

WARRING WESTERN ROADS

MORE CUTS IN THE TARIFF MADE YESTERDAY.

REDUCTIONS IN A WEEK OF SIXTY-FIVE PER CENT.—ONE OF THE PHASES OF THE CONTEST.

CHICAGO, Feb. 10.—The Chicago, Milwaukee and St. Paul made the first aggressive move this morning, in the way of a reduction in live stock rates from Kansas City, Omaha, and Missouri River points to Chicago. The cut was from \$37.50 a carload to \$35, and the latter rate now records a decrease in live stock rates within the past week of \$25 a carload. This cut reaches into the Iowa interior rates, forcing a reduction on shipments from local points, most of which had not been interfered with previously. Of course all competitive lines met the reduction.

The rate on hard coal, Chicago to Des Moines, was reduced by all lines from \$3 13 to \$1 80. The Wabash Western to-day announced a rate of 5 cents a hundred on lumber, St. Louis to Missouri River points, a drop of 3½ cents. The rates on packing house products, Kansas City and Omaha to Chicago, were dropped from 13 cents to 12½ cents a hundred, and classes B, C, D, and E, which include car-load lots, came down from 15 to 14 cents a hundred.

The heavy blow, however, came late in the afternoon, when the Chicago, Milwaukee and St. Paul issued a new tariff of rates between Chicago and Missouri River points, taking in Omaha, Council Bluffs, and Kansas City, reducing the figures on the first four classes 4 cents a hundred each. The fifth class remains undisturbed. The reductions in the tariffs in force a week ago now average 65 per cent. The new rates were met at once by all the roads. One of the effects of the cuts will be to reduce the grain rates to 16½ cents.

A curious phase of the fight is that the Burlington and Northern, which began the war in the Northwest, has dropped out of sight completely, so far as any subsequent belligerency is concerned. It has one principal object in view. It depends largely on the transportation of flour for existence; "milling in transit" stands in its way, and it cannot get even what it considers a fair share of the free wheat. Owing to the circumstances related above, it is determined to break up the "milling in transit" system. The Chicago, Milwaukee and St. Paul is equally determined to retain it. That is the essence of the fights in the Northwest. All other matters are merely side issues. The Burlington and Northern can make all rates unprofitable in the Northwest, or at least between Chicago and St. Paul. The Milwaukee and St. Paul can make all rates unprofitable for the Chicago, Burlington and Quincy, which it holds responsible for the policy of its offspring, the Burlington and Northern. It is a trial of endurance.

ST. PAUL, Minn., Feb. 10.—There was nothing new locally in the freight situation to-day. Rates all remain as quoted yesterday. The "Soo" line's new rates went into effect as soon as announced. It is the advent of the "Soo" which has caused all the trouble in the Northwest, despite the fact that Chicago railroad men have all along delighted in stating that this new line could have no appreciable effect on Chicago business. The cut made by the "Soo" is 5 cents first-class in order to maintain the differential granted it by the trunk lines of 10 cents first-class.

The Omaha has not made the twelve-cent lumber rate to Kansas City, and Traffic Manager Clarke says it will not, as it cannot afford to haul lumber to Kansas City for 12 cents per hundred. The Kansas City business goes via Des Moines over another company's line, and the other company would get all the revenue. All the roads are using both the official and Western classification, the shipper getting the advantage of the one which makes the lowest rate. There is no talk of patching up matters, and a General Manager said to-day that he did not believe freight rates had yet reached the lowest figure.

The Chicago, St. Paul and Kansas City Railway Company announced Thursday to the dry goods trade that it would on that day put into effect the following special through rates from New-York and Boston to St. Paul and Minneapolis, good by any of the trunk lines to Chicago: Dry goods, 90 cents per 100 pounds; cotton piece goods, 60 cents per 100 pounds. General Eastern Agent Stohr stated yesterday that the reduction was made to meet the quotations of the Chicago, Burlington and Northern Railway.