

HEADED FOR DULUTH.

Minneapolis & St. Louis and St. Paul & Northern Pacific Acquiring Right of Way to Anoka.

The Former to Build an Extension from There to Duluth or Some Other Lake Superior Point.

After an Unsuccessful Attempt to Patch Up Matters the Transcontinental Dies.

Lively Meeting of the Central Passenger Committee at Cleveland--Other Matters.

Will Build to Duluth.

For some time past the Minneapolis & St. Louis Railroad company in connection with the Northern Pacific Railroad company, has been acquiring and now has almost finished acquisition to right of way from Minneapolis to Anoka. The work has been going on most secretly, but with rapidity, and yesterday, when the first announcement was made, it caused a general flurry in railroad circles, and the report spread like fire on a prairie. The agitation was not merely caused by the report that these two lines would build jointly to Anoka, but by the further rumor that the Minneapolis & St. Louis road would build to Duluth, and as soon as the spring season opens construction work will at once be prosecuted with a vigor never before known in railroad construction in the Northwest. The Minneapolis & St. Louis left for Chicago Tuesday, it is said, to consult with President Cable of this road and of the Rock Island, and make all necessary preliminary arrangements for the building of this new and important extension, which it is exceedingly necessary that the company should have. It has been rumored time and again that this company would build to Duluth, but no attention has been paid to the reports, and the belief among the general public alike, is that the project is absurd and without foundation. But the authenticity of them will be shown in a few months, and the extension will lead to

OTHER STARTLING DEVELOPMENTS of railway transfers in the Northwest, at present are being and will be reported in the GLOBE as they occur. Last fall a corps of surveyors were in the vicinity of Anoka laying out a route, but they would not say anything regarding their movements, but merely say that they told that they knew a new railroad company would feel very free, but their doings were not for the public to know. It is now believed that their occupation was locating the route to Anoka from Minneapolis, on which the St. Paul & Northern Pacific and Minneapolis & St. Louis companies intend building. From Anoka the proposed line of the Minneapolis & St. Louis will diverge in a northwesterly direction, and thence directly northeast to Duluth or Superior. The line Superior to Duluth is being definitely settled upon yet. But the prospects are that Duluth will be the point at which the line will terminate, while running arrangements can be made with the Northern Pacific for the use of the line. That this road will be doing a wise thing in extending to Duluth is questioned very much, but it is the only thing for it to do, as other lines are making such overtures that it is highly necessary that it

SHOULD HAVE A LAKE OUTLET.

For the past fifteen years the St. Paul & Duluth road has been a great modifier of tariff, and rates to Eastern points from St. Paul and Minneapolis via all railroads have been kept at a minimum. It has been so successful in its administration, that the trunk lines to Chicago have noted the necessity of having their own lake lines, and are now figuring to that end. The first to do this was the Omaha line, which has harvested the Superior and Lake Superior trade, it is trying to develop as a lake port as quickly as possible, and is making many improvements there which will help it greatly in facilitating its business. The Minneapolis & St. Louis has been and is the worst off of any of the lines in the Northwestern Traffic association, as far as lake business is concerned. The Milwaukee & St. Paul has an outlet at Milwaukee, while the Minneapolis & St. Louis, on its connection with the Rock Island, can only receive an outlet at Chicago. The flour manufacturer at Minneapolis during the summer season seeks a lake outlet, by reason of its cheapness, and a portion of that manufactured in the winter is stored at Milwaukee and shipped to the north by the lake. The Minneapolis & St. Louis wants to handle some of this traffic, and besides relieve itself from the position it is placed in of having other roads make up its losses. The Minneapolis & St. Louis has a number of steamship companies running their boats to Duluth and Superior as the roads running there multiply, and the Minneapolis will not only command a certain amount of the flour traffic to Duluth, but the woody northern lumber trade, which is then forwarded by lake. The Minneapolis & St. Louis wants to handle some of this traffic, and besides relieve itself from the position it is placed in of having other roads make up its losses.

The Transcontinental Dead.

New York, Feb. 17.--The Transcontinental Railway association is the thing of the past. The representatives of the lines in the association permitted it to fall to pieces last night after a day of fruitless discussion. Though they have argued with each other for a week, they were unable to agree upon the terms of a pool. After the break-up all the delegates were reticent as to the cause of disagreement. It is understood, however, that the Union Pacific refused to agree. This was denied by General Agent Cannon, who said all the representatives were dissatisfied, and were unwilling to accept the terms of agreement proposed by the committee appointed to prepare such.

Central Passenger Meeting.

CLEVELAND, O., Feb. 17.--Judged by the ground that was covered and the application to business, the meeting of the Central Passenger committee which hurriedly completed its work today, was a very successful one. The discussion of the new articles of association was resumed, and, though it consumed a large portion of the day, little was accomplished, and the association again adjourned without adopting them. Only twenty of the thirty-eight members had ratified the articles, and much discussion was provoked in considering the objection of those dissenting. The Columbus & Cincinnati Midland was one of the most obstreperous roads. It withdrew under the pretext that the Pan-Handle was offering reclining chair cars. While presenting his objections, however, Mr. Reppert said his real dissatisfaction to the association was that the St. Paul & Northern Pacific had been in order books at Columbus in the hands of scalpers, real estate agents and other people, and were cutting rates to Chicago and Western points. The Chicago & Atlantic was not represented, but the charge brought by Mr. Horner of the Chicago & Atlantic was admitted that his order books were in Columbus, but he charged that every agent in the room was using them. He said he had been taught to use them by the St. Paul & Northern Pacific, and that the Pan-Handle was using long before the Nickel Plate was built. He was willing to withdraw them just as soon as other roads did so. The discussion brought other agents to their feet and one of the sharpest and liveliest discussions of the meeting followed. The first made, but few pungent and vigorous harangues were made which overpowered the opposition. It was revealed that many roads had hundreds of order books scattered among country merchants at nearly every crossroad and that these agents sold the orders and at the ticket offices the orders are ex-

changed for tickets. One passenger agent after another confessed and cries of reform rose from all parts of the house. Mr. Shattuck of the Ohio & Mississippi was the last to repent and only did so on condition that he might retain the order books on Ohio river steamboats, which was conceded him. A resolution to abolish order books was carried by a storm of applause and without a dissenting voice. All is not yet lovely with the chair question. The tax imposed upon their use was ratified, subject to the approval of general managers by all the members. Mr. Clark of the Washburn & Alton, not in the association, and which offers free chairs, and the Washburn had used them for years without protest. The Ford of the Pennsylvania and several other members voted for the tax on condition that none of the roads use the cars, and the continuance of their use on the Washburn will permit their retention on the Pennsylvania. The Chicago met to effect March 1. The situation at Columbus received a great deal of attention. The Columbus & Cincinnati Midland was not the only dissatisfied road there. It is exceedingly doubtful whether that road will remain in the association, but the Indiana, Bloomington & Western was very refractory. It was decided, after a lengthy discussion, that the members of the Columbus meeting might reduce the rates from Columbus westward, provided to meet this competition. The situation at Cleveland was briefly discussed, but no definite action was taken. The commissioner stated that he still considered the city subject to the penal clause.

The East-End Pool.

CHICAGO, Feb. 17.--The Chicago committee, composed of the presidents and general managers of the transportation of the Minneapolis & St. Louis, the Chicago, Grand Pacific to-day. The meeting was an adjourned one, held for the purpose of perfecting the details of the Chicago pool. The new agreement differs in many features from the old contract, mainly in remaining in force for a longer period, with monthly settlements, allowing nothing for freight carried in excess of percentages, but permitting divisions of tonnage and an evening up process until drafts are finally paid. There were two sessions held, one in the morning and one in the afternoon. All of the roads were represented with the exception of the Chicago & Atlantic. It is understood that Mr. Blanchard was able to convey to the committee a fair prospect of the Chicago & Atlantic's entering the pool at an early date, and also the element of the balances which it claims is due it from the pool. An adjournment was had until Feb. 25, at New York, where a conference will be had with the trunk line executives and the Chicago & Atlantic, with a view to settling the matter. The pool will prevent interference with the working of the Eastern and Western pools.

The Car Accounts.

PITTSBURGH, Feb. 17.--The quarterly meeting of the Central Club of Car Accountants is in session here. Delegates are present from all the roads bounded on the east by the Erie, Pittsburgh & Wheeling, and on the west by the Louisville & Indianapolis and Ft. Wayne. Communications were made from the Norfolk & Western and Shenandoah Valley lines rejecting the action of the club in fixing the mileage for cars, and the following subjects were presented for discussion: Reporting switched cars on the junction car; the propriety of roads trading for cars other than their own; but on their trucks; low car mileage made on foreign roads be checked and verified? The annual meeting of the general association will be held at Buffalo, on the third Tuesday in June.

Interview With Stickney.

An afternoon paper of yesterday published about three-quarters of a column of chestnuts on what President Stickney of the Minneapolis & St. Louis had to say about doing a GLOBE representative called upon Mr. Stickney to interview him, and the first question hurled at him was: "Have you seen the Dispatch yet?" "No; I have not seen it in six months," was the answer, about a column of stuff about your future intentions." "The Dispatch thinks I am a h--l of a fellow, doesn't it? Well, so I am. I'm a tough from Winnipeg, that's what."

Wants an Injunction.

PHILADELPHIA, Feb. 17.--In the United States circuit court today Judge Butler granted leave to Hugh H. Penny to file a petition which asks to have Franklin B. Gowen enjoined from delivering to any person other than the Reading receivers the \$1,150 second series of bonds, consolidated mortgage bonds which the railroad company delivered to its treasurer, Henry McKay, and also asks the court to direct the receivers to take possession of the bonds. An application for an order will be made next Tuesday.

No Settlement Yet.

New York, Feb. 17.--The delegates from the roads of the Transcontinental lines are still in session in this city discussing an agreement proposed for the pooling of freight and passenger rate traffic. General Agent Cannon says the difference existing between the roads may be settled at any moment or not for hours. The meeting at present is adjourned, and if no settlement is made on all sides, the delegates will conclude their labors to-day.

The Wolsey & Bismarck.

ROSCOE, Dak., Feb. 17.--A very interesting meeting was held here to-day. All the landholders on the proposed right-of-way of the Wolsey & Bismarck railway were present and the right-of-way freely given. People are determined to have a road opened from Wolsey to Roscoe by next winter. The meeting will be held on Loyalty to-morrow to further complete arrangements.

Against the Baltimore & Ohio.

THURSDAY, N. J., Feb. 17.--In the senate to-night after two entire days had been devoted to its discussion, the bill to prevent the Baltimore & Ohio railroad from bridging the Arthur kill, thereby securing entrance to New York harbor, was passed by a vote of 11 to 5.

The Hoar Bill Commended.

OMAHA, Neb., Feb. 17.--The Omaha board of trade to-day adopted resolutions memorializing congress to pass the Hoar railroad bill fixing the payment of the debt of the Union Pacific Railroad company to the government in yearly payments, running for a period of years and commencing at a sum of a million and a half dollars.

The Northern Central.

PHILADELPHIA, Feb. 17.--The annual report of the Northern Central Railway company was made public to-day. It shows that the revenues amounted to \$5,490,929, operating expenses, \$3,355,613; net earnings, \$2,135,316. In net earnings there was an increase of \$181,824, or nearly 9 per cent. increase compared with 1884.

Steamship Movements.

New York, Feb. 17.--Arrived: Steamer Borderer, from Liverpool; Erin, from London; Amerique, from Havre. Bremen, Feb. 17.--Arrived: Steamer Main, from New York. Rhesia, from New York. QUEENSTOWN, Feb. 17.--Arrived: Steamer Egypt, from New York. New York, Feb. 17.--Steamer Nevada, from Liverpool.

Wooden Sidewalk Assessment.

OFFICE OF THE BOARD OF PUBLIC WORKS, CITY OF ST. PAUL, MINN., FEB. 16, 1886.

The Board of Public Works, in and for the corporation of the City of St. Paul, Minnesota, will meet at their office in said city, at 2 p. m. on the 1st day of March, A. D. 1886, to make an assessment of benefits, costs and expenses arising from the construction, relaying and repairing wooden sidewalks in said city, under contract of George W. Rees, (Estimate No. 3), for the term beginning April 1, 1885, and ending November 1, 1885, on the property hereafter described, fronting on said wooden walks and benefited thereby, amounting in the aggregate to \$7,819.12.

Armstrong Street, North Side.

Finch's Addition to St. Paul.

Supposed owner and description.	Lot.	Block.
W W Thomas.	10	3
Maria D Henkel.	11	3
Joe Wolska.	12	3
Matz Cikane.	13	3
Same.	14	3
F J Pahl.	15	3

Armstrong Street, South Side.

Finch's Addition to St. Paul.

Supposed owner and description.	Lot.	Block.
G H Jansen.	15	5
Same.	14	5
Chas H Parker.	13	5
F J Gronewald.	12	5
Jacob Muller.	11	5
Same.	10	5
Kenneth Ferguson.	9	5
John Wendlick.	8	5
Same.	7	5
Lars E Larsen.	6	5
F J Pahl.	5	5