

THE IOWA POOL AT AN END.

THE TRIPARTITE AGREEMENT TO CONTROL BUSINESS TO OGDEN.

A contract whereby the Union Pacific, Chicago, Rock Island and Pacific, and Chicago, Milwaukee and St. Paul engage to divide and share the through business between Ogden and Chicago was signed in this City late on Monday. The duration of the contract is for 25 years, but beyond this the terms have not been made public. It has been placed in escrow for a few days, but will be released probably after the meeting in Chicago next week of the members of the Iowa pool, at which important questions respecting the admission of the Chicago and North-western and Chicago, Burlington and Quincy Roads are likely to be discussed. It is stated positively that these roads will be allowed to participate in the new arrangement on a fair and satisfactory basis, which the representatives of the former roads indicate to be an agreement to pool all their through business west of the Missouri River, which is competitive with that of the Union Pacific. Mr. Cable, President of the Rock Island Road, said last night: "The Iowa pool is at an end by the signing of this compact. I telegraphed to Chicago to-day to give the necessary notice of our withdrawal from the passenger pool, and I suppose it was done at once. The new arrangement is, of course, a new pool practically, as we all get a certain percentage of the business. It is not a prorating agreement. I don't see that it will necessarily lead to trouble, as we intend if possible to maintain rates and have everything go on as before."

Mr. Merrill, the General Manager of the St. Paul Road, when asked as to the particulars of the contract and the prospects for harmony, said: "I am a hopeful man, and, while there may be a little brush, I don't think there will be any general war. The Quincy Road, which is the party most interested, cannot blame us for doing with the Union Pacific precisely what they have done with the Denver and Rio Grande. They connect by the latter with the Central Pacific at Ogden, and we were placed in a position whereby we either had to build a line of our own to get our share of the through business, or else utilize the already existing lines. We thought the latter the better plan, and have simply done so. Why should there be trouble? I believe when the arrangement is better understood, everything will be peaceful and harmonious, and we shall all get along. We hope to maintain rates, anyhow."

When asked as to the position of the St. Paul in reference to the payment of commissions on passenger business against which the Joint Executive Committee yesterday took such decided action, he said: "We all do it, and I regret that such commissions should be paid. I shall be glad if any way is arrived at whereby they can be discontinued, and I believe that under the new agreement we shall be able to arrange matters so that this can be effected. I cannot say what we shall do in reference to the action of the trunk lines to-day, as I did not know what they had done."

Mr. Hughitt, of the North-west, and Mr. Clark, of the Union Pacific, left for Chicago at 9 P. M. It was generally understood that neither the North-west nor Quincy Roads had determined upon the course likely to be adopted by them in reference to the new arrangement, but it will probably be indicated at the meeting in Chicago next week. In railroad circles and at the Windsor and Fifth-Avenue Hotels last night the opinion was freely expressed that this action on the part of the three roads would inevitably lead to serious and prolonged trouble. The Quincy, in particular, is not likely to quietly accept the new situation and see the field hitherto shared by it entirely in the hands of its competitors. By its extension to Ogden and Salt Lake, over the Denver Road, it will probably make a hot fight for the through business, and rumors were current yesterday that cutting of rates, both passenger and freight, would be inaugurated at once. General Manager Potter telegraphs from Chicago that his road will endeavor to maintain rates until forced to opposite action by its rivals, but it is believed that the competition will be so fierce that an active rate war will be started with but little delay.