

CHANGE IN SLEEPERS

NORTHERN PACIFIC'S CONTRACT WITH THE PULLMANS WILL NOT BE RENEWED.

ROAD MAY BUILD NEW CARS.

JOHN F. NEWTON TO SUCCEED D. K. FORD AS N. P. CLAIM AGENT.

DETAILS FOR NEXT WEEK'S RUSH.

Supt. McMillan Has All of His Plans Arranged—Five Hundred People a Minute Can Be Handled.

A report from an unofficial but reliable source was current yesterday that the Northern Pacific will cease to operate Pullman palace and sleeping cars on its entire system within a few weeks. This rumored deal is of no little magnitude and importance, as it means that the Northern Pacific will supply the system with either Wagner cars, or new cars of its own.

The contract between the Northern Pacific and the Pullman Palace Car company, which was made ten years ago, will terminate in October. The Northern Pacific is now operating about 50 Pullman cars in its transcontinental and division service. In much of this rolling stock the N. P. owns a half interest. It is hinted that the road will offer the Pullman company two propositions, either to sell the rolling stock outright, or else buy the Pullman company's share therein.

The construction of a private line of sleepers means the outlay of a large sum of money, but if rumor is correct, the Northern Pacific stands ready to make the outlay.

BEAT THE GREAT NORTHERN. An Alleged Swindle Discovered on the Road.

The detectives of the Great Northern road have unearthed somewhat of a swindle, which has been perpetrated systematically by men in league with trainmen running between Spokane and Seattle. The swindling has been going on for five or six months, if not longer.

On the night trains between Seattle and Spokane, there are two baggage cars, and a baggage car, the latter being divided between the mail and the baggage departments. The latter is seldom used, and this compartment was used by the members of the gang who were, of course, in league with the train crews. The passengers were placed in this compartment, and after being warned by the conductor to take alarm the postal clerks were locked in. The scheme worked well for several months, but last week the end came. Three men were arrested on this "grapevine special" were discovered by the postal clerk, and ejected by the conductor at a way station. They returned to Seattle, and were refused return of their money, and being refused gave the gang away to the detectives of the road. The gang, however, rested for several days, but finally the detectives caught Edward putting through other "cut rate passengers" into the combination cars. Arrests were made and Edwards is said to have given up.

CHICAGO, Aug. 26.—It is probable that early in September a meeting of the Western roads will be called to consider the practicability of advancing their lines, particularly between the Missouri river and Chicago. It is said that the impulse of the movement comes from New York, where some of the capitalists who are to supply the roads with funds for the payment of their approaching liabilities, have taken a look into the general situation in the West, and have concluded that the low rates which are at present in effect are not justified by the circumstances, and that the roads must lose no time in putting them back where they were before the reductions went into effect. There is little doubt that when a hint to this effect is given to the roads that they will lose no time whatever in getting back to the old rates.

THE WESTERN ROADS now declare that there will be no more demoralization over the "Grand Army" business that already exists. The business has not been large and it is not expected that it will be heavy and all the roads seem to have secured a fair proportion of it. There will be no cutting of rates in any event, and it is generally declared that the amount of free transportation issued by the different roads will not be large in the aggregate. This is a very different thing from the one that several of the roads were singing a few days since. At that time they were being beaten by unfair means out of all their share of the business, and some of their competitors were taking an immense amount of business for nothing at all. Now that the traffic seems to have increased a little, the howling has subsided.

NEW CLAIM AGENT. John F. Newton to Get the Vacancy Caused by Retirement. Supt. McMillan has arranged for the Northern Pacific for a long time, will retire, and the vacancy will be filled by John F. Newton, who has been a special agent of the department for the past three years.

REFRIGERATORS. You can save from \$5 to \$10 on a refrigerator by buying it from us. We are now doing for room. New Gasoline Stoves from \$1.49 up.

all the new... He was at the... editor of a sensational paper, and was often under arrest. The charge against him is obtaining money under false pretenses.

PLANS FOR THE CROWDS.

Supt. McMillan Knows About How They'll Be Handled.

The officials of the Union-Depot company are scratching their hair out in an effort to settle the question of how to handle the multitude of people next week. A meeting of the directors of the company was held yesterday, and after talking over the situation for a couple of hours the officials concluded that the wisest thing that could be done was to leave the whole matter to the care of Supt. McMillan. There are plenty of tracks, and plenty of room at the union station to handle the crowds. The trouble will come largely with the "cut rate" crowds, which have gone out of the depot, but will follow a fixed schedule in the departure of trains. Such a course could be almost impossible. Therefore, rather than run the trains into the depot, load them as quickly as possible, and clear out in order to allow other trains to use the terminal tracks. As Supt. McMillan has estimated that in this way 500 people a minute can be cared for, and if it were not for the delay in moving empty trains into the depot to take the places of those which have gone out, a train a minute could be discharged out of the depot. There are eleven tracks under the train shed. It is the outgoing rather than the incoming crowds which will cause the trouble.

Supt. McMillan will provide against any emergency by having a complete wrecking train on call at any hour during the week. The wrecking apparatus will be stationed on a siding where it can be pulled out at a moment's notice.

DOES THE EXPECTED. Mr. Hannaford Reappoints Messrs. Moore and Fee.

The first thing General Traffic Manager Hannaford, of the Northern Pacific, did on returning to his desk yesterday, as anticipated, was to write out circulars announcing the appointment of Charles S. Fee as general passenger agent, and of the Northern Pacific Railway company, and S. L. Moore as general freight agent.

Mr. Moore as general freight agent, immediately on his return to the city, and will announce the following appointments in an official circular today: S. G. Fulton, first assistant general passenger agent, on a tour of inspection, second assistant general passenger agent, St. Paul; H. E. Still, division freight agent, St. Paul; Robert Rauloff, division freight agent, St. Paul; Fred Farrington, freight agent, St. Paul; W. R. Barnard, assistant freight claim agent, Portland, Ore.; Robert Ober, refrigerator car agent, St. Paul.

General Freight Agent Moore will also issue a separate circular appointing the general agents, contracting with the different agencies and traveling freight agents throughout the United States. Both circulars will be approved by General Traffic Manager Hannaford.

NOT MIXING IN YET. Chicago St. Paul Lines Out of the Ferry.

At the freight meeting in Chicago last week to consider the car ferry rates, the officials of the Chicago-St. Paul all rail lines agreed to keep out of the fight and let the steamship companies fight it out among themselves, at least until another meeting was called. Under this agreement no rail lines named were followed, but yesterday another nervous spasm was felt in the same circles when the announcement was received that the Lake Michigan and Superior Transportation company, operating via the Great Northern and the St. Paul & Duluth line, would make a still deeper cut to meet the competition of the Chicago-St. Paul Ferry company. The Chicago-St. Paul business. The new tariff received yesterday was as follows: Class 1, 15c; Class 2, 12c; Class 3, 10c; Class 4, 8c; Class 5, 6c. On car loads, minimum weight 20,000 on such commodities as alcohol, high wines, cognac, spirits, etc., the rate is 8c.

This will probably cause another meeting in Chicago as several of the roads, for instance the Great Northern, feel inclined to take a hand in the matter. The steamship and ferry lines get to hauling freight for nothing.

GRAND ARMY TRAFFIC. No More Demoralization to Grow Out of It.

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REFRIGERATORS. You can save from \$5 to \$10 on a refrigerator by buying it from us. We are now doing for room. New Gasoline Stoves from \$1.49 up.

Advertisement for Blackwell's Genuine Bull Durham Smoking Tobacco. Includes an image of the product and text describing its quality and availability.

PROPOSALS FOR GOAL AND WOOD. Office Board of Water Commissioners. Sealed proposals will be received at the office of the Board of Water Commissioners...

RAILWAY NOTES. C. E. Miner, Western passenger agent of the Mexican Central, with headquarters in St. Louis, is in the city yesterday...

Advertisement for Gail Borden Eagle Brand Food Condensed Milk. Includes an image of the product and text describing its benefits.

Advertisement for Dr. Williams' Pink Pills. Text describing the medicine's effectiveness for various ailments.

NOTICE OF APPLICATION FOR LIQUOR LICENSES. City Clerk's Office. To Whom It May Concern: Notice is hereby given that the following named persons have applied for a license to sell intoxicating liquors...

Notice of Mortgage Sale. Default having been made in the conditions of a certain mortgage bearing date of May 15, 1896...

CONTRACT WORK—SWEEPING BY HAND OAKLAND AVENUE. Office of the Commissioner of Public Works, City of St. Paul, Minn., August 18, 1896.

OFFICE OF JOHN COPPELAND, Commissioner. JOHN C. MUELLER, Clerk Commissioner of Public Works. August 27 to 29.

What You Want Here.

SITUATIONS OFFERED—MALES. BAKER—Wanted, good German baker as second man. Address to John Koske, Berlin Bakery, Winona, Minn. CANDY MAKER—Wanted, a candy maker...

PROPOSALS FOR GOAL AND WOOD. Office Board of Water Commissioners. Sealed proposals will be received at the office of the Board of Water Commissioners...

SITUATIONS OFFERED—FEMALES. APPRENTICE—An apprentice girl to learn dressmaking at No. 437 Marshall st. CHAMBER GIRL—Wanted, girl to do chamber and dining room work...

STATE OF MINNESOTA, COUNTY OF RAMSEY. In the matter of the Assignment of William Hall and William C. Cough, doing business as Twin City Cycle Co., insolvents—Ordinary...

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FOR SALE—The best car load of Western saddle horses that have ever been on this market. Call at 240 Arundel st., St. Paul, Minn., to see the horses.

REOPENING—Prof. J. Remer's Dancing Acad. opens Sept. 21, Westminster hall, Tenth and St. Peter sts. Ladies half-price. Hours, 8 to 9 p. m.

FOR RENT. HOUSES. J. W. SHEPARD, 21 EAST 4TH ST., RENTS HOUSES, STORES, OFFICES, STRAIGHT-FRONTED APARTMENTS, COLLECTS RENTS, ACTS AS OWNERS' AGENT.

Advertisement for GUNS AND AMMUNITION at wholesale prices to everyone. Includes a list of various firearms and ammunition types.

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