

NORTHWESTERN COMPLICATIONS.

ST. PAUL, April 27.—The report that the Chicago, Milwaukee and St. Paul Railway Company is considering the advisability of entering the field as a competitor for through traffic, especially east-bound business between Chicago and Milwaukee and points on the North Atlantic seaboard, has created a great deal of interest in railroad circles. The plan mentioned is a through traffic agreement between the St. Paul, Milwaukee and Northern, St. Paul, Indianapolis and Sault Ste. Marie, and Canadian Pacific lines. Such an arrangement would divert a great deal of traffic that goes East at present by way of Chicago.

President Miller of the St. Paul Railway, when questioned about the matter, said: "They are making a mountain out of a molehill. The matter was mentioned simply to illustrate the unfairness of Central Traffic Association lines in using certain lines for the purpose of getting into our territory. We have no present intention of that sort, but ultimately we may be forced to take such a step in self-defense."

The Milwaukee and Northern Railway Company made through traffic arrangements last Winter with the "Soo" and Canadian Pacific lines. It was the St. Paul people who prevented the Milwaukee and Northern from carrying the agreement into effect. The St. Paul being closely related to some of the roads running east of Chicago, giving them its seaboard business and receiving business in return, would not join in the formation of a new eastern route and strongly objected to the Milwaukee and Northern diverting business between Milwaukee and the East from the Chicago route.

The New York Times

Published: April 28, 1889

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