

ST. PAUL'S BREATHING PLACES

Beautiful Little Parks All Over the City.

SEATS BENEATH THE SHADE.

Where Talking Age and Whispering Lovers Can Rest in Summer Weather—Nature With Her Hair Combed.

Oasis in the City.

ST. PAUL, June 8.—[Special to THE BEE.]—St. Paul had parks here and there, but no park system or park commission until February 23, 1887. Since that time Prof. H. W. S. Cleveland and a board of commissioners have done a great deal of good in the city. Members of the legislature from the city get the legislature to pass bills for the issuance of bonds for park purposes, and the citizens are taxed a small amount annually to provide for the retirement of these bonds when due. The park board is composed of eight members, who hold weekly meetings. The largest park in the city, and that which the board is giving most of its attention, is that at Lake Como. It is located about four miles from the center of the city on three lines of railways. It surrounds the lake, and contains over two hundred and fifty acres. Two years ago the city was bonded for \$25,000 for this park, and about \$12,000 of this amount has already been expended. The city works are being carried on the southwest forty acres of Como park, and the inmates are utilized in beautifying the grounds. During the year they have opened the gravel ridges near the west shore of the lake and have filled and reclaimed about two acres of unsightly low ground that was formerly part of the city. A splendid boulevard driveway has been built along the shore of the beautiful little lake. A carriage concourse, 160 feet in diameter, on the highest point in the park, and commanding extensive views in different directions, was graded and surfaced. The gravel used for the concourse has been found of an excellent quality for surfacing, and large quantities have been used for that purpose. An iron road roller, weighing 5,000 pounds, about three feet in length and made of three similar sections or short drums, mounted loosely on a revolving shaft, has been kept continuously at work, compacting the gravel and making it smooth. The exact cost of maintaining the park has not yet been announced, but it will probably be made known by June 15, when the next regular clean-up will take place. But it is already assured that the park is a success. The new method of amalgamation now being tried is successful. It will prove a much cheaper, quicker and more satisfactory method of reducing the free milling gold ores of the hills than that now employed. The southern hills are at present the Mecca of the unemployed. Companies are commencing work upon their properties in every direction. The mines operated contain ores of numerous nature, principal of which are those containing iron, copper, lead, zinc, silver, and gold. The mines are steadily dropping forty stamps, and an addition is shortly to be built to contain sixty more stamps. This is the main one of the properties owned by M. H. Day, the former prominent politician, who is now a candidate for delegate to congress from this territory in 1898. Mr. Day has left the political field and is now devoting his entire time and attention to mining matters. He has the best of the best properties located in the hills, and himself and associates are still making investments. The Harney Peak Tin company now has about one hundred men engaged on its property, and the machinery for the three hoisting works is being erected at Hill City, is on the road there. The recent clean-up made by this company, resulting from the operation of the mill at Etna upon tailings of these years ago, shows that the mill produces fully 2 per cent. cast-lead. The company is still purchasing claims and securing options almost daily. This company has shipped a large amount of tin ore to Paris for exhibition at the exposition. The northern hills there are but few mines being operated with the exception of those of the Homestake and Caledonia companies. At the silver camp of carbonate the Iron Hill property, which the Homestake company has been operating for some time, is reported that the smelter of the company will soon be placed in operation. With the exception of the Spanish R. property, no other mines are being extensively worked at present, but if the smelter of the Iron Hill company is blown in work on a number of properties will speedily follow. Nothing definite has as yet been learned regarding the Keystone chlorination works at Garden City, as only a few tons of ore have so far been made. Such have been very successful and thoroughly satisfactory, however, and great results are expected from the process. Machinery is on order, and work is being done in large quantities, and if the works are successful in treating it that section of the hills will experience a boom. Rumor has it that Thomas Bell, an officer in the Caledonia company, has sold his stock in that organization to the Homestake company, and that by the time of the next annual meeting of the Caledonia company the latter corporation will be in a position to control the election of directors, and will shortly proceed to purchase the property. Color is given to this rumor by the fact that the Homestake company has had surveyors engaged in the Caledonia mine several times of late. The Rochester (Greenback) company, whose claims adjoin those of the Homestake company on the south and west, has placed a diamond drill on its property for the purpose of exploring the mine, and is expected to strike the ore body of the adjoining mine at a depth of about six hundred feet. Parties have been returning every day for the past week from the Limestone placer district, in which recent discoveries of gold caused a great excitement. The gold-hunters have nearly all returned, however, and the district is again almost deserted. There is no doubt that rich pockets of placer gold exist in the district, but they are soon exhausted, as was the one which caused the late excitement. Several prospectors remain in the district in hope of discovering good tin locations, of which there are favorable indications.

MINES OF THE BLACK HILLS.

The Homestake's Big Steam Stamp Presses a Success.

LEAD CITY, Dak., May 27.—[Special to THE BEE.]—A number of interesting occurrences have lately taken place in mining circles in the hills. Not the least of these is the success of the steam stamp of the Homestake company. This stamp has been in operation about eight months, and until its last run was made was considered a failure, and had the last trial not been successful it would have undoubtedly been discarded by the company. This ponderous piece of machinery when first erected here was said to have a crushing capacity equal to twenty-five smaller stamps, such as are used in the several mills of the company. It was placed in position by the Homestake company, without prior consideration with the manufacturers. It has proved a very successful stamp, and has been used in the Lake Superior copper regions, and the Andromeda copper company, which is controlled by the same syndicate as the Homestake, had one in successful operation on its property at Butte, Mont.

It was found almost immediately after erecting the steam stamp at this place, however, that the ore would have to be crushed much finer than the stamps crushed by similar stamps before, in order to obtain the same per cent of its assay value as that secured by operation of the quartz mills. Such fine crushing, of course, decreased the capacity of the stamp, and the Homestake company has been repeatedly experimenting with until the improvements have made such radical changes in its appearance and operation that the stamps being used at other places cannot be distinguished from the stamp found necessary by Superintendent Rossberg, who is the man sent to the hills for the purpose of erecting and running the stamp, was the introduction of finer screens, which, in turn, necessitated a more powerful engine. The experiment succeeded, and at last the steam stamp is a thorough success. It now crushes on an average 192 tons every twenty-four hours, which shows its crushing capacity to be equal to that of the smaller stamps. The exact cost of maintaining the stamp has not yet been announced, but it will probably be made known by June 15, when the next regular clean-up will take place. But it is already assured that the park is a success. The new method of amalgamation now being tried is successful. It will prove a much cheaper, quicker and more satisfactory method of reducing the free milling gold ores of the hills than that now employed.

The southern hills are at present the Mecca of the unemployed. Companies are commencing work upon their properties in every direction. The mines operated contain ores of numerous nature, principal of which are those containing iron, copper, lead, zinc, silver, and gold. The mines are steadily dropping forty stamps, and an addition is shortly to be built to contain sixty more stamps. This is the main one of the properties owned by M. H. Day, the former prominent politician, who is now a candidate for delegate to congress from this territory in 1898. Mr. Day has left the political field and is now devoting his entire time and attention to mining matters. He has the best of the best properties located in the hills, and himself and associates are still making investments. The Harney Peak Tin company now has about one hundred men engaged on its property, and the machinery for the three hoisting works is being erected at Hill City, is on the road there. The recent clean-up made by this company, resulting from the operation of the mill at Etna upon tailings of these years ago, shows that the mill produces fully 2 per cent. cast-lead. The company is still purchasing claims and securing options almost daily. This company has shipped a large amount of tin ore to Paris for exhibition at the exposition. The northern hills there are but few mines being operated with the exception of those of the Homestake and Caledonia companies. At the silver camp of carbonate the Iron Hill property, which the Homestake company has been operating for some time, is reported that the smelter of the company will soon be placed in operation. With the exception of the Spanish R. property, no other mines are being extensively worked at present, but if the smelter of the Iron Hill company is blown in work on a number of properties will speedily follow. Nothing definite has as yet been learned regarding the Keystone chlorination works at Garden City, as only a few tons of ore have so far been made. Such have been very successful and thoroughly satisfactory, however, and great results are expected from the process. Machinery is on order, and work is being done in large quantities, and if the works are successful in treating it that section of the hills will experience a boom. Rumor has it that Thomas Bell, an officer in the Caledonia company, has sold his stock in that organization to the Homestake company, and that by the time of the next annual meeting of the Caledonia company the latter corporation will be in a position to control the election of directors, and will shortly proceed to purchase the property. Color is given to this rumor by the fact that the Homestake company has had surveyors engaged in the Caledonia mine several times of late. The Rochester (Greenback) company, whose claims adjoin those of the Homestake company on the south and west, has placed a diamond drill on its property for the purpose of exploring the mine, and is expected to strike the ore body of the adjoining mine at a depth of about six hundred feet. Parties have been returning every day for the past week from the Limestone placer district, in which recent discoveries of gold caused a great excitement. The gold-hunters have nearly all returned, however, and the district is again almost deserted. There is no doubt that rich pockets of placer gold exist in the district, but they are soon exhausted, as was the one which caused the late excitement. Several prospectors remain in the district in hope of discovering good tin locations, of which there are favorable indications.

A Singular Marriage.

A novel and quite singular marriage has just been brought to light, which was celebrated in New York city, April 30. The contracting parties resided in Lewis and Harrison counties, W. Va., respectively, and the disparity of their ages, as well as the near relationship existing between them, has occasioned some little amusement among friends. The groom is a wealthy old bachelor who has seen not less than seventy-five summers, while the bride is a handsome blonde of twenty-five. The gallant lover is the great uncle of his youthful spouse, and his marriage to her makes his wife the aunt of her father, the great aunt of her sisters, and the daughter-in-law of her father's grandfather. She is her own aunt by marriage, the aunt of her mother, and her first cousin's great aunt.

GREETING THE RISING SUN.

The Great Army of the Dead Face Eastward.

A RELIC OF BY-GONE DAYS WAS HE

The Sexton of Fairview Cemetery Talks of an Ancient Custom—It Was Old When the Hills Were Young.

Philosophy of Grave-Digging.

A few days ago I was standing in one of the many beautiful spots in that lovely city of the dead, Fairview cemetery, where two generations of Council Bluffs' citizens are sleeping their dreamless slumber. On the dusty, busy streets it was not and dry, but on the cool grass flecked by streaks of sunshine that struggled down through the dense foliage of the trees which spread their protecting boughs over the graves in lovely Fairview, there was a cool and refreshing moisture that cooled the throbbing temples and soothed the restless heart. It was not yet late in the day and I had not yet read my BEE. I pulled it from my pocket and began to read the latest reports from that awful Johnstown horror, but before I had gone through one of the half-dozen columns devoted for the day to the greatest calamity that has occurred in the civilized world, I was interrupted by the appearance of a man carrying a pick, spade and a ten-foot pole. He came almost to the spot where I was reclining and deposited his tools. He removed his hat to wipe his brow and I saw it was the venerable sexton whose sturdy arms and bright spade have constructed the chambers in the silent halls of death, where sleep thousands of the old and the young and middle aged of Council Bluffs. Rosting for a moment only he drew from his pocket a plat of the ground upon which he was about to dig, and studied it intently. Then depositing it on the ground he pulled out a tape line and carried one end of it to the east a few feet where he fastened with a stake driven through the ring. Then drawing the tape line taut he stretched it out to the west, and holding it over the line, moved backward and forward until the ring end of the tape pointed straight east. Then driving a stake at the point, he picked up the ten-foot pole and placed it at right angles to the tape line. My curiosity was aroused and I dropped the paper to ask some questions.

"Why do you use a tape line and compass to mark out a grave?"

"To get it east and west. Why not north and south, or northwest by southeast, or any other direction? Do the dead object to the direction in which they happen to lie unless it be the positive east or west, or is it their pride, or is it merely a whim of your own or a superstition of the 'profession'?"

"That's a question I never thought of much and can't answer. No, I don't know who can, or that anybody can, but it's a custom that's always followed. No, it's not the old grave itself, I guess. There isn't a grave in this cemetery that is not dug this way. I have laid out or dug every one that has been made here for the last twenty-six years, and there hasn't been a whim of your own or a request of those whose friends are to be buried. It's a kind of an instinct, I guess. I think a good, sensible horse would as soon think of eating grass for green as a professional sexton would think of digging a grave any other way than east and west, and I believe I would scream if I saw a coffin lowered with the face of the corpse looking towards the west."

Yes, I've often thought of that, and I've often thought of the old sexton who laid out the graves here, for on the west side of the hill there the dead must lie and look forever right into the hill itself, when it would be so much pleasanter if they could turn around and look across the river valley into Omaha."

The old sexton returned to his work, and I began to wonder whence the strange superstition came and how it originated. I have looked it up a little and find that it is as old as the earth itself. The old sexton who laid out the graves here, for on the west side of the hill there the dead must lie and look forever right into the hill itself, when it would be so much pleasanter if they could turn around and look across the river valley into Omaha."

The old sexton returned to his work, and I began to wonder whence the strange superstition came and how it originated. I have looked it up a little and find that it is as old as the earth itself. The old sexton who laid out the graves here, for on the west side of the hill there the dead must lie and look forever right into the hill itself, when it would be so much pleasanter if they could turn around and look across the river valley into Omaha."

OUR HONEST SONS OF TOIL.

How They Are Living in the World of Labor.

A THREATENED UPRISING

Unskilled Labor—Consolidation of Railway Laboring Associations—Carpenters Opposed to Strikes—Other Items.

A Threatened Strike.

There is a feeling of restlessness among the railroad men, and they are in daily anticipation of a reduction in wages—or rather an attempt on the part of the roads to make a reduction. Particularly is this true of the Union Pacific, officers of that road having hinted that the wages of the engineers would be reduced. An attempt of this kind upon the part of the company, it is judged, would be met immediately by a walkout of the men. The brotherhood is stronger here, probably, than in any other section of the country, and feels that it can win any fight it may have occasion to wage with the company. The men claim that the work here is arduous and the pay no more than adequate to the amount of labor given.

A few days ago in an interview with him by a newspaper reporter at Chicago, Chief Arthur declared that he would never sanction another strike, no matter what the grievance. Speaking of this the other day, a union engineer said, "That looks like a goose and he will never be re-elected. The idea of his making a declaration like that! Under such a policy, the brotherhood would soon become impotent and useless. Suppose our local men should give in here on the Union Pacific where we are so strong! The road never would get through reducing our wages."

Unskilled Muscles.

Inquiries at labor employment agencies and other points of information establish the fact that the percentage of unskilled labor is very small. There are but very few men leading in the city, and many of these could secure work if they really desired it. There is much employment for men in Omaha, and in addition to this, the demand for railroad hands and day-laborers for new territory is very large and keeps employment agencies busy. Wages for unskilled labor range from \$1.50 to \$2.50 a day, and there is considerable dissatisfaction among the men at these wages, but they have not become sufficiently chafed to strike, and no trouble of that kind is anticipated.

Don't Believe in Strikes.

"You will find us an anti-striking organization," said a member of the carpenter's union, No. 71—the new union—as he laid aside his tools at quitting time. "We are opposed to strikes, and that was our principal reason for drawing out of the old union and forming a new one. We certainly wouldn't strike for some one's else grievance. We refused to do that when the other men were called off. The Bee building by the striking plumbers, and so, as far as we are concerned, all this stuff that has been published about a general strike of the building trades, is incorrect. If all the other men in town go out, you will still find us at the bench, unless we have some grievance of our own which we find impossible to settle by arbitration. No, 71 is not a striking union."

Railway Unions Consolidate.

In Chicago, last Thursday, nine delegates representing the Brotherhood of Railway Brakemen, the Switchmen's Mutual Aid Association and the Brotherhood of Locomotive Firemen, met and ratified a constitution which shall hereafter govern the three organizations now consolidated into one under the United Order of Railway Employees. The governing body will be a supreme council, of which the following are the officers: president, F. P. Sargeant, of the Brotherhood of Locomotive Firemen; vice president, Frank Sweeney, of the Switchmen's association; secretary, E. F. O'Shea, of the railway brakemen's association.

Members of these orders here were asked concerning the new organization, and while

OUR HONEST SONS OF TOIL.

How They Are Living in the World of Labor.

A THREATENED UPRISING

Unskilled Labor—Consolidation of Railway Laboring Associations—Carpenters Opposed to Strikes—Other Items.

A Threatened Strike.

There is a feeling of restlessness among the railroad men, and they are in daily anticipation of a reduction in wages—or rather an attempt on the part of the roads to make a reduction. Particularly is this true of the Union Pacific, officers of that road having hinted that the wages of the engineers would be reduced. An attempt of this kind upon the part of the company, it is judged, would be met immediately by a walkout of the men. The brotherhood is stronger here, probably, than in any other section of the country, and feels that it can win any fight it may have occasion to wage with the company. The men claim that the work here is arduous and the pay no more than adequate to the amount of labor given.

A few days ago in an interview with him by a newspaper reporter at Chicago, Chief Arthur declared that he would never sanction another strike, no matter what the grievance. Speaking of this the other day, a union engineer said, "That looks like a goose and he will never be re-elected. The idea of his making a declaration like that! Under such a policy, the brotherhood would soon become impotent and useless. Suppose our local men should give in here on the Union Pacific where we are so strong! The road never would get through reducing our wages."

Unskilled Muscles.

Inquiries at labor employment agencies and other points of information establish the fact that the percentage of unskilled labor is very small. There are but very few men leading in the city, and many of these could secure work if they really desired it. There is much employment for men in Omaha, and in addition to this, the demand for railroad hands and day-laborers for new territory is very large and keeps employment agencies busy. Wages for unskilled labor range from \$1.50 to \$2.50 a day, and there is considerable dissatisfaction among the men at these wages, but they have not become sufficiently chafed to strike, and no trouble of that kind is anticipated.

Don't Believe in Strikes.

"You will find us an anti-striking organization," said a member of the carpenter's union, No. 71—the new union—as he laid aside his tools at quitting time. "We are opposed to strikes, and that was our principal reason for drawing out of the old union and forming a new one. We certainly wouldn't strike for some one's else grievance. We refused to do that when the other men were called off. The Bee building by the striking plumbers, and so, as far as we are concerned, all this stuff that has been published about a general strike of the building trades, is incorrect. If all the other men in town go out, you will still find us at the bench, unless we have some grievance of our own which we find impossible to settle by arbitration. No, 71 is not a striking union."

Railway Unions Consolidate.

In Chicago, last Thursday, nine delegates representing the Brotherhood of Railway Brakemen, the Switchmen's Mutual Aid Association and the Brotherhood of Locomotive Firemen, met and ratified a constitution which shall hereafter govern the three organizations now consolidated into one under the United Order of Railway Employees. The governing body will be a supreme council, of which the following are the officers: president, F. P. Sargeant, of the Brotherhood of Locomotive Firemen; vice president, Frank Sweeney, of the Switchmen's association; secretary, E. F. O'Shea, of the railway brakemen's association.

Members of these orders here were asked concerning the new organization, and while

OUR HONEST SONS OF TOIL.

How They Are Living in the World of Labor.

A THREATENED UPRISING

Unskilled Labor—Consolidation of Railway Laboring Associations—Carpenters Opposed to Strikes—Other Items.

A Threatened Strike.

There is a feeling of restlessness among the railroad men, and they are in daily anticipation of a reduction in wages—or rather an attempt on the part of the roads to make a reduction. Particularly is this true of the Union Pacific, officers of that road having hinted that the wages of the engineers would be reduced. An attempt of this kind upon the part of the company, it is judged, would be met immediately by a walkout of the men. The brotherhood is stronger here, probably, than in any other section of the country, and feels that it can win any fight it may have occasion to wage with the company. The men claim that the work here is arduous and the pay no more than adequate to the amount of labor given.

A few days ago in an interview with him by a newspaper reporter at Chicago, Chief Arthur declared that he would never sanction another strike, no matter what the grievance. Speaking of this the other day, a union engineer said, "That looks like a goose and he will never be re-elected. The idea of his making a declaration like that! Under such a policy, the brotherhood would soon become impotent and useless. Suppose our local men should give in here on the Union Pacific where we are so strong! The road never would get through reducing our wages."

Unskilled Muscles.

Inquiries at labor employment agencies and other points of information establish the fact that the percentage of unskilled labor is very small. There are but very few men leading in the city, and many of these could secure work if they really desired it. There is much employment for men in Omaha, and in addition to this, the demand for railroad hands and day-laborers for new territory is very large and keeps employment agencies busy. Wages for unskilled labor range from \$1.50 to \$2.50 a day, and there is considerable dissatisfaction among the men at these wages, but they have not become sufficiently chafed to strike, and no trouble of that kind is anticipated.

Don't Believe in Strikes.

"You will find us an anti-striking organization," said a member of the carpenter's union, No. 71—the new union—as he laid aside his tools at quitting time. "We are opposed to strikes, and that was our principal reason for drawing out of the old union and forming a new one. We certainly wouldn't strike for some one's else grievance. We refused to do that when the other men were called off. The Bee building by the striking plumbers, and so, as far as we are concerned, all this stuff that has been published about a general strike of the building trades, is incorrect. If all the other men in town go out, you will still find us at the bench, unless we have some grievance of our own which we find impossible to settle by arbitration. No, 71 is not a striking union."

Railway Unions Consolidate.

In Chicago, last Thursday, nine delegates representing the Brotherhood of Railway Brakemen, the Switchmen's Mutual Aid Association and the Brotherhood of Locomotive Firemen, met and ratified a constitution which shall hereafter govern the three organizations now consolidated into one under the United Order of Railway Employees. The governing body will be a supreme council, of which the following are the officers: president, F. P. Sargeant, of the Brotherhood of Locomotive Firemen; vice president, Frank Sweeney, of the Switchmen's association; secretary, E. F. O'Shea, of the railway brakemen's association.

Members of these orders here were asked concerning the new organization, and while

IN THE RAILROAD WORLD.

The Northwestern Will Not Branch Out This Year.

THE ALTON KICK HAS COME.

Dissolution of the Famous Gentlemen's Agreement Pressaged—The Cut From Chicago to St. Paul Has Now Begun to General.

No Northwestern Extensions.

CHICAGO, June 8.—[Special Telegram to THE BEE.]—The Northwestern railroad does not contemplate extending its lines in any direction this year. These are the exact words of President Hught. He said also that the present policy of the company was against extension and that he did not know how long it would be before any change was made. Not a single steel had been taken toward the extension of the line to Yankton from Hartington. He seemed to appreciate the importance of the extension to eastern Nebraska and southern Dakota interests, but the policy of non-extension could not be broken. The resolution hostile to extension of lines passed by the Illinois Central, has been concurred in by every other western road.

The Alton Rebels.

CHICAGO, June 8.—[Special Telegram to THE BEE.]—The following letter speaks volumes to those who have been keeping track of the western railroad situation: Alton, Ill., June 8. Dear Sir, Referring to the decision of the executive board, on the lumber question, we beg to say that such decision is not satisfactory to the Alton road, and we desire to give the ten day's notice as provided in section 2, of the Interstate Commerce association agreement with a view to the fact that we have a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association denied the request of the Alton road for a reduced rate on lumber. The above letter shows that the Alton will disregard the decision of the executive board and yield to the requests of the Chicago lumbermen to effect a reduced rate on lumber from Chicago to Missouri river points. Just what that rate will be depends on negotiations now pending, but we reserve the right under this notice, to make the rate as low as 10 cents per hundred. C. H. CHAPMAN, General Manager Chicago & Alton Railroad. It will be remembered that the executive board of the Interstate Commerce Railway association