RAIL AND RIVER.

Some Plain Facts Concerning the New Departure in Grain Shipments to the Seaboard.

The Various Mississippi River Barge Lines in Active Competition With the Rail Routes.

Comparative Cost of Freight-Through Shipments o Europe--The Rate War-

Correspondence St. Paul Pioneer Press. Sr Louis, July 23 .- Like Ben Butler, the much villified Jay Gould has built twenty new barges this year, had many uncomplimentary things said of him, but with it all, and through it all, like Ben again, he retains the ther, though it has made no new conright to have it graven on his tomb-stone that no one ever called him a land, has carried down during the fool. It is not so very long since the season a tow of 1060 tons—the largest

Mississippi river was considered not on record. much after all, and Mississippi river transportation compared with overland as something obsolete and out of sively discussed of late that little nevertaken definate shape. While the date. But since Gould, par-excellence the railroad man of the country, found that it is unsafe to ship corn by river ble, the opposition barge men say that that he could utilize the river, and during the hot season is stuck firmly it will never do on account of that did do it by going into the barge business, though those same barges were ment of the barge lines and the adhis own freight cars, the river has assumed new importance, and the barge system has been brought into prominence. In view of the success of the recent experiment of

SHIPPING GRAIN DIRECT FROM ST. PAUL TO EUROPE

via New Orleans, it is safe to prophecy that the barge system has a promising future, and will in time come to hold its own, and more than its own, against the railroads. The St. Louis & New Orleans Transportation company, (Gould's line), which made the experiment, is entirely satisfied with the periment, is entirely satisfied with the opening of navigation, February 19 to July 18, 1881:

result, as was learned yesterday from Mr. Henry P. Wyman, the secretary.

We wished most of all, said he, to establish two things—that it was enentirely practicable to ship grain through from St. Paul in as good conthrough from St. Paul in as good condition as when it started, and to show that it could be done cheap. Every-body knows about the result in the first matter, and of the other I need only say that the cost was not in excess of 13 cents free on board ship. We are very much encouraged to hope that in future we may make the shipping of grain through by barge from St. Paul to New Orleans, an established thing. The main difficulty which we will have to meet is that loads will have to be broken at St. Louis, as the Upper Missippi barges are not fitted for the lower river traffic, being too small; and it is obvious that to carry grain cheap it must be carried in large quantities, and when we get over this it will be plain sailing, and we will take more of the grain from the railroads than we are doing now, though a glance at the New Orleans receipts will show that

NO SMALL BUSINESS.

pany was right-it is not a small busi- ippi," always send their wheat by the you were the most skillful and smooth- having a dull time of it now, that the an answer given to a St. Louis news- the river and New Orleans have compaper man by "Commodore" Lowrie menced to send grain by rail to New of the Gould line.

No, sir, said the commodore; we don't want to publish any statistics or to make any big blow in the newspapers. We've got a good thing and we

want to keep it dark. All of which, if it proves nothing else, goes to show that the commodore had read Æsop's fable about the jackday, who cawed too much. There are now in the city five barge companies in operation, the Mississippi Valley Transportation company, the St. Louis & New Orleans Transportation company, the Mound City, the Missouri River, the American Transportation company and Gray's iron line. This last, though a Pittsburg company, loads many of its barges here.

THE MISSOURI COMPANY has not yet attained the command of trade exercised by the others, but its interests are being pushed energetically. The Diamond Jo line of steamers is also taking a hand in the barge business, towing down loads of grain from the upper Mississippi. The two principal companies between which there is a good deal of rivalry are the Mississippi Valley and the St. Louis & New Orleans, the former the oldest barge company in the city, having been in existence for fifteen years and over. They have sixty or seventy barges, carrying from 50,000 to 60,000 apiece. There is a decided disposition on the company's part to regard Gould as an impudent interloper, and they

down to New Orleans as sound as Louis), the greatest in America. who happened to come to the circus place where we were loading.

Curious to know what the opposition thought of

GOULD'S BARGE BUSINESS,

a question was asked tending to draw

a direct answer.

My idea of Gould's object in starting

ject was profit. A general manager a railroad man so of one of the Gould railway lines, EXTREMELY I

barges do not come into active competition with any line except the Wabash, which manages to get the same

to the tow.

ranging from 5 to 7 cents a bushel. It has on the river five boats and and intend increasing the number fur-

THE QUESTION OF HOT CORN by river shipment has been so extenby river shipment has been so extenbarge line from St. Paul, but it has need be said of it here. The idea Gould people think it entirely feasivantage of the railroads, but it is gen- Paul needs most," said one of them. erally admitted even by the most ar-dent adherents of the railroads, that of barges to work with them, but then river will arrive in good condition, no draft for the upper river, and they matter how long it may be en route Chicago papers to the contrary notwithstanding. Nothing will show so conclusively what the barge lines are doing as a comparison of shipments made from St. Louis by river and rail during the present season. It is given below as it was obtained from the records kept by the St. Louis Mer-

15 to 5 tily 16, 1661;
RIVER.
BUSHELS.
Wheat
Corn 297,564
Oats 75,753
Wheat 3,287,323 Corn 297,564 Oats 75,753 Rye 22,423

Total grain shipments by river . . 3,633,043 As against this shipment by river, compare for the same months the

	RAIL.	
a.	Corn	871,33 729,57 171,41 64,49 44,21
,		

Total grain shipments by rail. . 3,881,033 It will be seen that the excess of railway shipments over river, amoun's for these months to only 241,970 bushels, a large falling off in railway shipments over the same time last It will be seen also that the excess of river over rail in the single bushels. The friends of river traffic lamp. could scarcely find a more powerful argument for it than these latter figures, for the St. Louis merchants, how- regularly-licensed Me hodist preacher. h they may love totalk about The secretary of Mr. Gould's com- their "broad and beautiful Mississ-It is larger in fact than most route that carries it safest and cheap-

people have any idea of. What it is est, whether that route be rail or companies themselves, not even if very pertinent here that barges are tongued of all the statistic-seekers. railroads are engaged in cutting each The prevailing feeling among the others throats by breaking down rates. barge managers is well illustrated by Shippers who before had patronized

York, that, too, with something

VFRY LIKE A RUSH. And this, with the prospect of a short crop, is making the barge lines feel rather blue for the time being, though they know the rates war cannot last, and that when rates are once more settled their freights will all come back to them. The cost of shipping by river to New Orleans at this writing is 54 cents freight, 1 cent insurance and becent transfer per bushel, making 7 cents free on board. The freight per rail to New York is 71 cents, transfer, 1½ cents, making 9 cents per bushel. The difference in ocean freights between Liverpool and asked not a few) what influence the present rector. barge traffic is going to have on the railroads, letting him know at the railroads, letting him know at the same time that he is being interviewed, he will tell you, making an libility there is no need of councils, beextract from his last eloquent oration on 'change when some distinguished visitor was having the honors done him that "the Mississippi river is him that "the Mississippi river is

THE GREAT NATURAL ARTERY do not think that to carry grain direct of the country, which was made to from St. Paul to New Orleans carry the commerce of the valley was anything worth mentioning after proudly on its broad bosom to the all. "Why," said Capt. Geo. H. Rea, the roads are good in their way, but the president, to your correspondent, "we river is the natural channel furnished did the same thing twelve years ago - by the Creator, better than any artigot 165,000 bushels of wheat at Red ficial one and destined to make the Wing and Lansing, and carried it cities along its banks (especially St.

when it went into the barges; and that, All of which is true no doubt, too, for 121 cents, the price that it though the metaphors are a little mixwould have taken to carry it to Chica-go by rail. Yet none of the papers if he is certain that he will not see ever said anything about that, and his words staring him back in print, the only people who knew it outside of that the river cannot be made to comthose directly interested were the ones pete with the railroads in the matter of corn shipments, especially in hot whose tents were pitched close to the weather. In wheat and other grain which do not require such quick transportation, the river is already a long way ahead and will continue to forge ahead until the railroads can afford to make a uniform freight rate eastward, approximating in cheapness that by barge south, and in this the figures bear him out. Railroad men profess to be not at all alarmed at what they bear him out. Railroad men profess to be be not at all alarmed at what they can hold the people in St. Louis and the valley, and he did it for that more than anything else. Why, he did nt furnish the capital himself; out of that the people had anything to do with it to be not at all alarmed at what they of him, the people had about th

EXTREMELY PUBLIC SPIRITED who owns \$200,000 of the stock, says that he hopes for the continuance of bishops, bishops, priests and the the company was formed with the present state of affairs. Just how kiss his foot. Whenever he dethe idea of utilizing a valuable outlet low railroad companies can reduce church the doors are closed to the which had not before the proper freights and still make money is one as the fiction of his imprisonment amount of attention bestowed on it. of their carefully guarded secrets continued. According to his view of the question which no one has ever found out, but of competition with railroads, the it is asserted as a positive fact that river transportation does not seriously they could well afford to keep the river transportation does not seriously interfere with that overland as the barges do not come into active course. to do so in entering into an active competition with the river. This they have never done; the barges compete price for bringing grain to St. Louis and compete successfully with therailfor river shipment as they did to
Toledo.

Toledo. roads, while the competition is not on the side of the railroads between rail-Price \$1.00, trial fize 10 cents. According to facts furnished by its road and river, but between themsecretary the St. Louis & New Orleans selves. That is a true statement of company carries down an average of facts, the barge men themselves three tows a month, 350,000 bushels admit, but for all that they are mak-

ing money
"We could have carried a greal deal more wheat than we have done during ket by rail only did so because there were not barges to carry it south.

The question of shipments through from St. Paul has been much talked of since the success of the experiment made by Commodore Lowry, and there wheat shipped in good condition by the barges would have to be light would have to be changed at St.

The Young and Old Oh, the young love was sweet, dear,

Oh, the young love was sweet, dear,
The dainty dream of ours;
When we could not keep our feet, dear,
From dancing through the flowers;
When hopes and gay romances
Were thick as leaves in spring,
And cares were old folks' fancies,
And joy the solid thing.
Of all youth's visions blest, dear,
Of all its golden flowers,
Oh, the young love was the best, dear,
That dainty dream of ours!

Oh, the old love is sweet, dear,
These chill October days;
When we tread with faltering feet, dear

The sere and silent ways: When earth has lost its glory, And heaven has lost its blue And life's a sober story,
And care a comrade true. Though hopes no longer cheat, dear, And dreams have lost their sway,

Oh, the old love is sweet, dear, That gilds the autumn day! [Samuel Jones Tilden.

RELIGIOUS.

The Brooklyn Tabernacle is closed until

There are seventy-five ordained Baptist ministers in California. The Japanese of Paris are to have a pagoda in which to perform their devo

excess of river over rail in the single A new Methodist church at Topeka, article of wheat shipment is 2,365,991 Kan., is to be lighted with an electric

Mr. Francis Murphy, the temperance evangelist, is expected soon to become a At Bismarck, Dakota, an Episcopa chapel has just been dedicated, free o

debt, which is named "The Chapel of the Bread of Life." There are twenty-seven Protestant Epispeople have any idea of. What it is est, whether that route be rail or copal dergymen, including the bishop, in you would never learn from the barge river. As an illustration, the fact is the state of Delaware. The communicants number 1,980.

Ex-United States Senator Revels (colored), of Mississippi, has been chosen presiding elder of the Jackson district, by the white Methodist conference of that state. A little daughter of Mr. Wm. H. Seward was baptised recently at Auburn, with water which was brought from the river fordan by Secretary Seward many years

At the recent triennial session of the joint synod of the Norwegian Lutheran church, held in Spring Grove, Minnesota, it was determined to use the revised New Testament.

Bishop Tuttle, of the Episcopal church in Utah, has traveled over 30,000 miles in

ottah, has traveled over 30,000 miles in stage coaches and springless wagons, in making his visitations through Utah, Idaho and Washington Territory.

Catholicism is about to try its hand at proselyting the American Indians. The Archbishop of Baltimore will soon issue a circular letter to all Catholic bishops to consider carefully some plan to raise money for that purpose

The 170 churches in Poston are divided

The 170 churches in Boston are divided ocean freights between Liverpool and and the two cities is 3 cents in favor of New York. Before the break, freight to New York by rail was from 25 to 30 cents, while by river it was 23. There are 7 Jewish syna_ogues.

only from 8 to 11 cents, which accounts for the immense difference between shipments of wheat by rail and river during the season. If you ask any shipper, any prominent St. Louis merchant (and your correspondent has asked not a few) what industrial the present received to their first communion by the

To sundry persons who have for some

Mr. Moody's Christian convention at Northfield, Mass., is to open August 3d, and will continue until Seplember 1. Two hours a day will be devoted to Bible study and religious work, and the rest of the time to social intercourse and recreation. Among Mr. Moody's assistants will be Rev. Brown of Scotland, Major D. W. Whittle and Rev. George F. Pentecost. Mr. Sankey will have charge of the music. Bishop Stevens, of Pennsylvania, hav-

ing been asked by one or more of the cler-gy as to whether they might not use the gy as to whether they might not use the revised new testament, has thought it prudent to call their attention to he fact that the general convention in 1823 adopted King James version of the Bible as published by Eyre & Strahar as the standard edition, and incorporated their action into what is now canon 18, title I, of the Digest. Hence no clergyman is at liberty to use another version in his public ministrations.

It is thought in England that the dean It is thought in England that the deanery of Westminster vacated by the death of Dean Stanley, will be offered to Dean Vaughn, Dr. Stanley's brother-in-law, now master of the temple, and formerly head master of the harrow. He twice refused a mitre from Lord Palmerston. Mr. Duckworth, late tutor to Prince Leopold, is also spoken of, and is said to be the choice of the Princess Louise. He was a great favorite with Dr. Stanley, and one of his canons. Unfortunately for him, however, some time since a vain and silly woman fell in love with him, which caused a scandal, in which he was in no way to blame.

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> Nearly a Miracle My mother procured some

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which is merely an interrupted func-everted by the use of nature's remed

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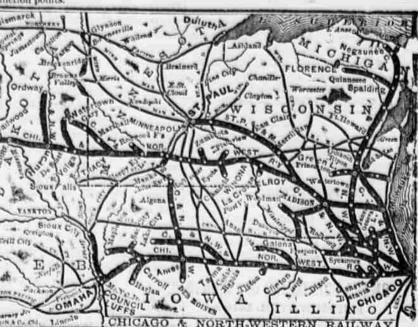
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