

THE WESTERN FREIGHT WAR.

CHICAGO, Feb. 1.—The Chicago, Milwaukee and St. Paul gives formal notice that on Feb. 10 it will cease to be a member of the Western and Northwestern Railway Freight Bureaus, and that during the interval between now and that date it will consider that it has the right, if it should be so disposed, to meet any rates made by outside competitors between Chicago, St. Paul, and Council Bluffs. In other words, its course in regard to rates, both West and Northwest, will be governed entirely by events, but it will be in a position to meet any and all emergencies. The Chicago, Burlington and Northern has issued its through tariff on west-bound freight, making exactly the same rates New-York to St. Paul as those by the "Soo" route. There is no secret in the fact that it has been able to make pro rating arrangements with the Chicago and Grand Trunk and its Eastern connections, which will give it the opportunity of matching the "Soo" route at every turn of the wheel.

ST. PAUL, Minn., Feb. 1.—There was very little change in the freight situation this morning. Some of the roads are yet undecided about the course to be pursued. The Burlington people claim to-day that they had announced and published the low rates a week ago, and that the "Soo" only followed suit when they had secured a copy of the tariff. Copies of it were seemingly rather scarce in St. Paul, as it was not suspected that so large a cut had been made until announced yesterday afternoon. With the exception of the Minnesota and Northwestern, the Burlington and the "Soo," none of the other lines had up to to-night met the cut rates. Some of the lines claim that owing to the length of the Burlington's Eastern connections the other roads can secure more than their share of the business even at a little higher rate.

The New York Times

Published: February 2, 1888

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