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THE RAILROADS.

Right of way has been granted the Wisconsin, Iowa & Nebraska road through the city of Des Moines.

The Chesapeake & Ohio earned during the third week in November \$137,770, an increase over 1881 of \$30,131.

The Chicago & Northwestern earned during the third week in November \$449,110, an increase of \$22,100 over the same week in 1881.

The Kansas City, Fort Scott & Gulf railroad has just been completed to Van Buren and Fort Smith, A.K., and through trains are running.

Senator Malone, of Virginia, during a recent trip to New York, stated that he had been tendered, or had accepted, the presidency of the Richmond & Danville railroad.

The new Milwaukee & Lake Winnebago road will be opened on December 11th. There only remains to be done one day's track laying six miles south of Fond du Lac.

The Pennsylvania railroad company is cutting down expenses. On December 24 several hundred tons of iron were dumped at Pittsburgh, principally laborers, trackmen and section hands.

Articles of incorporation have been filed at Hillsboro, Ill., for a new road through the country. The line will connect Hillsboro and run south through Jacks in county.

An offer of \$800,000 has been made to Chicago by the Michigan Central railroad for three blocks of ground on the lake front, south of Randolph street.

Recently the Indianapolis & St. Louis railroad refused to ship hay from Shelbyville, Ill., unless it was covered with a claim for loss which might be occasioned by fire in transit.

The assistant attorney of the United States has reported that he was successful in getting the right of way for the Northern Pacific from the Flathead Indians through their reservation in the northwestern corner of Montana.

The business of the Milwaukee & Northern road is satisfactory to the stockholders. As soon as the weather will permit in the spring, work will be commenced on the 100-mile northern extension.

The stockholders of the Pittsburg & Connelleville railroad are making arrangements to build a new line to connect at Pleasanton with the Wisconsin and with the western connections of the Baltimore & Ohio.

The supreme court of Arkansas this week decided a mammoth case brought before it by the Batesville & Brinkley railroad to restrain the St. Louis & Iron Mountain road from building the White River branch should be dismissed for want of jurisdiction.

The only gap on the Texas & St. Louis narrow gauge road is across the White River valley in Arkansas. This will be closed by January 1st, thus affording a continuous line from Cairo, Ill., to Gatesville, Texas, a distance of 752 miles.

Pittsburg counts on having two new roads within a short time. The New York, Pittsburg & Chicago and the Baltimore, Pittsburg & Chicago. Both roads are backed by heavy capitalists and will be built immediately.

On the 1st of November the lease of the St. Louis, Alton & Terre Haute railroad was transferred from the Indianapolis & St. Louis to the Cleveland, Columbus, Cincinnati & Indianapolis road.

New Jersey, have made arrangements to start a co-operative factory in that place, the capital to be furnished by parties in New York.

James Bishop, chief of the New Jersey State Bureau of Labor and Industries, has thoroughly inspected the Rio Grande sugar works at Cape May last week.

One Buck Kills Another. The particulars of a very remarkable occurrence near Brader's bridge, in Chesterfield county, were received here on yesterday.

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The representatives of the Pacific roads met in Kansas City December 24 to discuss a pooling arrangement, which will be necessary when the Southern Pacific, New Orleans, Houston & Texas, and the Texas & Pacific are merged.

Considerable railroad building is going on in the Indian territory. The Atlantic & Pacific is now constructed to the Arkansas river and the road has been surveyed through the Oklahoma lands so as to enter them at the northeast corner of the Fox reservation six miles north of the thirty-sixth line of latitude.

The loggers of Wisconsin are doing lively work in the woods. A recent fall of six inches of snow facilitates the work.

The wages of operatives at the Springfield, Ill., watch factory were reduced from ten to fifteen per cent December 1st.

At a recent meeting of St. Louis street iron workers the members agreed that projects were good for steady work at good rates.

The Philadelphia and Reading Coal and Iron company's rail mill closed December 24 for ten days.

Depression in the iron trade has caused a stoppage in work in the guide and bar department of the Allentown, Pa., rolling mills.

The \$2,000,000 to be raised by the Mutual Union Telegraph company will be extended in the West and used through new territory and constructing "hickers" for use in different stock and grain exchanges.

FAST TIME Chicago & Northwest RAILWAY. Pullman's Magnificent Sleepers. Chicago, Milwaukee & St. Paul RAILWAY. Pullman's Magnificent Sleepers.

IF YOU ARE GOING EAST TO CHICAGO, MILWAUKEE, ST. PAUL OR MINNEAPOLIS. IF YOU ARE GOING NORTH TO ST. PAUL OR MINNEAPOLIS.

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Business Directory. Abstract and Real Estate. JOHN L. MCCAGUE, opposite Post Office.

Architects. HYPERNE & MENDENHALL, ARCHITECTS. Room 14, Franklin Block.

Books, News and Stationery. J. L. FRUEHAUF 1015 Farnham Street.

City Grocers Notions, Etc. JOHN H. F. LEHMANN & CO. 1212 Farnham Street.

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