

MUST CARRY THE MAILS

UNCLE SAM WANTS PART OF NORTHERN PACIFIC'S NEW TRAIN

HE WILL NOT BE FROZEN OUT

Train Will Carry a Mail Car or It Will Not Run at All, Is His Ultimatum—News of the Railways.

The Northern Pacific will carry mails on its new North Coast limited trains, which go into service on April 23. This is not the decision of the road, but of the United States government, and to which private cars may not be attached, and to which private cars may not be attached, and to which private cars may not be attached.

When the United States government heard of the coming fast service, however, Uncle Sam ordered the mails carried on the fast trains. The decision was recently made and the officers of the road were notified. Objections to the requirement did not goad, for the government only referred the officials to the clause in the postal service regulation which states that the postmaster general shall designate trains upon which the United States mails shall be carried.

Contrary to the general supposition, railroads do not contract with the government to carry mails upon specified trains or upon their fastest trains. They are given a legal form called an acceptance, in which the principal features of the postal service are set down. This acceptance provides that the postmaster general shall select the trains upon which mails shall be carried, and shall be authorized on all matters of mail service and accommodations. When the acceptance is signed by the railroad there is no alternative but to obey.

SOO IS PERSISTENT. Says It Is Merely Sticking Up for Its Rights.

General Passenger Agent Callaway of the Soo Line, who is in the city all yesterday afternoon in consultation with local officials. Nothing was given out concerning the object of his visit, but, taken in conjunction with the fact that the executive session to consider Soo line competition was in progress in Chicago, it was accepted as having some significance. The Soo line still maintains its right to the low rates east, and shows no disposition to remove its position.

Several occurrences during the past week tend to the suspicion that the Soo line is not alone concerned in the efforts to break the maintenance. The stories of payment of commissions by strong Chicago lines are still current and indications point to shrewd play on the part of several different roads. Soo line officials are in the city in their statement to meet with officers of the Soo, but put in to meet with officers of the lines which are now carrying Soo competition.

NEW TRUST CERTIFICATES. Baltimore & Ohio Issues a Circular Respecting Them.

A circular received yesterday from the Baltimore & Ohio states that holders of outstanding voting trust certificates for common stock on record April 21, may subscribe for new voting trust certificates for common stock to the par amount of \$5,000, in proportion to their present holdings. The basis of exchange is one certificate for each six held. The certificates to be sold are not entitled to dividends on common stock prior to the close of the fiscal year of 1899-1900.

BY THE SUPREME COURT. Quartette of Decisions Handled Down Yesterday.

The trial court suffers one reversal in a batch of four decisions handed down by Chief Justice Sargent, at the supreme court yesterday. They are as follows: Mechanics' National Bank of Grand Forks, N. D., appellant, vs. George Barlow & Co., respondents.

March Financial Statement is Published. The financial statement of the Great Northern for March shows a tremendous increase of earnings in the St. Paul, Minneapolis & Manitoba, and a heavy increase also on the Eastern. The Montana Central falls off considerably, though the totals for the entire system are far in excess of the same period last year. The statement is:

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