

ST. PAUL NEWS.

THE RAILROADS.

A Gigantic Cattle Transportation Scheme on Foot.

The First Victory of the Rock Island Over the Vanderbilt Interest.

A General Compendium of Local and Foreign Railroad Notes.

A Great Cattle Scheme.

A scheme is on foot that is calculated to revolutionize the cattle business of Montana and the plains generally, even down in Texas and New Mexico. This plan, in brief, is to ship the cattle alive to England and there slaughter them. They are to be shipped over the Northern Pacific road to Duluth; thence across Lake Superior to Sault Ste. Marie, at which point they will be transferred to the Canadian Pacific road and taken to Montreal or Quebec, and then reshipped to London. This scheme seems to originate with Moreton Frewen, who is connected with a company of cattle men owning a large number of cattle.

WHAT HE SAYS OF IT.

In a letter to J. M. Hannaford, of the Northern Pacific road, dated at London, Feb. 2, Mr. Frewen says that he encloses a circular and also a letter that he had written to one of the London journals in regard to the scheme. These papers were submitted to Mr. Oakes and he is understood to have looked very favorably upon the project. The letter is written to the London Morning Post, and goes on to state that there is a vast country in northwestern America occupied by over 7,000,000 of cattle, including the states and territories of Wyoming, Dakota, Nebraska, Montana, Idaho, which, in the recent development of the Northern Pacific road, can send its cattle to Duluth, a city at the head waters of Lake Superior. This entire district, in area six times as large as Great Britain, has not only never had any contagious diseases, but the veterinary science of America has not hesitated to declare that, owing partly to its great elevation (over 4,000 feet), and also to its climatology, the possibility of contagious disease is precluded. From this natural source of the British Isles, the recent railroad extension in the states and Canada, draw his supplies. From this enormous state land not less than 500,000 four-year-old steers of excellent quality, weighing ninety stone each, can be shipped from Duluth down the coast, and across the Atlantic to Europe, at a cost of only \$5 a head. The Canadian government would, undoubtedly, allow this supply to pass through her territories in bonds. Giving the value of these animals at \$20 each, the profit on the scheme here we have a nearly unlimited supply of store steers delivered to the British farmers for £14 a head. Such animals are worth at least £22. It is not too much to say that a trade of this magnitude, at such prices of the animals, would be a boon to the British farmer, and would be the happiest of agricultural revolutions, and while helping the farmer profit also the consumer to a scarcely less extent.

SHORTENED A THOUSAND MILES.

It is claimed that the journey to England is shortened by over a thousand miles, and it is claimed that the country tapped by the Northern Pacific road can supply the British with over four hundred thousand beasts each year, which is about the amount that America now supplies England.

HIS CONCLUSIONS.

Mr. Frewen writes to Mr. Hannaford, under date of Feb. 14, in which he says, "I am writing you a line to say that everything is going much more smoothly for my project, than I mentioned to you lately, and the government has introduced a bill for the very purpose of making easy shipments of feeders for this country by way of Duluth, the lakes, and Quebec. This country could take now not less than two to three million head of cattle annually if we only sent out a sufficient number of beasts, stocks on this side have so run down. I believe cattle will soon travel up to your road from New Mexico so great will be the advantages derived from live shipments to this side."

IT LOOKS FAVORABLE.

The prospects look very favorable indeed, and if carried out to a conclusion will be a severe blow to Chicago, which has heretofore had a monopoly of the slaughtering business.

The Rock Island's First Victory Over Vanderbilt.

[Chicago Tribune, etc.] The first of the battles between Vanderbilt and the Rock Island Railroad company has been brought to an end, and the result is a great victory for President Cable and the Rock Island Railroad company. For some weeks past Vanderbilt and Gould have been engaged in the battle of the board of directors of the Union Pacific, and thereby prevent the Rock Island from gaining the benefits it expected from the consummation of the tripartite compact with the Union Pacific. Reports have been circulated for some time past that Vanderbilt and Gould were to be removed from control of the Union Pacific, and those magnates were so sure that they had control that they dictated the policy of that road during the last few weeks. It was generally understood that the Union Pacific had signed the tripartite agreement, contrary to the wishes of the Rock Island and Milwaukee & St. Paul roads, by Vanderbilt and Gould. But it now appears that Vanderbilt counted his chickens before they were hatched. Instead of obtaining full control of the Union Pacific, he has been ousted without a representative in the board of the company. While Vanderbilt was boasting the additional strength he had secured in Union Pacific affairs, the Rock Island company has been quietly at work to prevent Vanderbilt from carrying out his designs regarding the future management of the Union Pacific, and it has succeeded in a manner that must trouble Vanderbilt exceedingly. The annual meeting of the Union Pacific was held in Boston yesterday to elect new directors in place of those whose time had expired. Vanderbilt the latter was defeated by the Rock Island and Milwaukee & St. Paul, who have represented Vanderbilt in the Union Pacific board. Of course Vanderbilt was confident that not only would Mr. Schell be triumphantly re-elected, but that he would gain one or two more directors to represent him on the board. Not only did he not gain any additional directors in the Union Pacific board, but Mr. Augustus Schell, heretofore his only representative on the board, was left out in the cold, and in his place was elected Mr. Hugh Riddle, chairman of the executive of the Rock Island and President Cable's staunch supporters. It is quite certain that if Jay Gould's term as a director of the Union Pacific had expired, he would have shared the fate of Schell and been replaced by the Rock Island man.

This result will prevent Vanderbilt from interfering with Union Pacific affairs hereafter, and the Rock Island will be able to elect the men whom it desires to represent on the board of the tripartite compact in accordance with its wishes. It also tends to confirm the statements heretofore published in the Tribune that the Western (Vanderbilt road) and the Washburn (Gould road) are to be forced out of the tripartite combination and that the Union Pacific, Rock Island, and Milwaukee & St. Paul would then carry out the original agreement. The Northwestern would never have joined the combination but for Vanderbilt's desire to paralyze the Western, Trunk Line association and to prevent the Rock Island and Milwaukee & St. Paul from gaining the advantages they expected from the consummation of the compact. The same may be said regarding Gould's Washburn.

THE CROP REPORT FOR MARCH.

Abstract of the Return of Agent Young to the Agricultural Bureau.

The monthly report of Agent H. H. Young to the Agricultural Bureau at Washington, for March, was couched in a reply to several questions propounded by the United States commissioner.

The proportion of the corn of 1883, remaining in the state March 1, 1884, was 9 per cent. of the crop, or about 1,450,000 bushels. Correspondents state that the entire crop of 1883 was retained for state consumption, and about 5 per cent. of it was good merchantable corn, the average value of which in the counties where it was raised, being fifty-three cents per bushel, while the unmerchantable corn in the same section brought twenty-three cents per bushel. Only a single instance of stock being injured by eating immature corn is reported by the state correspondents, and that resulted from the fact that the unmerchantable corn was not cribbed but was fed from the field and shock and therefore did not become musty.

It has been a common practice of the farmers of the state during the winter to be purchasers of corn outside the state for feed, but little of that grown by them was believed to be fit for fattening hogs or stock; neither has it been fed to any extent to milch cows and to horses. Several correspondents report that the milk of cows fed upon immature corn was found to be unfit for use. Seed corn is scarce and difficult of procurement at any price.

The proportion of wheat raised in the state in 1883 now on hand, is 13,983,000 bushels, the crop having been better than the average, as better than any crop raised in 1877. The average weight was fifty-seven pounds to the bushel. Of the 1883 wheat crop 23 per cent. is reported to have been consumed in the state and 77 per cent. shipped out of the state in the shape of flour and other products. Many farmers have refused to sell their wheat because of the low prices ruling in the markets, and although the above given quantity as the number of bushels remaining in the state of the 1883 crop, is compiled from the reports of the state correspondents, it is thought to be much less than the number of bushels in reality on hand.

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