

# JOINT LINE PLAN IN NORTHWEST OFF

**St. Paul and Northern Pacific Fail  
to Agree to Co-operate in  
Building Branch Roads.**

**NO CUT IN FREIGHT RATES**

**Chairman Roswell Miller of the St.  
Paul Says Northwestern Crop Con-  
ditions Are Excellent.**

A proposal recently advanced looking to an agreement between the St. Paul and the Northern Pacific regarding the construction of branch lines in the Pacific Coast territory failed, it was learned yesterday, because of the indisposition of the Northern Pacific to join in such an understanding. The proposal was not made, however, in any formal shape and the fact that the suggestion was not approved by the Northern Pacific means, it was said yesterday, merely that the conditions already existing in respect to the construction of new lines in this territory will continue. The proposal had as its object the avoidance of duplication of branch lines in that territory by the two systems, but now it is likely that branch lines will continue to be built, both by the St. Paul and the Northern Pacific, as the needs of the two roads suggest, without any arrangements for joint use of such lines.

Roswell Miller, Chairman of the St. Paul, said yesterday regarding the report that negotiations in respect to these branch lines had been broken off:

"There was some little talk about an arrangement, but nothing more than that. This talk has been discontinued."

It remains true, however, that the St. Paul will put into effect the same rates on its Pacific Coast extension as are in effect on the other lines in the Northwest. The St. Paul and the Northern Pacific, however, will each build its own branch lines, and construction of such lines by the St. Paul will very likely be followed by some further construction by the Northern Pacific to maintain its position in respect to Northwestern traffic. The competition between the two systems, however, will not, it is said, take the shape of cutting of rates.

Mr. Miller, who has just returned from a trip to the West, said yesterday that conditions were most satisfactory not only on the St. Paul lines themselves, but in the territory contiguous to those lines. The extension as far as Butte, which has been open for some time, he said, is more than meeting charges, and the entire extension to the Pacific will make an equally satisfactory showing. Mr. Miller said he felt sure. Regarding crops and the business of the new St. Paul line, Mr. Miller said:

Crop conditions along the lines of the Chicago, Milwaukee & St. Paul Railway Company, as well as the new portion of the system, are excellent. The country traversed by the new line, however, is not as extensive an agricultural territory as that of the old St. Paul proper. At the same time crops along the valleys of the new road are most favorable.

The principal tonnage of the Chicago, Milwaukee & Puget Sound Railway Company will be lumber and forest products and general merchandise, and manufactured products westbound. We are now constructing a number of branch lines, wherever it is deemed advisable to do so. Up to the present time we have expended, roughly speaking, \$100,000,000 for construction, &c., of the new road, which amount will be considerably augmented in the future, as a result of additional branch lines and spurs that are now in the course of construction or contemplated.

The St. Paul has already sold \$25,000,000 of debenture bonds to provide for new branch lines and other work.