and operated by the Northern Pacific, Union Pacific and Oregon Short Line companies.

Still Lower.

Twin Cities via the Soo Line to the following points only:

Table with 2 columns: City, First Class, Second Class. Includes Albany, Boston, Buffalo, New York, Toronto, Utica.

Special for Anoka.

The Great Northern will make up and send a special train to Anoka, Minn., every evening to carry Gov. Clough, the members of his staff and some invited friends to the dedication of the new fort at that place. The special will pull out of St. Paul at 7 p. m., and will leave Anoka returning at sharp midnight.

Line to Roseland.

MONTREAL, Quebec, Dec. 1.—President Van Horne, of the Pacific coast, stated today that the company had decided to build a road of their own to Roseland, Minn., pushing the work as rapidly as possible.

President Hill's Special.

The special train bearing President Hill and party to the West pulled out over the Great Northern last night shortly after 10 o'clock, and is expected to reach the president, banker Moore, of New York, and the latter's wife and two daughters. The trip will be made to the Pacific slope.

Railway Notes.

Among the passengers on the Northern Pacific overland train yesterday were Col. Day of Duluth, and O. H. Ingram, of Eau Claire, Wis., bound for Portland.

General Passenger Agent Stone, of the St. Paul & Duluth, is expected home from Chicago today.

F. J. Shepard, of the Northern Pacific land department, who has been ill for some time, has returned to his office.

General Passenger Agents Fee, of the Northern Pacific, and Whitney, of the Great Northern, are in Chicago.

Samuel H. general manager of the Eastern Minnesota, came down from Duluth yesterday.

Mr. Craig, assistant general passenger agent of the Northern Pacific, is in Winnipeg.

The Great Northern overland train out yesterday afternoon had on board two parties of prospective settlers bound from Ashland and Howard.

Gen. Superintendent Harding, of the Great Northern, also Chief Engineer Stevens, are still in the West.

Going to California.

Take the North-Western Line, C. St. P. M. & O. R. Y.

It is the pioneer tourist car line from the Twin Cities.

It is the shortest line to California, saving many weary hours of travel.

It is the only line making fast time with limited trains for California every day in the year.

Tourist Sleeping car via this line leaves Minneapolis at 7:40 p. m.; St. Paul 8:15 p. m. every Thursday.

For lowest rates and reliable information call on Geo. R. St. Paul, 413 Nicollet Avenue, Minneapolis; 405 West Superior St., Duluth, or address T. W. Teasdale, General Passenger Agent, St. Paul, Minn.

STARTS OUT ON A HIGH PLANE.

Michigan Saloonkeeper Issues a Unique Card to the Public.

FARMINGTON, Mich., Dec. 1.—A Farmington saloonkeeper has issued the following unique card to the people of this place:

Know ye that, by the payment of \$25.00 I am permitted to retail intoxicating liquors in this town.

There are gentlemen of honor and men of money who can afford it. It is with them I wish to trade.

I pay a tax for the privilege of selling to anybody who has a name or a name of a man or a name of a woman.

There are gentlemen of honor and men of money who can afford it. It is with them I wish to trade.

Not a dollar need be paid until results are known to and acknowledged by the patient.

DEMAND ON HAYTI

TWENTY THOUSAND DOLLARS THE AMOUNT OF THE INDEMNITY ASKED.

SCHWERIN IS UNPOPULAR.

A GRACIOUS RECEPTION FOR THE COUNT TOO MUCH TO REQUIRE.

NO ONE WANTS ANY TROUBLE.

Attitude of All Parties to the Diplomatic Incident Pacific in the Extreme at Present.

WASHINGTON, Dec. 1.—The exact nature of Germany's demands on Hayti became known for the first time today. The details came by way of the steamer from Port au Prince, which arrived at New York yesterday, and show the demands to be as follows:

First—An indemnity of twenty thousand American dollars for Emile Leuders.

Second—The promise that Mr. Leuders may return to Hayti and sojourn without danger of any kind.

Third—A letter to my government in which you will express apology for the proceedings toward the German government in the whole transaction.

Fourth—That the president of Hayti shall graciously receive the German charge d'affaires at Port au Prince.

It was also announced that, if indemnity was not given, a warship would be sent or diplomatic relations be broken.

Without answering the demands in detail, Hayti asked if Germany, by presenting this demand intended to close the negotiations in the Leuders case, and also on what ground an indemnity was asked. The money demand was regarded by Hayti as far less important than the other three, which were considered as affecting Hayti's honor.

The demand that the president receive Count Schwerin graciously was looked upon as an insult, and it was pointed out as it was this official who had gone before the president and rudely submitted his demands. It was this fourth demand which led Hayti to prepare for any eventuality.

Since the foregoing correspondence closed, the news has become apparent, according to cable dispatches from Germany, that the suggestion as to the sending of warships had been modified and that there is no present purpose to do so.

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SPALDING'S SENTENCE.

He Goes to the Penitentiary on the Indeterminate Plan.

CHICAGO, Dec. 1.—Charles Warren Spalding, ex-president of the Globe Savings bank, was today sentenced to the indeterminate plan of the penitentiary.

He was charged with embezzling funds of the University of Illinois, of which he was treasurer.

Banker Spalding made a stubborn fight in court in the endeavor to preserve his good name. Besides being in justice courts and before masters in chancery several times, he twice stood trial on the charge of legally diverting funds entrusted to his care. The first time the verdict was not guilty, but on the second trial, which was after a long delay, the jury brought in an adverse decision.

The indictment and subsequent conviction, the romantic love story underlying the alleged offense, and the most trying circumstances, all combined to make his case an unusually interesting one.

Under the indeterminate sentence law in operation in this state the convicted bank president may be kept in prison for one to three years.

The length of sentence above mentioned rests with the board of prison commissioners.

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GREAT GOLD RUSH

SCENES OF THE EARLY DAYS IN CALIFORNIA WILL BE RE-PAASSED.

CROWDS OFF FOR KLONDIKE.

REPORT ON NEW GOLD FIELDS BY THE CONSUL AT VICTORIA.

CANADA WANTS THE EARTH.

Efforts to Divert Travel and Purchases to the Profit of the Dominion.

WASHINGTON, Dec. 1.—Consul Smith at Victoria, in a report to the state department, discusses the subject of the Klondike gold fields. The advices received at Victoria, he says, indicate that the rush in '49 to California and later to South Africa will be eclipsed by the gold seekers headed for the Yukon in the early months of 1898.

Agents from England have been at Victoria making arrangements for 3,000 or 4,000 gold seekers. Merchants there have secured great supplies, and the transportation companies have made arrangements sufficient to make daily links between that port and Dyea, Skagway and Fort Wrangle.

The Canadian authorities have made every possible arrangement for an all-Canadian route to the gold fields and are trying to make it to the interest of miners to purchase their outfits in Canada. This is to be done through tariff laws.

Hon. Clifford Sifton, the Canadian minister of the interior, made a trip to the Northwest recently, and in an address intimated that the hundred pounds exemption now allowed by the Canadian government to the miners would be abrogated by the 1st of January, and that probably everything not bought in Canada would have to pay duty. He declined to give any assurance that the tax on mining would be reduced or the "alternate claim outrage" be alleviated.

The consul goes to some extent into a description of the methods of mining in Alaska, gathered from people who have returned from there. One man told him that he regarded Alaska as a more profitable place