

FIX UP THE REPORT

J. N. FAITHORN COMES TO ST. PAUL TO CONSULT MR. HANNAFORD.

THE MEXICAN RATE TROUBLE.

ARBITRATORS IN THE DISPUTE ABOUT ALL-RAIL AND RAIL AND WATER RATES.

MILWAUKEE NOVEMBER EARNINGS

Some Changes in the Officers of the Wagner Palace Car Company—Local Notes.

J. N. Faithorn, and L. F. Day, who with Traffic Manager Hannaford, of the Northern Pacific, were named as a board of arbitration by the Mexican Traffic association, came to town yesterday, and spent most of the day in Mr. Faithorn's room at the Ryan hotel, working on the case entrusted to them.

RECEIVES AUSTIN'S THANKS.

One Man Who Wouldn't Beat a Railroad.

Here is the very newest story B. N. Austin, who was formerly assistant passenger agent of the Northern Pacific, now general passenger ticket agent of the B. & N. in Chicago, is telling the railroad reporters who drop in on him:

"I can't tell you now there's at least one man in the United States who won't beat a railroad company when he has a chance," exclaimed Mr. Austin, as he finished reading a letter postmarked at a little town in Kansas.

"Early last September," continued Mr. Austin, "I received a letter from a man in Kansas, enclosing one of our tickets from Garretts, Ind., to Chicago, which had been purchased four years ago, but had been unable to use, and asked that we refund the price of it. The ticket was genuine, and the stamp showed it was sold on Sept. 25, 1893. On Oct. 3 I sent the man a check for \$4.25, the price of the ticket. Today my letter was returned to me with the following written on the bottom of it, as you see: 'Mr. Austin, showing this ticket to my friend Harvey Co. Kas. Mr. Austin, dear sir, as I have changed my way of living I feel that it is not worth my while to carry a ticket that I will not use. I ask your forgiveness for my trouble.'"

When Mr. Austin received from his surprise he wrote a lengthy reply to the honor-able man in Kansas, in which he said: "This is such a novel experience in railroad life that I am showing it to you without commending your honesty and approving the motive which prompted the return of money which you have sent me. If you continue to pursue the same honorable dealings in your future career I do not think there is any question about your ultimate salvation."

RETURN STOCK PASSES.

Railroads Fail to Agree Not to Use Them.

Live stock men will reap the benefit of a failure of railroad men to agree among themselves that return stock passes shall not be used on the Western roads. The railroad and passenger men of all Western roads got together and concluded that the transportation interests which they represented were being defrauded of thousands of dollars annually because of the abuse of stock passes.

NEW MILEAGE BUREAU.

Regular Meeting of the Interested Roads Held at Detroit.

DETROIT, Mich., Dec. 28.—The first regular meeting of the new Northern mileage and ticket bureau was held today at the union depot. In accordance with an understanding made by the committee on the form of the interchangeable mileage book indicated that it will be somewhat different from the interchangeable mileage book now being used, so as to have it bear as few marks of age as possible. The new book will be placed on sale as soon as the printers can get it out and the distribution made not later than Jan. 10. It will cover all parts of the lower peninsula of Michigan, extending into parts of Ohio, Indiana, Pennsylvania, New York and Canada, over the Michigan Central lines. The roads so far in the new bureau are the Lake Shore & Michigan Southern, Michigan Central, Toledo & Ann Arbor, Flint & Pere Marquette, Chicago & West Michigan, Detroit, Grand Rapids & Western, Detroit & Mackinac, Grand Rapids & Michigan, and Mackinac & Northwestern in Michigan; the New York, Chicago & St. Louis and Pittsburg and Lake Erie outside of the state and Detroit, and Cleveland Navigation company's line of steamers.

COLORADO CUT RATES.

Agreement to Restore Them Will Not Be Observed.

CHICAGO, Dec. 28.—There is no sign of movement in the Western night situation notwithstanding the resolution of the executive officers to maintain rates strictly. Most of the roads have come to the conclusion that they cannot hold their trade to the Colorado points without making rates lower than those now in effect, and all of them expect

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