

NEWS OF THE RAILROADS

WESTERN TRUNK LINE COMMITTEE DOWN TO WORK

Where a Line Wants to Meet the Cut of a Competitor It Is Recommended That Notice Should Be Given to the Board of Commissioners—Some of the Other Questions Under Consideration.

The members of the Western Trunk line committee got to work promptly at 10 o'clock yesterday morning, but, though they were in session at the Aberdeen all day they did not finish more than a quarter of the docket. It is likely that the committee will remain in session tomorrow, though the members expected to complete their business today.

A number of routine matters were disposed of before the committee reached anything vital to the roads in its session. One of the most important matters settled was the question of resigning and storing shingles in transit. It was recommended that shingles should be stopped as it gave shippers opportunities to escape the payment of full freight rates to local points. By billing a carload of shingles to a terminal point, shippers are able to get low rates, and they have been in the habit of sidetracking them at some intermediate station where they would not be carmened length of time. They then recognize them at another destination without paying extra freight. If the roads forbid that practice shippers will be obliged to bill the goods to their correct destination in the first instance.

Another subject that was taken up was the meeting of outside competition between meetings of the committee. It is generally held that the roads should meet such cases a road that wants to meet a cut by another line should notify the board of commissioners of its purpose and act upon the decision of that board.

With the exception of C. E. Wilson, of the Wisconsin Central, a full attendance of the committee was present. It is likely that the committee will be adjourned last evening after the meeting adjourned. The session will be resumed at 10 o'clock today.

The members of the committee are: Chairman, C. A. Parker, vice chairman, C. H. Knapp; secretary, E. W. Ohlson; C. I. Knapp, of the Chicago & North Western; J. Gorman, of the Chicago, Milwaukee & Santa Fe; C. C. Moorhouse, Elkhorn; H. E. Pierson, Chicago; Milton C. Jones, Chicago; J. H. Riddell, Kansas City; Port Scott & Memphis; W. R. Bascom, Illinois Central; J. C. Chicago, Chicago; J. C. Chicago, Chicago; S. O. Lutz, Iowa Central; W. B. Hamblin, Chicago, Burlington & Quincy; W. Gray, Chicago; St. Paul & Northern Pacific; J. H. Morrison, Missouri Pacific; E. G. Wylie, Wabasha; J. B. Trimble, Missouri Pacific; P. C. Chicago, Chicago; J. C. Chicago, Chicago; W. H. Chicago, Chicago; S. L. Moore, Northern Pacific; G. P. Lyon, Chicago; Minneapolis & Omaha; G. P. Lyon, Chicago, Burlington & Northern.

TRADE WITH HONOLULU.

N. P. Establishes Reciprocal Relations With New Steamship Line. In addition to the Great Northern railway the Northern Pacific is also booking passengers and freight to Honolulu by the steamer City of Columbia, of Seattle-Honolulu Steamship company, the new line, which is to start on its first trip to Hawaii Aug. 25. General Passenger Agent Fee, of the Northern Pacific, yesterday showed a telegram which he received from the railway company, based on its first trip to Hawaii Aug. 25. General Passenger Agent Fee, of the Northern Pacific, yesterday showed a telegram which he received from the railway company, based on its first trip to Hawaii Aug. 25.

REDUCED RATES.

Fares Fixed for Northwestern Scandinavian Festival. CHICAGO, Aug. 18.—Western roads have agreed to make rates of fare and freight for the round trip to Duluth and West Superior and return, from all points in Minnesota, Wisconsin, the Dakotas, Nebraska, Iowa and Illinois, for the Scandinavian festival of the Northwestern Scandinavian Strangers' association, Aug. 26 to 28.

Great Western Earnings.

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Bid in by Union Pacific.

LINCOLN, Neb., Aug. 18.—The several lines making up the Union Pacific system, including 482 miles, were bid in today in mortgage sale by the reorganized Union Pacific. The second round of bids was received from the Union Pacific and Lawrence Greer were the only bidders. The first sale went to them at \$100,000. Special Commissioner W. S. Alexander, who presided at the sale, said that the Union Pacific cases, and the W. A. Sargent, of Boston, representing the mortgagee, were witnesses. Tomorrow the Union Pacific and the Chicago branch will be sold at Lincoln, Kan. It is 225 miles long.

RAILWAY NOTES.

The Pennsylvania railroad employs do everything up in first class style and the conductors, and the general manager, are all first class. General Passenger Agent Fee, of the Northern Pacific, is in receipt of a very handsome salary. The Pennsylvania railroad, from Philadelphia to the Pacific coast and return. The return fare is made over the Northern Pacific and a considerable portion of the fare is devoted to a description of the Pennsylvania railroad. The fare is made over the Northern Pacific and a considerable portion of the fare is devoted to a description of the Pennsylvania railroad.

NO CHANGES CONTEMPLATED.

In the Operating and Passenger Departments of the B. & O. BALTIMORE, Aug. 18.—The report appearing in a Pittsburg paper that a number of changes were contemplated in the operating and passenger departments of the Baltimore & Ohio railroad was pronounced untrue by Receiver Oscar G. Murray as absolutely without foundation.

MR. HERR MOVED UP.

Offered an Important Position by the Westinghouse Company. PITTSBURG, Aug. 18.—George Westinghouse has offered Edward M. Herr, of the Northern Pacific railroad, an important position in connection with the mechanical department. It is understood that the offer includes a salary of \$15,000 per year, Mr. Herr will be in charge of the Northern Pacific branch, where he has been employed as superintendent of motive power, and his new duties on the list of his new position.

power of the Burlington will succeed Mr. Herr at the Northern Pacific. Mr. Herr is a native of London, Pa., and is 45 years of age. He graduated at the Sheffield Scientific school, Yale university, and at the age of 18 began his railway career. He has held positions of telegraph operator, apprentice in the Altoona shops of the Pennsylvania road, as draftsman, assistant engineer of telegraph, division master mechanic, superintendent of the Grand Locomotive works, of Chicago, and as chief engineer of the mechanical power and machinery of the Chicago Northwestern railway. He is regarded as one of the best men in his profession in the West. Westinghouse congratulated himself upon having secured his services.

UNION PACIFIC ACTION.

Proxy Committee Named to Act for Certain Stockholders.

NEW YORK, Aug. 18.—The reorganization committee of the Union Pacific Railway company held its final meeting today, at which the following action was taken: Whereas, The reorganization committee of the Union Pacific Railway company, at the outset of its undertaking, determined not to include a compulsory voting trust of shareholders as a condition precedent to the close of its labors to create a proxy committee to which shareholders might voluntarily entrust their proxies, and which, by the exercise of its powers, might be authorized to continue the policies and management inaugurated by the committee. And whereas, the reorganization committee of the Union Pacific Railway company hereby nominate and select as a proxy committee the following named persons, to-wit: Schiffler, Winslow S. Pierce, Oliver Ames and H. H. Herriman to permanently represent at all the meetings of the shareholders of the Union Pacific Railway company such holders of the common and preferred stock of said company as shall desire to trust their proxies to said committee for the purpose of maintaining the management and general policies inaugurated by the reorganization committee.

PACIFIC ROADS.

English Shareholders Seeking Information as to Settlements.

WASHINGTON, Aug. 18.—Sir William T. Marriott and Mr. Walter Moorehead, of London, representing English holders of Central Pacific railway stock, called on the president today, and later had a consultation with the attorney general. The purpose of the visit was to learn the intention of the government under the recently enacted act, which, at its last session, to effect a settlement with the Central Pacific and Western Pacific companies. They also inquired as to the possibility of a settlement with the Central Pacific. No definite answer was given, but it was intimated that the government would take the time as to what action would be taken in the premises. The government, however, it was said, would not be bound to take any action in the premises. The members of the committee are: Chairman, C. A. Parker, vice chairman, C. H. Knapp; secretary, E. W. Ohlson; C. I. Knapp, of the Chicago & North Western; J. Gorman, of the Chicago, Milwaukee & Santa Fe; C. C. Moorhouse, Elkhorn; H. E. Pierson, Chicago; Milton C. Jones, Chicago; J. H. Riddell, Kansas City; Port Scott & Memphis; W. R. Bascom, Illinois Central; J. C. Chicago, Chicago; J. C. Chicago, Chicago; S. O. Lutz, Iowa Central; W. B. Hamblin, Chicago, Burlington & Quincy; W. Gray, Chicago; St. Paul & Northern Pacific; J. H. Morrison, Missouri Pacific; E. G. Wylie, Wabasha; J. B. Trimble, Missouri Pacific; P. C. Chicago, Chicago; J. C. Chicago, Chicago; W. H. Chicago, Chicago; S. L. Moore, Northern Pacific; G. P. Lyon, Chicago; Minneapolis & Omaha; G. P. Lyon, Chicago, Burlington & Northern.

NEW RAILROAD TICKET.

One of the Florida Roads Has Put It in Use.

A ticket has been placed on sale by one of the Florida roads which is different in its character from any ever sold in the United States. The ticket is similar to that used on railroads in Switzerland. The ticket entitles the purchaser to travel for one month, three months, six months, nine months, or one year, travel during the periods named being entirely unlimited. The price is graduated according to the length of time for which the ticket is purchased. The ticket will contain a description of the route, the height, color of eyes and color of hair. In addition to this, it is necessary that an unmounted photograph shall accompany the application.

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Minneapolis; Clarence Angner, Atlanta; P. E. Stolp, San Francisco; T. O. Thompson, Chattanooga; John C. Davidson, Louisville; J. W. Ranney, Omaha, and John C. Brown, Kansas City. For the executive committee W. D. Wyman was nominated to the vacant chairmanship, and the following additional members: A. W. Pressey, Rochester, N. Y.; C. S. S. Eas, New Haven, Conn.; James L. Johnson, Springfield, Mass.; J. T. Martin, Des Moines, Io.

THAT STEEL COMBINE.

Eighty Millions of Capital Is Said to Be Involved.

DULUTH, Minn., Aug. 18.—The open announcement is made of the appointment of committees looking to the consolidation of the great iron and steel interests of the country opposed to the merger of the national steel combine. The consolidation of the company and its allied interests began a movement for the consolidation of the Minnesota and the Lake Superior companies. The Cambria Steel company and the Lackawanna Iron and Steel company, the addition of the Lake Superior company, and the Rockefeller corporation, being of course, a part of the deal. This is really only a beginning of the work which will ultimately result in the formation of a complete control of the iron and steel industry of the United States. Work has been proceeding for some time along the narrower lines of the consolidation, but the steel combine must not be so easily straggled by, and until last week only the preliminary work of getting the different properties into shape had been undertaken. Now, however, these preliminary negotiations have proceeded so well that a few days ago offers were applied to look over the plant of the Illinois Steel company and the properties of the Minnesota Steel company, and the other steel mills and other steel mills and mines, and that the deal is sure to go through as any project of such magnitude has never before.

Help Wanted Males.

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Northwestern Pensions.

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COCHRANE FOR PRESIDENT.

Nominated by the National Underwriters—Other Officers. MINNEAPOLIS, Aug. 18.—The nominating committee named at today's session of the convention of the National association of Life Underwriters met this evening and on the first ballot Richard Y. Cochrane, third vice president of the United States Life Insurance company, was named for president. E. W. Christie, of the same company, who lives at Cleveland, O., was nominated for secretary for his third term, and Eli S. Weeks, of Litchfield, Conn., was nominated for treasurer.

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