

## STIFFEN THE RATES

TWENTY-FIVE CENTS A HUNDRED  
WILL BE THE FLOUR TAR-  
IFF OCT. 25.

## MINNEAPOLIS TO BUFFALO.

WESTERN LINES COMPLETE THE  
CORRESPONDENCE AGREED  
UPON.

## TOURIST TRAVEL IN SCANDINAVIA.

Meeting of the Transcontinental  
Lines' Representatives Was in  
Main Interest of Roads.

From Oct. 25 until the season of navigation closes this year, the flour rate from Minneapolis to Buffalo, via the Great Lakes, will be 25 cents per 100 pounds, as predicted in this column some weeks ago, when the lines interested in the carrying of flour met and decided the rate as high as the rates from other points would warrant. This rate increase from 22 1/2 to 25 cents was agreed upon yesterday morning when Chairman Midgley and the freight representatives of the initial lines met in the office of Traffic Manager Clark, of the Omaha, and spent the day discussing the subject. The rate managers had met in Buffalo, N. Y., and decided to stiffen up their rates, the managers of the Joint Traffic association had taken similar action in New York, this week, and with a recommendation from both meetings, they arranged little for the Western lines to do to complete the correspondence of rates. The rate from Minneapolis was increased from Oct. 15, but it will be a fortnight before the rate can be made effective from here.

President of the action taken, Chairman Midgley said there was little else to do, and that owing to the large volume of freight between the two cities, it was necessary to stiffen the rate. He said that the rate from Minneapolis was increased from Oct. 15, but it will be a fortnight before the rate can be made effective from here.

## GRANDS TO SCANDINAVIA.

Exposition Draw a Large  
Number of Tourists.

Dr. C. E. Peterson, steamship ticket agent for the firm of A. E. Johnson & Co., has returned from a three-months' trip through Europe. He says he found that during the summer season the number of American tourists is largely increased, there being a large number of tourists from the United States, Canada and the British Isles. The Scandinavian countries are, he says, more than ordinarily popular with Americans, having a great extent of coasting, and a large number of people who formerly went to the mountains of Switzerland have been attracted to the coasting. The greatest attraction in all Europe after the queen's jubilee was the exposition in Stockholm, Sweden, which had much to do with attracting the tourists to the north. The year past has convinced those tourists who were not aware of the fact, that the accommodations in the Scandinavian countries are far superior to those of Central Europe, and that the railroad, steamboat and hotel facilities are as good, and in many cases better, than those of the United States. Many improvements are being made to keep up with the increasing number of tourists, and for foreigners who each year visit the country. Mr. Peterson visited the Victoria exhibition in London, the Exposition Universelle in Paris, and the Exposition Universelle in Hamburg. According to the statistics the most successful financially was the monster celebration at Stockholm.

## AGREEMENT IN DANGER.

The Union Pacific Is Expected to  
Cause Trouble.

CHICAGO, Oct. 7.—The announcement of the Union Pacific to the effect that it had reached an agreement with the Great Northern to operate a through passenger line between Chicago and St. Paul, has caused the declaration of the executive officers of the Western roads to the effect that they would, after this time, hold the Union Pacific responsible for any delay in the completion of the transcontinental passenger traffic, is not thought by the Western roads generally, to portend any long observance of the agreement. The main reason for this is the fact that the Union Pacific is on the outside and in none the best of humor over the manner in which it has been treated by the roads of the West. It is only a question of time when the troubles which were supposed to have been settled at the last meeting of the association will be brought out once more. All the roads that have direct competitors of the Union Pacific are watching it very closely, and on the first reduction of any rate by the Union Pacific, they will be ready to follow suit. It is thought by the general passenger agents of many of the Western roads, and they say they have no idea that the agreement for the maintenance of rates will last much longer.

## FOR THEIR MUTUAL GOOD.

Was the Meeting of the Big Trans-  
continental Lines.

The informal conference which has been going on the past week between the traffic representatives of the Northern Pacific, Great Northern and Canadian Pacific, was practically ended yesterday, although Messrs. Kerr and Bosworth, of the last-named line, returned home a day or two ago.

This conference, which is a sort of an annual affair, was the result of going over the business of the past season with a view to adjusting matters which stood in the way of the otherwise amicable relations existing between the big transcontinental lines. In fact, to insure the friendly maintenance of relations, and to divide

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