

NEW RAILROAD RATES

all the lines. If this is adjusted by a willingness of the Chicago, Milwaukee and St. Paul to accede to the demands of the other lines, the war may end; otherwise, it will not.

THE NORTH-WESTERN WAR AND THE NEW EASTERN SCHEDULE.

RUINOUS PASSENGER RATES BETWEEN CHICAGO AND ST. PAUL—THE FIGHT EXTENDING TO OTHER ROADS AND TO FREIGHTS—EFFECT OF THE INCREASED TARIFF ADOPTED BY THE EASTERN LINES.

CHICAGO, Nov. 19.—A raising of rates to the eastward and a smashing of schedules to the westward is the railroad situation at present as viewed from Chicago. While the Eastern trunk lines are coolly arranging for an increase of east-bound rates 5 cents per 100 pounds, the Western lines are cutting at a furious rate. The trouble in the West began in a quarrel about passenger rates between the Milwaukee and St. Paul and the Rock Island, and that row has been intensified until the present fare from St. Paul to Chicago is \$1 and the cut is extended to all the towns in Minnesota which are reached by the two roads. It was hoped the war would be confined to passenger rates and would be fought out between the Rock Island and the Milwaukee and St. Paul, but the battle is about to become general among all the Western roads and to involve both the passenger and freight tariffs. It has been rumored for several days that clandestine cutting has been practiced on grain rates to Chicago from points in the North-west, and it is quite likely the rumors are true. Beginning with to-morrow, the fight becomes an open one, and a general reduction of about 50 per cent. has been ordered, which will involve all the competing roads. Rumors have been afloat during the last two days that the Chicago, Milwaukee and St. Paul had begun cutting passenger rates from this city to Omaha. Inquiry at the company's office here develops the fact that there is no truth in the rumor, and that the Milwaukee and St. Paul still charges \$14 30—the regular rate—from Chicago to Council Bluffs. It is quite probable, however, that the Omaha rates, and probably also the South-western rates will be cut this week. As matters now stand, passenger rates to Western points cannot be maintained much longer if the fight in the North-west is kept up, and even if the North-western fight is settled there are prospects that the South-western as well as the Omaha rate will be broken. Much dissatisfaction has been expressed lately with the working of the South-western passenger agreement, and it is understood that the Burlington has already given notice that after the expiration of 30 days it will withdraw from the agreement.

Although the Western roads only a few days ago resolved to form a general lumber pool on all lumber business from Chicago to Wisconsin points, and all Mississippi River points to Missouri River points, and that pending the fixing of percentages the regular tariff rates should be maintained, yet there has broken out another war on west-bound business during the last day or two, which is even more serious than the war going on before the agreement to form a new pool was made. Before that the principal cutting of rates was practiced by what is known as the North-western lumber route, running over the Chicago, St. Paul, Minneapolis and Omaha Road to Missouri River points; but the rates from Chicago and Mississippi River points were maintained tolerably well. Now, the cutting is going on from Mississippi River points. The rates being charged from those points now are claimed to be much below the regular tariff rates, and consequently the roads from Chicago will also be compelled to reduce their rates on lumber from Chicago to Missouri River points. The Wabash gives notice that, taking effect on Monday, rates on lumber car-loads from Chicago to Kansas City, St. Joseph, Atchison, Leavenworth, and Council Bluffs will be 12½ cents per 100 pounds when destined to the above points, or points beyond via those points. The rate to Omaha will be made by adding Omaha bridge tolls to the above rates. Of course, all the other roads from Chicago running to Missouri River points will adopt a similarly low rate.

Dispatches were received yesterday from New-York by the agents of various roads in this city informing them that the joint Executive Committee at its meeting Friday had agreed to advance the rates on seventh and eighth classes 5 cents per 100 pounds, taking effect Dec. 1. Those classes include the principal articles of freight being shipped East, namely, grain, flour, and provisions. The new rate on grain from Chicago to New-York will be 30 cents per 100 pounds, and on provisions 35 cents. If the railroads would allow these rates to stand throughout the Winter little fault would probably be found, as the railroads usually make an advance in rates at the close of navigation. But there is no prospect that these rates will prevail very long if the harmonious relations between the Eastern roads are not broken, and the prospects are that there will be no serious rupture between them before that time. Everything indicates that there will be a fight in the Spring, as the relations between Vanderbilt and the Grand Trunk people are getting more strained every day, and if these two parties get to fighting the others cannot keep out of the contest. But before then the railroads mean to make all the money they can, no matter how much the public interests may suffer thereby. They can charge exorbitant rates only during the Winter, as during the Summer they have the lake competition to meet, and they mean to make the best of their chances while they have the opportunity. For this reason it is almost certain that a still further advance in rates will be made before Jan. 1.

There was another increase in east-bound shipments of flour, grain, and provisions from this city during the past week, and the shipments during the week are within a few thousand tons of what they were for the corresponding week last year. The increase in shipments is due, in the first place, to the general knowledge that the rates would soon be advanced, and shippers were anxious to get forward all they could at the present rates. In the second place, shipments were considerably increased on account of the war among the North-western roads. The latter have been bringing here for shipment East large amounts of flour at cut rates from North-western points, nearly the entire increase the past week in east-bound shipments being on account of flour. During the last two weeks the flour shipments have increased more than 50,000 barrels. As long as the fight between the North-western roads continues, and until the new east-bound rates have gone into effect, the flour shipments will continue to be very heavy. Should the war in the North-west lead to a general war among the Western roads, as is very probable, shipments of all classes will largely increase. In such an event, the Eastern lines would reap a harvest at the expense of the Western roads. It is not probable, however, that the Western roads will ruin their good prospects during the Winter by the cutting of rates all to pieces, and even if they do begin to fight, it is almost certain that the war will be of short duration, and the Eastern lines will not make as much money as they anticipate. The total shipments of flour, grain, and provisions by the six Eastern pool lines for the week ending Nov. 18 amounted to 38,152 tons, against 33,013 tons for the week previous. The total shipments for the corresponding week last year amounted to 40,663 tons.

St. PAUL, Nov. 19.—The cut of passenger rates by the Omaha Road to and from St. Paul to Chicago, and of freight rates to 50 per cent. below the pool rates, has created intense excitement in St. Paul and Minneapolis and in the interior points affected. These rates practically advance the prices of grain on all points on the Omaha Line 15 cents per bushel. The cuts amount to 50 per cent., thus making the Minneapolis market 3 or 4 cents per bushel for wheat within Milwaukee prices. The cuts will affect all points on the Omaha Line where there can be a hit at the Chicago, Milwaukee, and St. Paul. They were fully met to-day by both of the other north-western roads. At 4:30 P. M. Mr. L. F. Boyd, general passenger and ticket agent of the Minneapolis and St. Louis, issued orders to sell tickets by the Albert Lee route at 50 cents each. The price of tickets was \$5, with a rebate of \$4 50. The Chicago, Milwaukee and St. Paul Road have cut the rate to Chicago to \$1, and made corresponding rates at competing interior points. They have also announced a freight cut this morning, which is that they will take grain from interior points to Minneapolis, permit it to be ground into flour there, and carry flour to Chicago for a rate amounting to 12 cents per bushel on the wheat. This evening, President J. J. Hill, of the Manitoba Line, was closeted with Mr. Merrill, but for what purpose was not mentioned. The Omaha folks have put out 6,500 flyers, scattered broadcast, many of them printed in seven different languages. By train time to-night the ticket sales amounted to \$1,000. The price of tickets by both the Chicago, Milwaukee and St. Paul and Omaha Lines was \$8, with a rebate of \$7. For points beyond Chicago tickets are sold at the rate from Chicago, with the \$1 to Chicago added to it, which gives also omnibus transfer in Chicago. Thus, if a traveler wants to go to Detroit from St. Paul the fare would be \$9, or \$1 to Chicago and \$3 from Chicago to Detroit. On the streets all sorts of rumors were flying. One was that to-morrow the Chicago, Milwaukee and St. Paul will carry passengers from St. Paul to Chicago for nothing. There will be probably an immense amount of travel during the week. As soon as the news is fully circulated at country points, strangers will pour in, and probably there will be an exodus from Dakota. All the trains went out fully loaded last night, with the sleepers crowded. At the Union Depot there was not a large rush of sales, tickets having been mostly sold by the offices of the roads interested in the fight. The present prospects are that unless peace is declared within 30 days the war will continue for a year, or during the run of this crop. If a settlement should be effected the first thing to be adjusted will be the question that has been the foundation of the trouble, namely, the putting into the pool wheat taken from the territory north of St. Paul and Minneapolis and milled into flour by local mills while in transit on