

NEWS OF RAILROADS

CHICAGO AND ST. PAUL ROADS MAKING EFFORTS TO REDUCE MILEAGE

ALL TRAINS ARE LUXURIOUS

Efforts Being Made to Reduce Grades and Hill Curves Taken as an Indication That a General Cut in Time is Anticipated—A Great Deal of Repair and Improvement Work Being Done.

Length of track between St. Paul and Chicago will be a powerful element in the competition for the passenger business between the two cities next year. It is becoming clear that the inducements offered by the different roads competing for this business have adjusted themselves in the natural course of affairs until there is but little choice between the strong Chicago lines. The Omaha, Milwaukee and Burlington, each have equipped trains running between the two cities which are models of luxury and have been admired and commented upon even by eastern railroad men, who have the advantage of years in equipment and successful operation of rail lines.

The efforts put forth by several of the Chicago roads during the spring and summer to shorten their track, cut off time killing curves and reduce grades, is taken as an indication that not only is a general cut in time anticipated, but that it will be made the basis of a sharp competition between the different lines. The Milwaukee line to Chicago is 420.1 miles. The Burlington, via Savanna, Ill., with its branch to Chicago, has a line of 412 miles. The Great Western, via Oelwein, Ia., has a line shorter than the Milwaukee's by one-tenth of a mile, while the Wisconsin Central's mileage aggregates 423.4, and the Omaha has the shortest route of the five, 410 miles. The difference in mileage is comparatively slight, and does not constitute a real advantage to either of the lines at present. A chief engineer of one of the Chicago roads said recently, in discussing the figures given:

"There is no doubt in my mind but that the roads which are making the greatest improvements this year are anticipating a substantial cut in running time for next season. There has been more repair and improvement work done this year on the Chicago lines than at any time since 1892, possibly earlier even than that. As an engineering problem, it is perfectly possible to put several of the Chicago lines in such shape that the present running time of approximately four hours could be reduced to ten, and with the elimination of a number of stops which a fast train might easily abandon, a still further reduction in the running time is possible. In order to arrive at this end, it would be necessary to put a tremendous amount of money into engineering work, but, in my opinion, this would not be an obstacle to the completion of the plans which I have referred to. The Pennsylvania lines and the New York Central have expended millions on the kind of work which I am referring to, and that it was imperative that time should be shortened. In case the movement towards faster trains does not commence with the opening of the summer business next year, it will come at a later date, at any rate. Conditions are such between the competing lines that some break into new methods is necessary and inevitable."

FIVE WEEKS' INSPECTION.

Northern Pacific Officials Return From a Daylight Tour.

President Mellen, Vice Presidents J. M. Hannaford and Kendrick and General Superintendent Kimberly, of the Northern Pacific, returned to St. Paul from a daylight tour of inspection over the company's lines. The trip has occupied about five weeks and every mile of the line and connecting lines has been gone over by the officials. The result of the inspection has been uniformly gratifying and the officials are pleased with the condition of the road and the outlook in the west. Vice President Hannaford was seen yesterday afternoon and spoke freely on general matters, though he pointedly refused to discuss the meaning or bearing of the various conferences which the officials have had in their absence, with western railroad men.

"The inspection has been entirely satisfactory," said he, "and the company's lines are in excellent shape. We visited the important north Pacific coast cities on our line and, it is true, held conferences with several of the western officials. Whether these were significant or not is more than I can say. The trip was pleasant and we observed that the conditions in the near future, looking out the west were satisfactory. There will be an average crop, as heavy as last year without doubt, and we anticipate a heavy fall business. In addition to the new crop, the western farms have a large amount of last year's wheat still unmarketed.

"Work has not yet commenced on the Fargo cutoff. The line has been surveyed and the construction of the new branch will make a great saving in time. Regarding the union station matter at St. Paul, I have no objection. Hannaford attended a banquet while there and was handsomely entertained."

RELATIONS MAY BE STRAINED

Between N. P. and Oregon Railway and Navigation Company.

The situation between the Northern Pacific and the Oregon Railway and Navigation company, while adjusted for the present by the withdrawal of the construction contract for the new branch proposed between the Camas Prairie and the gold country lying east, promises to be strained again as soon as spring comes around. Western railroad men concede that the Northern Pacific success-

Chicago Great Western Earnings.

CHICAGO, Aug. 7.—The earnings of the Chicago Great Western railway for the fourth week of July, 1899, show an increase of \$5,752.

Ham of the Rail.

G. H. MacRae, assistant general passenger agent of the Chicago, St. Paul, Minneapolis & Omaha, is in Chicago, attending a meeting of the Western Passenger association.

Ten New Passenger Coaches.

The Chicago, St. Paul, Minneapolis & Omaha has ordered ten new passenger coaches from the Pullman shops. The coaches will be of the new type with broad vestibules and every modern equipment.

fully stole a march on the Oregon line in building into the Buffalo Hump and Camas Prairie country, but claim that the latter remain open in the spring and will become a competitor for the freight business from the wheat belt, almost as soon as the Northern Pacific can finish their branch this fall, and winter will come in time to check operation, with the branch unfinished. The Oregon lines connect with Moscow, 100 miles from the branch at Lewiston, and Pomeroy, about the same distance southwest. The line into the wheat belt begins at Moscow, and a considerable amount of work has been done on it. No street was laid before the construction crews were withdrawn, but a large amount of roadbed was put in place, and it is understood to be Chief Engineer W. H. Kennedy's aim to push operations again as soon as spring comes. With a branch from Moscow, the nearest point to the wheat fields, the Oregon lines will have an almost equal footing with the Northern Pacific in the freight business between the wheat belt and coast points. The branch, if found a paying investment, lies in such a position that ultimately a cut-off from Pomeroy to Stuart might be built, giving the road a shorter line into Portland and into San Francisco, rail and water, from the wheat belt of the Puget Sound district, than that of the Northern Pacific.

TO REGULATE RATES.

Congress Will Be Appealed to by an Influential Body.

CHICAGO, Aug. 7.—If present plans are carried out the next congress will be asked to provide for the making and maintenance of an interstate freight rate commission. At their annual convention, to be held in Denver, Thursday, the members of the National Association of Railroad and Warehouse Commissioners will prepare a petition to the national legislators, praying that the interstate commerce law be so revised as to authorize some legally constituted body, such as the interstate commerce commission, to fix rates and regulate their maintenance. State legislatures will also be requested to exert their influence toward bringing about suggested revisions of the interstate commerce law.

TERMINALS AT BISMARCK.

Soo Line to Be Extended to That Place at an Early Date.

BISMARCK, N. D., Aug. 7.—Special.—President Lowry and General Manager Pennington of the Chicago, St. Paul, Minneapolis & Omaha, arrived in the city today in a special car to look up terminal facilities for the Soo line extending to within a few miles of Bismarck. The committee were met by a number of leading citizens and showed the possible locations for terminals and met with ample assurances of assistance in securing the necessary facilities.

EACH WILL WAIT.

Chicago-St. Paul Lines Watch Each Other Warily.

CHICAGO, Aug. 7.—The general passenger agent of the Chicago-St. Paul lines held a meeting here today at which they endeavored to come to some settlement in regard to the admission of the Wisconsin Central, the Great Western and the Milwaukee into the Chicago-St. Paul Western Passenger association. After the meeting the matter was about as near settled as it was several months ago. The Wisconsin Central gave notice that it had not yet decided whether it would enter the "fold," and the other two roads gave the members of the association to understand that so long as the Wisconsin Central is not definitely expressed itself regarding the matter, they are not ready to decide one way or the other. The matter will be discussed by the executive officers of the Western roads in this city tomorrow.

Interstate Commerce Conference.

CHICAGO, Aug. 7.—The Interstate Commerce commission, which has recently been investigating the indiscriminate cutting of Western grain rates, was here today in another conference with the Chicago-St. Paul lines. J. D. Yeoman, W. J. Cahoun, of Illinois; J. D. Yeoman, of Iowa; A. Prouty, of Vermont; Martin J. St. Louis, of Missouri; J. H. Clements, of Georgia, members of the commission, were present. Meetings have recently been held at Chicago, St. Paul, Leuls and Chicago, at which the whole domestic destination of grain transportation for domestic consumption was under consideration of the committee. It was considered whether it did not think the commission would do well to restrict normal commissions on all but the three wheat lines.

Peavey Buys Elevators.

The completion of a deal involving the sale of the Peavey Elevator company, along with the Atlantic Elevator company, along with the Chicago-St. Paul lines, was announced yesterday. The deal was made by Peavey & Co., of Chicago, and the Chicago-St. Paul lines. The deal was announced yesterday. The deal was made by Peavey & Co., of Chicago, and the Chicago-St. Paul lines. The deal was announced yesterday.

Completing a Feeder.

The Watwan division of the Chicago, St. Paul, Minneapolis & Omaha, under construction from Madiela to Fairmont, is nearly completed. The construction was by Sept. 1. The construction crews are at work surfacing and getting the steel in condition for laying the rails. The department has received reports indicating that less than thirty days will be necessary to finish the work. This is a short one and will be a feeder to the main line.

Railway Men in Session.

A number of St. Paul freight and passenger agents of the Chicago, St. Paul, Minneapolis & Omaha, are in session here today. The session will take up the question of California rates, and the passenger men will consider the question of the new type of weak Chicago-St. Paul lines into an agreement, which went into effect on July 1. The session is expected to continue on all but the three wheat lines.

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ST. PAUL BRANCH OFFICES.

Advertisements for the want columns will be left any day at the office at the same rates as charged at the main office. Below is a partial list:

- ST. ANTHONY HILL, 40 SELBY AVENUE, Conger Bros., Druggists. 83 SELBY AVENUE, Campbell Bros., Druggists. GRAND AND SP. ALBANS, Emil Bull, Druggist. SELBY AND ST. ALBANS, Conger Bros., Druggists. SELBY AND DALE, A. T. Guernsey & Son, Book. SELBY AND WESTERN, Reitzke & Co., Druggists. SELBY AND WESTERN, W. A. Frost & Co., Druggists. SELBY AND WASHINGTON, Conger Bros., Druggists. GROTTO AND RONDO, Straight Bros., Druggists. 256 WEST SEVENTH STREET, E. B. Rollins, Druggist. 1028 WEST SEVENTH STREET, R. C. Trudgen & Co. DALE AND UNIVERSITY, A. Campbell, Druggist. UNIVERSITY AND RICE, J. W. Sprague, Druggist.

LOWER TOWN.

- SMITH AV. AND NINTH ST. The Buckingham. SIBLEY AND EAST SEVENTH STS., W. K. Collier, Druggist. TENTH AND ST. PETER, R. Heller, Druggist. 412 BROADWAY, near East Seventh St., M. D. Merrill, News Dealer. 284 UNIVERSITY AVENUE, Conger Bros., Druggists. 459 WEST SEVENTH STREET, Schumaker, Druggist. RICE STREET, D. R. Campbell, Druggist. LOUIS AND RONDO, A. Campbell, Druggist. THIRD AND SEVENTH, Reeves, Druggist. 405 WABASHA STREET, M. S. Courtney. TWELFTH AND ROBERT STS., W. E. Lowe, Druggist.

DAYTON'S BLUFF.

- THIRD AND MARLA, S. Westby, Druggist. 798 EAST SEVENTH STREET, People's Pharmacy. BEDFORD AND DECATUR, C. R. Marellus, Druggist. 86 PAYNE AVENUE, John Bodin & Co., Druggists. 648 LAFAYETTE AVENUE, A. A. Johnson, News Dealer. 524 JOYNE AVENUE, A. G. Schumaker, Druggist. FAUQUIER AND EAST SEVENTH, H. W. Dickman, Druggist.

WEST ST. PAUL.

- SOUTH WABASHA AND ISABEL, H. Heller, Druggist. SOUTH WABASHA AND FAIRFIELD, West Side Pharmacy. STATE AND CONCORD, Hans Madison. 118 SOUTH ROBERT STREET, Eclipse Drug Company.

MACALESTER.

- 153 GRAND AVENUE, George M. Ray, Grocer. SOUTH ST. PAUL, J. F. Munns, Druggist and News Dealer. Or arrange at your nearest drug store at the same rates as charged at publication office.

AGENTS AND AGENCIES.

BANKERS' LIFE ASSOCIATION ASSURANCE CO., 153 Grand Ave., St. Paul, Minn. Agents: gives producers every assistance. Agents: Douglas Putnam, Secretary, St. Paul. WE want district deputies in Minnesota, Iowa and Missouri to appoint deputies. We have life, accident and sick pay insurance. Liberal pay. Royal Brotherhood of America, Des Moines, Ia.

HELP WANTED FEMALES.

- COOK—Hotel cook for Aberdeen, S. D.; good wages. Apply at 112 Smith St., Tuesday afternoon. DISH CARRIER—Wanted, one dish carrier for the Hotel Metropolitan. HOUSEWORK—Neat girl for general household in family of three; no children; good home to right girl; call evenings. 209 Dayton Ave. HOUSEWORK—Wanted, a good girl for general household; \$35 per month; no washing. Call at once. 523 Cedar St. HOUSEWORK—Wanted, a girl for general household; \$35 per month; no washing. Call at once. 523 Cedar St. LAUNDRY GIRLS wanted at the Windsor Hotel. Fifth and St. Peter sts.

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- Anybody out of work in St. Paul or Minneapolis may insert an advertisement under this heading free of charge. BOOKKEEPER—Wanted, situation by experienced bookkeeper, cashier and general business best references. A. H. 378 Pleasant St. ELEVATOR MAN—Young man eighteen years old would like to run elevator, or delivering, etc. Address 132 1/2 Ely St. EMPLOYMENT—A bright boy of seventeen years would like work of any kind. Address 425 Day St. ENGINEER—Stationary engineer wishes a position, either in or out of city; best references. Address 209 Dayton Ave. JANITOR—Handy all-around man would like a steady position as janitor, porter or watchman, or any other work of the kind. Address 209 Dayton Ave. SHIPPING CLERK—Wanted, position as shipping clerk or office work in wholesale house; good penman and accountant; ten years' experience. T. H. 585 Smith Ave. SECOND COOK—Young man would like a place as second cook. Call 103 West Tenth St. YOUNG MAN would like to take care of lawn and yard, or take care of horses morning and evening, for board and room; have four hours' time every day. Address William Spruner, 272 West Seventh St., city.

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FOR SALE.

Brussels carpets, extra Axminster and other fine carpets, for sale. Address 638 Summit St.

POPULAR WANTS

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FINANCIAL.

—\$10, \$20, \$30, \$40, \$50, \$100 TO LOAN. (In furniture, piano, household goods etc., without removal. Loans can be paid in installments, reducing cost accordingly. Promptness, privacy and lowest rates. Guaranty Loan Co., 301 Manhattan Building, Robert and Fifth.

IF YOU HAVE MONEY TO loan at 6 per cent in amounts from \$50 to \$10,000 on real property mortgages, call on or address V. C. Gilman, New York Life Building.

LOANS on furniture, pianos, etc., with- out removal of residence. Call for rates; confidential; private loan. Minnesota Mortgage Loan Co., 217 Pioneer Press Bldg.

MONEY loaned salaried people holding permanent positions with reliable concerns, upon their own names; call and make plan of loaning; easy payments; confidential; no floor sales. Bidg.

MONEY LOANED on life policies; or on real estate. Call on Van Norman, Guaranty Building, 100 Broadway.

THE TWIN CITY loan office, money to loan on short time at your own rate of interest. 134 East Fourth St., St. Paul.

5 AND 6 PER CENT MONEY to loan on improved real estate in St. Paul and Minneapolis. V. C. Gilman, New York Life Building.

BUSINESS CHANCES.

AN ENERGETIC MAN with \$1,000 secures half interest in paying light manufacturing business; money secured; particulary; interview only; reliable. H. 147, Globe.

Articles of Incorporation. WE, THE UNDERSIGNED, HEREBY associate ourselves together for the purpose of becoming a corporation, under and by virtue of the laws of the State of Minnesota, and do hereby adopt and sign the following articles of incorporation:

ARTICLE I. The name of this corporation shall be the Colonial Apartment House Company. The general business of the corporation shall be to buy, sell, lease and manage apartment houses.

ARTICLE II. Said corporation shall commence on the 15th day of August, 1899, and the period of its continuance shall be the term of thirty years thereafter.

ARTICLE III. The amount of capital stock of said corporation shall be thirty thousand dollars, divided into 300 shares of one hundred dollars (\$100) each, and shall be paid in as the Board of Directors of said corporation shall determine.

ARTICLE IV. The highest amount of indebtedness or liability to which said corporation shall at any time be subject shall be twenty thousand dollars.

ARTICLE V. The names and places of residence of the persons forming said association for the purpose of organizing and conducting the business of said corporation shall be as follows: Edwin M. Ware, of St. Paul, Minnesota, and Howard F. Ware, all residing at St. Paul, Minnesota.

HAIR DRESSING.

MISS ROBERTS' HAIR PARLORS, 475 Wabasha St.

Shampooing, etc.; Manicuring, etc.; Face Massage and Scalp Treatment with or without Electricity; Electrical Treatments a specialty. Hair Goods for sale. MISS ROBERTS, 475 Wabasha street, St. Paul, Minn.

HOUSES FOR RENT.

HOUSE—For rent, seven rooms, modern, \$8.00, on Kent st., near University av.; now. Inquire 553 University av., corner of Kent st.

ROOMS FOR RENT.

ROOMS—At Hotel Fay, corner Cedar and Seventh; furnished; rent by the day or week, at summer prices; transient trade solicited.

STORES FOR RENT.

BARBER SHOP for rent in rear of store, No. 152 East Seventh st.; first-class location; cheap rent.

FARM LANDS.

FOR RENT—Farm on Afton road, inside city limits; fine location for dairy. Apply to J. H. Hoff, Room 214, Phoenix Building, Seventh and Cedar.

BOARD OFFERED.

BOARD—Front room, suitable for two gentlemen, with board; also single room, \$3.50 per week, at 303 Wabasha.

LOST AND FOUND.

BREAST PIN LOST—Last lady's breast pin, anchor shape, garnet and pearl; \$5 reward. No. 91 East Third st.

POCKETBOOK LOST—Aug. 3, on Jackson st. car line or Minneapolis Interurban, a black leather pocketbook, with owner's full name inside, in gift letter, "Edith A. Rapp." Finder can keep change if returned and return to Notion Dept., Golden Rule.

THE PARTY who left a sum of money in care of Dr. C. E. Miller, will please call and get it, paying cost of this adv.

WATCH FOUND—Man's silver watch, wren call at 102 Edgerton st., prove property and pay expenses.

WATCH LOST—A gold watch and chain, hunting case, supposed to be lost near corner Broadway and Eighth. Liberal reward if returned to Dr. C. E. Miller, 413 East Tenth.

BICYCLES.

WHEELS CHEAP—A combination Ben Hur tandem bicycle, first class, with new tires, \$12.00. 323 Exchange st., city.

RAMBLERS are standard of the world at \$40; price and quality guaranteed for years. Ideal at \$30; second hand wheels at your own price; sun- glasses at wholesale prices; best repair shop in the Northwest. Bird Cycle Co.

WANTED TO BUY.

STAGE SCENERY—We want three sets of second-hand stage scenery, one interior background, with six side wings and three sky drops to