

# FRIGHTFUL FOR THE ROADS.

HOW THEY ARE CARVING EACH OTHER  
IN THE WILD WEST.

CHICAGO, Feb. 11.—The rate-cutting among the Western lines began this morning with another reduction in rates between Chicago and St. Paul, said to have been made principally by the Chicago, St. Paul and Kansas City, and at once met by the Chicago, Milwaukee and St. Paul, and Burlington and Northern, the Rock Island declining to participate. The new rates are: first and second classes, 20 cents a hundred; third and fourth, 13 cents; fifth, 10 cents; sixth, 8 cents. The reduction was 5 cents first-class, 1 cent second, 4 cents third, 1 cent fourth, and 2 cents fifth. Later in the day the Wisconsin Central put these same rates into Duluth, and the Northwestern and other roads will probably follow. The Chicago, Milwaukee and St. Paul early reduced the live-stock rate from Kansas City and Southwestern Missouri River points to Chicago from \$35 to \$30 a car-load, all Kansas City lines meeting it. The Iowa roads will try to keep the rates at \$35 for a time. The Rock Island reduced the lumber rate, Chicago to Kansas City, from 10 cents to 9 cents a hundred. This was done on account of the Chicago, Milwaukee and St. Paul applying the Council Bluffs differential from the Mississippi River, and the Rock Island preferred to reduce the Chicago rate rather than disturb the differential. A slight reduction in packing-house products, Kansas City to Chicago, from 12½ to 12 cents was also made.

The following table shows the magnitude of the war by the way it has cut into schedule rates. Here is the comparison of rates from Chicago to Omaha, Council Bluffs, Kansas City, and all Missouri River points for the first five classes:

|                             | 1st. | 2d. | 3d. | 4th. | 5th. |
|-----------------------------|------|-----|-----|------|------|
| Prior to Dec. 20, 1887..... | 80   | 75  | 60  | 35   | 30   |
| On Dec. 20, 1887.....       | 75   | 60  | 40  | 30   | 25   |
| On Feb. 11, 1888.....       | 30½  | 25  | 19  | 16½  | 14   |

It will be noted that the decrease in first-class rates has been over 66 per cent., and on the others almost as much. Northwestern rates to St. Paul show as follows:

|                           | 1st. | 2d. | 3d. | 4th. | 5th. |
|---------------------------|------|-----|-----|------|------|
| Prior to Aug. 1, 1887.... | 75   | 60  | 45  | 30   | 20   |
| On Aug. 1, 1887.....      | 50   | 40  | 30  | 20   | 12½  |
| Feb. 11, 1888.....        | 20   | 20  | 13  | 13   | 10   |

The reduction on the first-class from Aug. 1 up to date has been 73½ per cent. The reductions in other directions have been quite as heavy, lumber, livestock, and packing-house products having been cut 50 per cent., and no one article, except grain, has escaped. Altogether the showing is a frightful one for the railroads.

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