

NEWS OF RAILROADS

ST. PAUL-DULUTH LINES ARE CHOKED WITH EAST-BOUND FREIGHT

STEAMERS REFUSE BUSINESS

They Have All They Can Carry for the Rest of the Season—Revival of the Rumor That the Illinois Central Will Absorb the Minneapolis & St. Louis—Doings of Railroad Men.

The congestion of traffic at the head of the lake, predicted several days ago, has commenced. Railroad four sheds at Duluth are choked with shipments, and the St. Paul-Duluth lines have hundreds of cars on track, standing full, waiting a cessation of the pressure. The jam is the worst experienced in years. At different times during the fall several of the St. Paul-Duluth lines have had all the shipments they could care for, but this condition is general at present, with every prospect of becoming worse each day. The difficulty in securing tonnage for the transportation of flour and grain is responsible for the congested conditions. Package freight interests have not recovered from the effect of the sinking of the steamer Douglass Houghton in the canal at the Soo, which blocked freight for more than a week, and flour and grain piled up in the warehouse during this period, awaiting shipment. The fall rush of business came on so soon afterwards that there was no opportunity to clear out the stored shipments.

The Northern Steamship company issued notice yesterday that it has contracted for all the freight it can handle for the balance of the season and will accept no more under any conditions. The company will have more than it can do to handle the movement of Great Northern freight before the close of navigation. Formerly there has been no difficulty in securing vessels for the trips to relieve such congested situations as have arisen, but this season there are no charters obtainable. Other freights offer to go under an attraction, and vessels will not enter the package business.

N. P. IS PROSPEROUS.

President Melten Outlines What Amount Report Will Show.

NEW YORK, Sept. 20.—President Melten, of the Northern Pacific, says: "Our annual report, to be submitted this week, will be very satisfactory, much more so than is anticipated. This is best expressed by the statement that we have earned fully 5 per cent on our stock. We will haul as much grain this year as last. It is quite remarkable the extent to which farmers are disposed to hold their grain. This is especially true of the Pacific coast farmers, though it is also noticeable to a less degree to the Northwest. The farmers are well off. They feel they can afford to hold their grain. An advance in price is seen on our Washington and Columbia river line, 160 miles long, where we have practically built a new line of warehouses. I have just authorized extensive improvements of this character at Dayton, Wash., and other points. If the farmers would send their grain out steadily we would be saved this expense, but as it is there is no help for it. "Hull destroyed many millions of bushels, but the damage on our line by hail is comparatively insignificant, amounting to not more than 25,000 bushels. "The Union Pacific has finally decided to use our facilities between Tacoma and Portland, but if they do we will make all improvements necessary to accommodate the increased traffic."

WISCONSIN GAME LAW.

St. Paul-Chicago Lines Say It Is Reducing Travel.

St. Paul-Chicago lines running through Wisconsin complain that the new game laws in that state which went into effect this year are seriously curtailing the amount of business which the roads have annually done. With a decline in the amount, causing the loss of a large amount of money. At this season last year, more than 500 hunters had been taken into the state, with the fall the number has been decreased to less than fifty. The hunters object to the fee of \$5 required for the privilege of hunting deer and to the fee of \$10 for hunting small game. Resident hunters are charged but \$1. Railroad men point out that the action of the legislators has not only cost them money, but has deprived residents of the state of the large amount which the hunters usually leave.

EXCHANGE OF PASSES.

Proposition Is Made to Abolish an Honored Custom.

A committee representing six large railroad systems has held a session in Chicago, to consider the advisability of abolishing the system in vogue since time immemorial, of issuing officials of foreign lines annual passes. A general meeting of officials of all roads will be held in St. Louis Oct. 10, at which the matter will again be taken up.

RETURN RATES \$30.

Special Figures Offered for Those Who Would Great Decey.

Connecting lines east of Chicago have announced a rate for the Dewey celebration of \$4. The round trip rate from St. Paul will be \$30. It is understood that the four Chicago lines have agreed to announce a rate to meet the Omaha's innovation of a one-way Chicago-St. Paul rate at \$50, will soon take action, making the rate uniform.

Passenger Agents Adjourn.

DENVER, Col., Sept. 20.—The American Association of Traveling Passenger Agents finished the business of their annual meeting today, electing the following officers: President, G. W. Landsman; vice president, W. L. Wyand; secretary-treasurer, Sidney W. Vandusen. Old Point Comfort, Va., was chosen as the next meeting place. The members go around the Georgetown loop tomorrow, and ascend Pike's Peak Friday.

ST. PAUL RATES.

Canadian Pacific Prevents Agreement East and West.

CHICAGO, Sept. 20.—A conference between representatives of the Buffalo-Chicago lines and a committee representing the Chicago-St. Paul carriers was held here today for the purpose of discussing rates and conditions on Buffalo and Suspension Bridge to St. Paul and Minneapolis. C. A. Cairns, of the Northwestern, and A. F. Merrill, of the St. Paul, represented the Western lines. The Buffalo-Chicago lines represented were the Erie, the Grand Trunk, the Lake Shore, the Michigan Central, the Nickel Plate and the Washburn. Mr. Cairns refused to discuss the Buffalo-Chicago rates, and explained that the Chicago-St. Paul lines desire the Buffalo terminal lines to ignore the basic rate question, and to have an auto-up buffer basis on Chicago, or else share the resultant shrinkage with the Western lines, on a pro rata basis.

WAIT UNTIL TODAY.

Matter of Rates for Early Excursions to Be Disposed Of.

The meeting of the lines today to discuss rates for early excursion business into the cities after the return of the excursionists, will be held today at the Omaha general offices.

To Inspect Narrow Gauges.

The state railroad and warehouse commission will leave tomorrow to inspect the narrow-gauge lines. Recent legislation directs the commission to investigate the feasibility of the advisability of ordering the operating companies to transform them to standard gauge roads.

Great Western Earnings.

The gross earnings of the Chicago Great Western railway for the second week of September, 1899, were \$7,922.70, an increase of \$7,922.70 over the corresponding week of last year, making a total increase of \$7,922.70 for the first half of September. The total increase for July and August, the first two months of the fiscal year, has been \$7,922.70, an increase in net earnings since July 1, \$7,922.70.

St. Paul Is Interested.

OMAHA, Neb., Sept. 20.—The promoters of the Yorkton & Norfolk road announced that they have secured the necessary amount of money to complete the line, and the construction will commence in twenty days. The road was graded several years ago, and most of it bridged, but it has been abandoned. The St. Paul and Omaha will extend its line to Yorkton, to head off this invasion of the Northwest territory.

To Perfect Its Title.

At the annual meeting of the Milwaukee & St. Paul, the promoters of the Milwaukee & St. Paul road were taken to perfect the company's title to a number of properties which have heretofore been held by stock ownership under 1899 year.

THOUSANDS LINE

ODD FELLOWS AND THEIR SISTERS OF THE REBEKAH ORDER PARADE AT DETROIT

MADE A BRILLIANT DISPLAY

Score of Bands Furnished Music and Various Lodges Vied With Each Other in Numbers and Display of Colors and Uniforms—Great Crowds Lined the Sidewalks and Cheered Those in the Parade.

DETROIT, Mich., Sept. 20.—For more than an hour this afternoon 4,500 Odd Fellows and their sisters of the Rebekah order, were passing in review before Grand Sire Pinkerton, Deputy Grand Sire Cable, and Maj. Gen. J. P. Elliott, chief of the grand sire's staff. It was the finest and largest procession seen in Detroit since the great G. A. R. parade in 1890. Fully a score of bands furnished the music. The parade and other affairs was suspended along the line of march, and the police kept the crowds of spectators well back on the sidewalks. Their uniform, carrying drawn swords. Their fine appearance drew constant applause from the crowds that lined the Woodward avenue sidewalks from curbs to building fronts. Ohio sent six cantons of patriots, Indiana three, New York three, Pennsylvania three, Massachusetts one, one Grand canton from Akron, O., and Syracuse canton attracted especial attention by their numbers and perfect marching. Subordinate encampments followed the grand sire and his staff, including the Woodward canton, with a large float representing "The Plains of Mamre." About 200 members of the subordinate encampments, a majority from Michigan, were in line. At the rear of their division came the grand encampment of Michigan in carriages.

FRIENDLY RIVALRY.

Over 300 members of the Detroit lodge headed the grand division, composed of the subordinate and the grand lodge of Michigan. Lodges vied with each other as to turning out the greater number of men, uniformed in some striking manner. Riverside lodge, of Detroit, made the hit of this division, with 200 men all uniformed in brown linen suits and caps. Colored umbrellas were carried by several lodges, adding picturesqueness to the long parade. Two floats, portraying "The Good Samaritan" and "Saul Listening to David Playing the Harp," were drawn with this division. After the grand lodge of Michigan was drawn a tremendous float loaded with children, bearing the legend "We Educate Orphans." Banners in the children's hands held the names of the various lodges. The parade was headed by the grand sire, followed by the grand sire's staff, and the grand lodge of Michigan. The parade was a friendly rivalry between the various lodges.

Novel Crusade.

Bohemian Brotherhood Planning to Revitalize Suicide Custom.

CHICAGO, Sept. 20.—A plan by which it is sought to revitalize the suicide custom of Bohemians in the United States has been undertaken among the members of the Bohemian Brotherhood of America. The Brotherhood, which is a secret organization, and represents a variety of religious beliefs, makes the bold declaration that the prevalence of the suicide custom among Bohemians has resulted in suicides in such numbers as almost to threaten the determination of their race. The Brotherhood, in a circular sent throughout the country, calling on Bohemians to co-operate in altering the unwholesome mental attitude of their race. More than 20,000 of the circulars have been distributed in Chicago. The headquarters of the Brotherhood of America are at Cedar Rapids, Io., but Chicago has been selected as the chief field of labor, and Al Voukin has been delegated to manage the territory. He will arrive in the city within a few days to undertake his work. To the appeal for co-operation in the work of preventing suicides among Bohemians, the Bohemian Brotherhood has responded in a most enthusiastic manner. The organization has secured the signatures of a large number of Bohemians, and who is mentioned in the circular as encouraging suicides, declares that the society's prohibitions against suicides are as sacred as the laws of the state. He affirms that it is against these orders that the Brotherhood for the prevention of suicides is now in the city.

STILLWATER.

Meeting of the Old Settlers of the St. Croix Valley.

Contrary to expectation the city council did not settle the street lighting question, which the various lodges had proposed at a previous meeting. When the bid of A. T. Knickerbocker was the lowest. The latter, however, withdrew his bid at 12 o'clock, and the bid of the city was accepted. The city clerk was directed to readvertise for bids to be received at the next meeting and each bid must be accompanied by a certified check for \$1,000. The council also passed a resolution for opening and grading Second street and the city engineer is to prepare plans and let the work. The council also passed a resolution to the council with his veto, which provided for the purchase of a lot from the Staples-Atlee saw mill company, over the street widening and gathering on North Second street should be diverted. The veto was sustained. The ordinance presented at the first meeting in September providing for a change in the street railway company tracks from North Fifth to North Fourth streets, was withdrawn at the request of the company.

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TO DUBUQUE, CHICAGO AND THE EAST; TO WATSON, DES MOINES, ST. JOSEPH, LEAVENWORTH, KANSAS CITY AND THE SOUTHWEST.

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