

MANITOBA TRAFFIC.

Some Correspondence Between Commissioner Carman and Mr. Alexander on That Subject.

Which Fully Explains the Present Status of Affairs Connected With the Road's Business.

A Re-arbitration of Colorado-Utah Pool Percentages Made and Agreed Upon.

President Roberts Tells What He Knows About the Pennsylvania Road—Notes.

Manitoba Traffic.

Commissioner Carman of the North-western Traffic association makes public the correspondence between himself and W. S. Alexander, traffic manager of the Manitoba road, in reference to Manitoba business and the combination of Manitoba and Canadian Pacific roads made, which shuts out the traffic lines from competing for Northwest business.

Chicago, Sept. 30, 1885.—Dear Sir: Referring to the meeting held at the Hotel Ryan, St. Paul, between the members of the North-western Traffic association and Messrs. Alexander and Melior of the St. Paul, Minneapolis & Manitoba Railway company, in regard to Manitoba traffic, and during which Messrs. Alexander and Melior of the St. Paul, Minneapolis & Manitoba Railway company would join them in making of such rates. This statement was made in answer to a request from Mr. Porteous to the effect that unless his company would state particularly what they would do in making of such rates, it would be useless for me to have a conference with Mr. Porteous or other Grand Trunk railway officials in regard to through rates, as the first question that would be asked by Mr. Porteous would be "What will the St. Paul, Minneapolis & Manitoba people do?" After receiving his assurance that they would stand in with the traffic association, and the association lines in making through rates, I asked how he could do such a thing if he had a contract with the Canadian Pacific road, as he stated to the members (and I think that all will remember his statement) as follows: "You have all heard of railroads making contracts. Sometimes they stand by them, and sometimes they do not. I have sometimes a way to get around them. The meeting adjourned, and it was with the understanding of all members that if I could arrange with Mr. Porteous for an arrangement being made, I would be glad to join in the making of through rates. He notified me of the rates that he desired to quote on the business to Chicago, and also the through rates to St. Paul. I then notified you of a few days since. I then asked him if he could consider these as the minimum rates from Montreal and other points to Chicago, and he stated by message that if the lines west of Chicago desired to join in the making of lower through rates it could be done. I notified Mr. Alexander of the rates that Mr. Porteous had given me, and he replied to my letter as follows: "St. Paul, Sept. 25, 1885.—George L. Carman, Chicago: The minimum rates through named by Mr. Porteous, see no use in making a reduction from Chicago. Have thought all the season he had an agreement with the Canadian Pacific road, and he would not be ready to join in making rates in any other way than that named in his letter. I do not need to back out of the agreement stated by you at the meeting in my room at St. Paul, that if the associated lines and the Grand Trunk railway would join that you would make no objection to the North-western Traffic association lines, in connection with the Grand Trunk railway, stand ready and willing to make rates with your line. Our association has never refused to join you in the making of rates on Manitoba business. We have agreed your line to accept a pro-rate and make such rates as would secure the business, which you cannot deny. Now that we have stated the position of the lines east of St. Paul, let me have yours. Answer quick. W. S. ALEXANDER.

To which I replied: "St. Paul, Minn., Sept. 25.—Mr. George L. Carman, Chicago: Porteous says he can not make less than certain rates through. We have had to this to contend with all season. Will make same rates from St. Paul as from Port Arthur to Winnipeg. W. S. ALEXANDER.

To which I replied: "Chicago, Sept. 25.—W. S. Alexander, St. Paul, Minn.: Inasmuch as you stated in the St. Paul meeting that if Mr. Porteous and the North-western Traffic association lines were ready to join in making rates on Manitoba business that the Manitoba would join in any other way than that named in his letter. I do not need to back out of the agreement stated by you at the meeting in my room at St. Paul, that if the associated lines and the Grand Trunk railway would join that you would make no objection to the North-western Traffic association lines, in connection with the Grand Trunk railway, stand ready and willing to make rates with your line. Our association has never refused to join you in the making of rates on Manitoba business. We have agreed your line to accept a pro-rate and make such rates as would secure the business, which you cannot deny. Now that we have stated the position of the lines east of St. Paul, let me have yours. Answer quick. GEORGE L. CARMAN.

To which he replied: "St. Paul, Sept. 25.—George L. Carman, Chicago: What guarantee that we will not be in the same position on Manitoba freight that we have been all summer? We cannot afford to change our present arrangements on an uncertainty. W. S. ALEXANDER.

I replied as follows: "Chicago, Sept. 25, 1885.—W. S. Alexander, St. Paul, Minn.: Replying to your third message. Do I understand by this message that you decline to enter into any arrangement with the associated lines in connection with the Grand Trunk railway for through rates on Manitoba business? The North-western Traffic association lines stand ready now as they always have, to make rates on Manitoba freight, and have never refused to do so, notwithstanding your charge to the contrary. From present arrangements our associated lines and the Grand Trunk railway would require some guarantee from the other end of the line for the future, instead of your asking a guarantee from us. GEORGE L. CARMAN.

To which he replied: "St. Paul, Sept. 25.—W. S. Alexander, St. Paul, Minn.: Replying to your message, I understand from this telegram that you positively refuse to enter into any arrangement with the lines of the North-western Traffic association and Grand Trunk railway for the making of through rates on percentage basis from Chicago to boundary line, and I have notified the members of our Traffic association of your refusal. I desire to reiterate that the lines of the North-western Traffic association have never refused to make rates in connection with your line on a pro-rate or basis of arbitrary percentages in effect during the last season. I have also notified Mr. Porteous of your refusal to do anything, and therefore I will not meet him in relation to this matter. I therefore submit the same to you for your consideration. I have done all that I can in the premises, and would like to see that it will be useless to meet him to consider rates on this traffic. I trust that my portion of the correspondence will meet your approval. Yours truly, GEORGE L. CARMAN, Commissioner.

Re-arbitration of Percentages. CHICAGO, Oct. 2.—The managers of the road forming the Colorado-Utah association at their meeting here to-day agreed upon percentages by which their business will be governed hereafter. The Rock Island railroad only asked for a re-arbitration, and the

Burlington and Alton had filed notices of withdrawal. The award reached by the managers with reference to the dispute for re-arbitration was as follows: Alton, 12.75 per cent.; Burlington, 29.75; St. Paul, 11.50; Northwestern, 12.75; Rock Island, 15.50; Missouri Pacific, 6.50; Wash., 11.25. The Rock Island gains 1.50 per cent. and the Burlington .75 per cent. The St. Paul loses .50 per cent., Wash., .75 per cent. and the Missouri Pacific 1 per cent.

The South Pennsylvania Case.

PHILADELPHIA, Oct. 2.—At the hearing before Examiner Weiss to-day in the equity suits to restrain the sale of the South Pennsylvania and Beech Creek railroad to the Pennsylvania company, President George B. Roberts of the Pennsylvania Railroad company was examined. At the outset, he stated that he was also president of the Pennsylvania company, the Northern Central and other corporations, the names of which he could not recall. He was first spoken to, he said, regarding the sale of South Pennsylvania road about three weeks ago, when the road was first projected by Mr. Twombly and Leon Barnes of New York. They could come to no agreement, however, and the matter for the time being was ended. Continuing, Mr. Roberts said: "I heard nothing further on the subject until five years ago when I was called upon by a syndicate of owners of the South Pennsylvania road. Mr. Andrew Carnegie was one; he wanted to know if the Pennsylvania Railroad company would not buy the road. I told him that such a purchase would be unwise unless the line had better facilities for Western traffic. Later on Mr. Vanderbilt told me that he was anxious to retire from active railroad business, but that he was willing to let his investments remain. He was prepared to sell out his interest in the Pennsylvania railroad to the Pennsylvania company. Mr. Roberts said that the stock of the Pennsylvania company was owned by the Pennsylvania Railroad company, except what was in the hands of persons, to enable them to sit as directors. He was president of the Northern Central. The majority of its stock was held by individual parties, and the balance by the Pennsylvania railroad. The entire capital stock was, he thought, \$6,500,000, and of that amount the Pennsylvania road owned six-thirteenths. He himself held shares in the road. Joseph M. Gazzam of this city, a director of the Beech Creek road, was next examined. He considered the Beech Creek road much more valuable than the terms proposed by the Pennsylvania road. It was now completed and in full operation. He had no knowledge of any transfers having yet been made. Mr. Cornelius Vanderbilt was the treasurer of the Beech Creek road until last month, when Allen Cox became treasurer. None of the stock of the company has yet been issued.

Anxious to Retire.

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Wisconsin Central.

It is pretty definitely settled that if the Wisconsin Central gains an early entrance into Chicago it will come in over the Western Indiana tracks, as the officials recognize the fact that the famous terminal scheme and to make it better to push it or wait for further developments. There were propositions of the opening up of a legal right that might well make the most sanguine projector pause. In the meantime the Wisconsin Central is persuaded that it must make some other move, and is in treaty with the Chicago & Grand Trunk and the Western Indiana for trackage and terminal facilities. If successful the contract will be made for a period of five years, and will also probably include a lease of land belonging to the Grand Trunk between the Fourth and Fourth and a half streets for freight houses. The arrangement will be concluded, if at all, within the next two weeks. A large force is grading on the line north of Cicero to the state line, and an effort is being made to finish the work by Jan. 1. Some little trouble is being had in regard to right of way near Waukegan, but not sufficiently serious to delay the progress of the work to any extent.

Lake Shore Traffic Association.

MILWAUKEE, Oct. 2.—The annual meeting of the Lake Shore Traffic association will be held next week. It is expected that the office of general manager will be abolished, as the duties are in reality performed by other officials. The property which has been purchased for the new Chicago, Milwaukee & St. Paul depot in the Fourth ward has been transferred to the Chicago, Milwaukee & St. Paul company and the Farmers' Loan and Trust association. The property was originally purchased by John W. Cary, who now conveys it for a consideration of \$700,000.

Rail Notes.

Emerado, Roseville, Kempton and Abenaka are the names of new stations that have been opened on the Manitoba road. Dalrymple, on the Dakota division of the Northern Pacific road, has been closed, and Leonard, on the Fargo & Southwest, has been opened during the west season. E. A. Ford, general passenger agent, and Mr. Adams, assistant general passenger agent of the Pennsylvania road, passed through St. Paul yesterday on a hunting tour north.

Everything regarding the Minnesota & Northwestern and the companies fighting it was very quiet yesterday.

The Omaha city ticket office will be removed from the corner of Third and Sibley streets to 159 East Third street to-day.

C. H. Dixon, assistant general passenger agent of the Milwaukee & St. Paul road, returned yesterday from Portland, Ore. He went to Victoria, B. C., and found things there in a generally prosperous condition. It is expected that Victoria will be boomed on the opening of the Canadian Pacific for through business.

J. A. Murray, traveling passenger agent for the West Shore road, with headquarters in St. Paul, has resigned. Mr. Murray is well known in railway circles as an honest and hard-working man, and his services have been appreciated by the West Shore road. It is understood that he has received offers from one or two other companies already.

Proposals will be received at the contract office of this department, until four p. m., of January 2, 1886, for carrying the mails of the United States upon routes according to the schedules of arrivals and departures specified by the department, in the state of Minnesota, including mail messenger, mail station, and transfer service in the city of Saint Paul, from July 1, 1886, to June 30, 1887.

Lists of routes, with schedules of arrivals and departures, instructions to bidders, with terms, conditions and bonds, and all other necessary information, will be furnished upon application to the Second Assistant Postmaster-General.

WILLIAM F. VILAS, Postmaster-General.

Confirmation of Assessment for Opening and Extension of Ducaas Street.

OFFICE OF THE BOARD OF PUBLIC WORKS, CITY OF ST. PAUL, MINN., SEPT. 30, 1885.

The assessment of benefits, damages, costs and expenses arising from the opening and extension of Ducaas street sixty (60) feet wide, from its intersection with the lines of the City of St. Paul, Minnesota, having been completed by the Board of Public Works in and for said city, said Board will meet at their office in said city at 2 p. m. on the 12th day of October, 1885, to hear objections (if any) to said assessment, at which time and place, unless sufficient cause is shown to the contrary, said assessment will be confirmed by said Board.

The following is a list of the supposed owners' names, a description of the property benefited or damaged, and the amounts assessed against the same, to-wit:

Table with 3 columns: Supposed owner and description, Benefits, Damages, Balance. Includes entries for P T Kavanagh & J J O'Connor, Eaton & Morrison's Addition to West St. Paul, etc.

Notice to Contractors.

POST OFFICE DEPARTMENT, WASHINGTON, D. C., Sept. 15, 1885.

Proposals will be received at the contract office of this department, until four p. m., of January 2, 1886, for carrying the mails of the United States upon routes according to the schedules of arrivals and departures specified by the department, in the state of Minnesota, including mail messenger, mail station, and transfer service in the city of Saint Paul, from July 1, 1886, to June 30, 1887.

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WILLIAM F. VILAS, Postmaster-General.

THE PRESIDENT'S BASS.

Cleveland's Return From His Fishing Excursion and a Story.

"Dan'l," said the president, as he entered his private office after having bathed, shaved and put on a new suit of clothes, following his return from the Adirondacks. "Dan'l, how have things been going since I left?"

"The private secretary looked worried. 'The fact is, Mr. President,' said he, 'things have not been going as well as I hoped. Bayard has been the same old stiff of course—that we expected—well, with one exception. I don't like that break of Manning's—the Tilden business, you know. However, he's got the old gentleman to ask him and Whitney to make a visit, and it may all blow over. Then, that infernal fool Higginson has been interviewed, and, of course, he's gone home. I don't know what has given away the real spirit which animates the treasury department. Nothing absolutely fatal has happened since you went fishing. Mr. President, but there's a general meanness to the situation that I don't like. I wish you could have come back sooner. What kind of sport did you have?"

"Sport?" said the president, cheerily! "Why, Dan'l, one day I caught a thirteen-pound speckled bass without any bait but a worm. My artificial flies, had given out, and I caught a horsefly that was buzzing around a stray cow, and I'll be hanged if it didn't prove better than any other kind of bait!"

"Thirteen, did you say, Mr. President?" "Yes, Dan'l," said the president, hesitatingly, "thirteen pounds."

The private secretary looked troubled, but said nothing more on the subject of fish. "How did the doctor do?" he asked. "Dan'l," responded the president, "I'd rather not say anything about the doctor. He made a good man on pills, but as a sportsman I was deceived in him. Dan'l, that man will lie about the weight of the fish he caught. I've no use for a man who will exaggerate. Otherwise the doctor was all right. He's a good fellow."

"I'm glad to know it, I'm sure," said "Yes, he's a good fellow. Have there been the usual crowds of callers, Dan'l? How about the Missourians?"

"Well, there's been a dropping off in Missourians. It's only the fellows who couldn't afford to ride and had to walk who are coming in now, you see. I can tell by the color of the mud on the walk in front that fewer Missourians are around. The rains wash off most of that red Missouri mud before they get here from the fellows who walk. But those that do come are good fellows, I tell you, hungry."

"Dan'l," said the president, "I've come back strong and hearty, and I want you to get an axe and leave it in my office. I'm going to take a different course with these Missourians. And, Dan'l, telephone to Endicott to come over here, I want to talk about the matter in Wyoming. I've got a tan on me and I mean business."

The private secretary went out musingly. "He looks well," said he to himself, "and I guess it's done him good. But—thirteen pounds—that's a big fish—and who ever heard of a speckled bass? I never did." Detroit Free Press.

Only a Girl.

In her old age Mme. Jerome Bonaparte of Baltimore, the American beauty who married the great Napoleon, and was repudiated by him, demanded a great deal more admiration than she got. At an entertainment she considered herself neglected by the gentlemen, who paid most of their attention to a couple of newly-married young ladies. She endeavored to get some time, and then remarked to the first one who found a little time to spare with her: "Do you know, Mr. X., that I consider it the most foolish thing in the world for a gentleman to pay attentions to a young married lady?" "Indeed, madame!" responded the gallant, "and why?" "Because a young married woman is only a girl who belongs to somebody else."

Supposed owner and description.

Table with 3 columns: Supposed owner and description, Lot, Block, Benefits, Damages, Balance. Includes entries for Bridget Mulholland, Arnold Kalman, Minnesota & Northwestern Railroad, etc.

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Read the Sunday Globe, The paper of the Northwest.

W. M. BARRETT, President pro tem. R. L. GORMAN, Clerk Board of Public Works.