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A COUNCIL OF WAR.

A Meeting of the Various Western Railway Managers October 5th.

The Bearing of the U. P. and B. & M. Fight on its Result.

Objections to the Election of E. P. Vining as Arbitrator.

A meeting of general managers and general freight agents of the Alton, Burlington, Milwaukee & St. Paul, Northwestern, Rock Island, Hannibal & St. Joe, Kansas City, St. Joe & Council Bluffs, Missouri Pacific, St. Louis & San Francisco, and Wabash will be held at Chicago October 5, immediately after which the Colorado Traffic association will convene in the same place.

The Chicago Tribune of September 26 says:

"A regards the meeting of the committee on arbitration, it may be said that its report, providing rules for arbitration, is ready and in the hands of the commissioner. It had been virtually agreed upon to appoint Mr. E. P. Vining, general freight agent of the Union Pacific, arbitrator But owing to the difficulties between the Burlington and the Union Pacific railroads regarding the division of business west of the Missouri river, it is not quite so certain now that Mr. Vining will be elected to the position, as the Burlington may object to him on the ground that he is prejudiced against it. Still there is a probability that the Burlington-Union Pacific troubles will be settled before the above mentioned meeting convenes. Mr. Potter is now in the west, and it is quite likely that he will meet Mr. S. H. H. Clark, general manager of the Union Pacific, and C. C. Wheeler, general manager of the Atchison, Topeka & Santa Fe, and that they will make another effort to secure an understanding. As is generally known, the difficulty between the Burlington and Union Pacific arises from the demand of the latter that the former should not during the term of the pooling arrangement already agreed upon between the three roads west of the Missouri river build any new lines into the territory of the Union Pacific west of Denver, and the Burlington refuses to accept such condition. Excepting a short line now in the course of construction from Denver west to Central City, the Burlington has no immediate intention to extend its system west of Denver. The line now being constructed by the Burlington west of Denver is claimed to be for the purpose of securing coal. But as a coal road only the new line would not pay the Burlington, and of course it insists on carrying other business. Besides it will not bind itself to build any more extensions, because there is no telling what might turn and make the building of additional lines in Colorado necessary. As there is not the least probability that the Burlington will build a line west from Denver to Ogden or Salt Lake, because such a line would not pay, with the Union Pacific on one side and the Denver & Rio Grande on the other, it is not likely that the Union Pacific people will continue to hold to their present position and force a war on rates between the Missouri river and Denver, and the likelihood is that it will eventually consent to a compromise arrangement. It is claimed that the demand of the Union Pacific that the Burlington should build no new lines into the territory of the Union Pacific is simply for the purpose of bringing about a re-arrangement of the percentages agreed upon in this city about two months ago. It is stated that the Union Pacific is dissatisfied with the arrangement about the division of the Pueblo business. It thinks the 50 per cent. of the Pueblo business allotted to the Atchison, Topeka & Santa Fe is more than it ought to have. If it can secure a rearrangement of these percentages it will probably not insist upon the condition that the Burlington should build no more lines in Colorado. It would have no good reason for doing so. The Burlington has no need to build any more new lines west of Denver, as it has all the outlets it needs via the Denver & Rio Grande, and if necessary to secure an independent line to Denver to a connection with the Central Pacific it can readily do so by making an arrangement with the Denver & Rio Grande for the laying of a third rail over its new Utah extension and thus be enabled to run through trains to the Pacific coast independent of the Union Pacific. The relations between the Burlington and the Denver and Rio Grande are of a most harmonious nature, and it is the general opinion that the Burlington has a large interest in the road. It would not create much of a surprise if the announcement should be made that the Burlington has acquired control of the Denver & Rio Grande railway. The Burlington is certainly in as good condition to stand a war on Colorado business as the Union Pacific. But neither of the two companies want any fight now when the prospect for a large and profitable business are so flattering. Both roads will no doubt agree to such concessions as will make the maintenance of rates, during the winter at least possible.

The Colorado traffic association, which also meets in this city Oct. 5, will not be able to make any definite arrangement for the division of the Colorado business east of the Missouri river as long as the troubles between the roads west of the Missouri river are not settled. The Southwestern and Iowa pools will also find considerable embarrassment as long as the roads west of the Missouri river are in an unsettled condition. It is for the interest of all these combinations that the Colorado roads should settle their troubles, and they are using their best efforts to bring about an amicable arrangement between those roads before the meetings which are to be held in this city Oct. 5.

"The Commodore."

Jos. L. Foote, the Commodore, Elgin, Ill., says THOMAS' ECLECTRIC OIL cured him of sciatica with one application, thoroughly applied. It also cured him of a severe cold and cough. He thinks it a very valuable remedy, and will never be without it.

Supreme Court of Nebraska.

Kruger vs. Adams and F. Har Co Leave to file motion for rehearing granted.

Deitrick vs. L. & N. W. R. R. Co. Motion sug. dim. record and to strike bill of exceptions submitted.

Millard vs. Burley. Error from Douglas county. Affirmed. Opinion by Maxwell, J.

In the contest between the trustee of a mortgage and certain creditors of a railroad company. Held, the property levied upon was not included in the mortgage.

Marsh vs. Burley. Error from Douglas county. Affirmed. Opinion by Maxwell, J.

1. Under the provisions of section 11, chapter 32, compiled statutes, a chattel mortgage though filed for record, is prima facie fraudulent as to creditors and bona fide purchasers, if the mortgager retains possession of mortgaged property, and the person claiming under such mortgage must make it appear that the same was made in good faith in order to recover Pyle vs. Warren, 2 Neb., 252, adhered to

2. Certain property levied upon, held not to be included in a sale under a decree of foreclosure.

Lake Ch. J. dissenting.

O'Donohue vs. Hendrix. Error from Sarpy. Reversed. Opinion.

Under our revenue law a sale of land can be lawfully made only by including all taxes, interest and costs due thereon to the time. A sale for a portion only is not binding on the owner.

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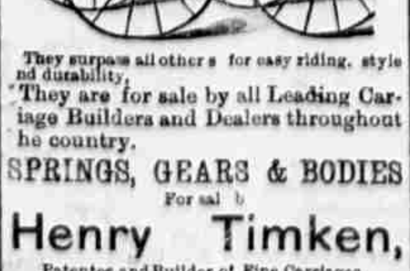

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I had scrofula for seven months, the ulcer covering the entire surface of both legs. After having tried the usual remedies with no relief, I resorted to S. S. S., and am glad to say that six bottles has effectually cured me. A. S. LENFESTY, Atlanta, Ga.

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Some thirty years ago there lived in Montgomery, Ala., a young man who was terribly afflicted with Scrofula. After being treated for a long time by the medical profession of this town with no benefit, he commenced taking S. S. S. After persistently taking it two months he was cured. Being acquainted with him for 20 years thereafter, I can testify that the disease never returned. J. W. BISHOP, J. P., Hot Springs, Ark.

$1,000 Reward will be paid to any chemist who will find, on analysis of 100 bottles of S. S. S., one particle of Mercury, Iodide of Potassium or any Mineral substance.

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