

MR. MORGAN NOT DESIROUS OF ANTAGONIZING THE STATE OF MINNESOTA

MAY BLOCK THE PURCHASE Further Proceedings in Connection With St. Paul & Duluth May Be Abandoned.

An entirely new feature of the somewhat involved situation between the St. Paul & Duluth and Northern Pacific railroads and the state railway commission developed yesterday. It was learned that Levertt S. Miller, at one time chief engineer, and later assistant general manager of the Duluth, who is now general manager of the Seattle & International Northern Pacific road, was in the city yesterday, and left for New York Saturday evening. President Melton, of the Northern Pacific, left Saturday evening for the same destination. These facts, in connection with others affecting the relations of Mr. Miller with the Pierpont Morgan, Melton and Northern Pacific interests in the transfer deal, and with the St. Paul & Duluth, lead well-informed railroad men to expect that under the recent developments resulting from the railroad commission's objection to the transfer, Mr. Miller will be put in charge of the Duluth property. This will effect an evasion of the law governing the consolidation of parallel lines, and at the same time will give the complete control of the Duluth interests with those of Mr. Morgan and the Northern Pacific.

While some of the strong reasons for believing that Mr. Miller is the man selected to handle the Duluth for the Northern Pacific, in the event that the consolidation of the two properties is prevented by law, are those obtained as deductions from the knowledge of his relations with the different interests affected by the consolidation. There are also facts to substantiate the view. Mr. Miller is known to be a close friend of President Melton, of the Northern Pacific, and it is well known that Melton's influence, which placed him in charge of the Seattle & International. He was for five years an official of the Duluth, and is thoroughly versed in the details of its management and its financial management. He is known to be in friendly touch with J. Pierpont Morgan, comes from an aristocratic New York family, and is acceptable to all the interests controlling the Northern Pacific. He is a railroad official of great ability and of known executive power.

No positive confirmation can be obtained from the fact that the Northern Pacific anticipated the action of the railroad commission in questioning the legality of the transfer of the Duluth to that road. At the same time, the fact that President Melton left for New York almost immediately upon the announcement of the action of Mr. Miller arrived in St. Paul Saturday in his private car, ready to make the same trip in company with the Northern Pacific directors, should not be taken as a ground for believing that action had been determined upon in anticipation of the railway commission's move. Mr. Miller spent several hours in the city Saturday, and was in conference with several of the Duluth road men. One officer said of his visit yesterday: "Mr. Miller conveyed no intimation of the purpose of his visit to New York, but remarked that President Melton would be there at the same time, and appeared exceedingly interested in gaining all local information bearing upon the consolidation plans of the two roads. The action of the railway commission was probed by him, and he appeared to be conversant with the legal possibilities of the case.

The fact that Mr. Miller's visit East has a definite bearing on the consolidation plans is more than probable. In the most conservative view, the prospect of litigation and a sharp contest if the Northern Pacific persists is clearly defined. There is one man, however, who more than any other controls the destinies of the Northern Pacific. This is J. Pierpont Morgan, the Wall Street financier. Speaking from personal knowledge of him, a railroad man said yesterday: "Mr. Morgan is strongly opposed to any action involving a legal contest affecting the legality of consolidation or railway absorption, consolidation or transfer in which he is directly interested. What I know of him makes me positive in the belief that sooner than to have a fight over the legality of the Duluth consolidation occur, he would be willing to pass the matter and arrange to have the situation as it is. The St. Paul & Duluth is already Northern Pacific property. The road has passed into the hands of the Northern Pacific. To effect a consolidation of the Duluth with headquarters and official staff members in the present case I believe that he would advocate retaining the Duluth and maintaining its present headquarters and methods of management. It is in all essential particulars as it has been a separate railroad, but one owned by Northern Pacific interests. Any one can buy a railroad, but it is not the same reason there is no objection to the Northern Pacific's purchase of the road.

He has investigated all the cases on record involving the transfer of the Duluth, and is amply convinced that it will apply to the present plans. In case the Duluth consolidation is inclined to push the case there is no doubt in my mind that they will win."

"What about Levertt S. Miller?" "The reasons which I would not care to make public are the same as those which I am inclined to believe that it affects the consolidation plans. If the transfer of the Duluth fails, I believe that action which will place him in general charge of the Duluth as a separate line, controlled by the Northern Pacific."

At Shell Lake, Col. A. E. Fuller, one of the most genial hotel men that ever survived a fishing party, took general charge of the party. He had arranged everything needed for a stellar day's sport. He spent the greater part of the night in making arrangements, Col.

Fuller got up at four in the morning, took a party to the lake, gave up his own boat for the accommodation of the party generally sacrificed himself to the public good in the interests of sport. His attentions resulted in a day's fishing which has rarely been equaled either in Wisconsin or Minnesota, though taken under trying weather conditions. A cold rain and a high wind prevailed until the middle of the forenoon, decreasing the catch very considerably.

When the fish began to bite the party were rewarded with sport fit for kings. The lake was teeming with bass, and the bottom, unexcelled bass feeding grounds and spring feed. It has no inlet from the north, and the water level is high. A Minneapolis fisherman in the water before the landing net got him. All day long the bass bit and the close of the day's sport was a party with a magnificent string, enthusiastic to the limit and subsided to a chery reel. The total catch for nine people was 200, 84 of the individual strings were worthy of mention. One contained twenty-seven bass, the largest weighing a little less than a pound. Others numbered 18, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1. The fish that were taken were of the best quality, and fought like tigers. A little three-quarter pound specimen gave the best fight of the day and near the end of a Minneapolis fisherman in the water before the landing net got him. All day long the bass bit and the close of the day's sport was a party with a magnificent string, enthusiastic to the limit and subsided to a chery reel. The total catch for nine people was 200, 84 of the individual strings were worthy of mention. One contained twenty-seven bass, the largest weighing a little less than a pound. Others numbered 18, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1. The fish that were taken were of the best quality, and fought like tigers. A little three-quarter pound specimen gave the best fight of the day and near the end of a Minneapolis fisherman in the water before the landing net got him.

By buying your Decca, Windows, Nails and all kinds of building material from us, you will save 25% on your bill. We have a large stock of all kinds of building material, and we will quote you our prices. We have a large stock of all kinds of building material, and we will quote you our prices. We have a large stock of all kinds of building material, and we will quote you our prices.

SYNOPSIS OF CROP REPORTS RECEIVED BY THE NORTHERN PACIFIC

LESS HOPEFUL THAN BEFORE Benefit That Was Expected From the Recent Rains Has Been More Than Counteracted by Hot Winds.

Gloomy, indeed, is the general tone of the crop reports summarized yesterday in the sixth weekly statement made by the Northern Pacific as to the status of the crops along the line of the road. It is as follows: Minnesota Division—The crop situation in the Minnesota division is becoming more and more gloomy as the week progresses. The recent showers, which have been of little benefit to the grain crops, turned out to be of little consequence, on account of hot winds from the west, which have blown away the moisture from the soil. The crops are now in a state of distress, and it is feared that the yield will be much less than was expected.

At their semi-annual meeting yesterday the directors of the Chicago Great Western declared a dividend for the half year of \$2.50 on preferred A stock. The dividend is payable on July 1. The directors also ordered the payment of the sixteenth and final dividend on the common stock of 4 per cent debenture stock, payable July 1. The financial outlook of the road was somewhat gloomy, but the directors, however, are confident that the road will continue to show a favorable record for the year.

Made by the Burlington in Suit in Nebraska. OMAHA, Neb., June 11.—That the contest between the railroad and the state board of transportation is on more fierce than ever was made apparent this morning when the Burlington road obtained a restraining order in the United States court on new and starting grounds.

North-Western and Pennsylvania. CHICAGO, June 11.—Violations of the "long and short haul" clause and other provisions of the Interstate Commerce Act are charged against the Chicago & North-Western railway and the Pennsylvania Western railway and the Pennsylvania Western railway and the Pennsylvania Western railway.

N. P. Meeting Deferred. NEW YORK, June 11.—A member of the board of directors of the Northern Pacific announced that the meeting of the Northern Pacific railroad directors, which was fixed for Wednesday next, has been postponed until the 15th inst. The meeting will be held at the Pierpont Morgan from Europe on Wednesday next.

Will Issue No Bonds. NEW YORK, June 11.—Colts P. Huntington, president of the Pacific Mail Steamship company, declared today that the company will not issue bonds to meet certain obligations it is not. No action looking to a bond issue is being considered, according to Mr. Huntington.

To Be Reorganized. NEW YORK, June 11.—A member of the board of directors of the Toledo, Ohio & Kansas City stated today that the new plan of organization would be to have a fight over the legality of the Duluth consolidation occur, he would be willing to pass the matter and arrange to have the situation as it is. The St. Paul & Duluth is already Northern Pacific property.

Omaha's Big Excursion. The Omaha handled a business on its excursion party to the city of Omaha and Minnesota points into Sioux Falls, which was out of all proportions to anything of the kind ever before. The party was made up of 1000 people, and the crowds were handled without even a minor accident.

Railroad Rumblings. Circulars from the Canadian Pacific announce the appointment of W. B. Lanier as assistant general freight agent, and the appointment of George Stephens is also appointed to a new position and becomes traveling passenger agent. Judge Kelly, general solicitor of the Union Pacific system, reached St. Paul yesterday in his private car. He will spend a day or two in the city attending to business matters requiring his presence.

Great Day's Bass Fishing. Omaha Gives Newspaper Men Fine Sport at Shell Lake. Two hundred black bass, averaging a pound and a half each, caught by a party of nine, is the banner record this season. The party left the city Saturday morning on a special train for the head of the lake, and after a three-hour ride arrived at Shell Lake early in the evening. The party was made up of newspaper men and their families.

DOLLARS SAVED. By buying your Decca, Windows, Nails and all kinds of building material from us, you will save 25% on your bill. We have a large stock of all kinds of building material, and we will quote you our prices.

POPULAR WANTS

AGENTS AND AGENCIES. HELP WANTED - FEMALES. HOUSES FOR RENT. ROOMS FOR RENT.

HELP WANTED - MALES. BARBER - Wanted, a good colored barber immediately; wages \$10 per week; steady work. B. R. Durant, 831 Payne St., Minneapolis.

COACHMAN - Wanted, for driving and general work about place; must be experienced and have references. W. P. Warner, 315 Summit av.

CYCLINDER PRESS FEEDER WANTED at Cunningham's, 16 West Fourth st.

HARNESSMAKER - Good harnessmaker wanted at once. R. H. Doe, Adrian, Minn.

IF YOU ARE A Catholic, unemployed, and will work for \$3 per week, write MacConnell Bros., 11 Franklin st., Boston, Mass.

WANTED - Students to join class in bookkeeping and shorthand. Will move to Ryan building, East Seventh st. Following is a list of work: 1. Bookkeeping, 2. Shorthand, 3. English, 4. Grammar, 5. Arithmetic, 6. Algebra, 7. Geometry, 8. Trigonometry, 9. Calculus, 10. Statistics, 11. Psychology, 12. Philosophy, 13. History, 14. Geography, 15. Science, 16. Art, 17. Music, 18. Literature, 19. Languages, 20. Physical Education.

WANTED - A yard man. Apply at Como Park Pavilion.

WANTED - Good man for dairy and farm; good wages. Z 182, Globe.

SITUATIONS WANTED - MALES. Anybody out of work in St. Paul or Minneapolis may insert an advertisement under this heading free of charge.

A GOOD, STRONG, honest young man of twenty, with a good education, and a high school diploma, can attend horses. Address J. F. Lockwood, postoffice.

A YOUNG Scandinavian with some experience in grocery business, wishes to change to a better position. Address: Edgerston st., city.

A YOUNG man would like a position of any kind; willing to work and can furnish references. Address R. B. M. 151, Martin.

A YOUNG man wants a position; work of any kind; had experience as tinner. Address M. G. Lehner, 190 East Jessamine st., city.

A YOUNG man with one year's experience in painting trade; willing to work for small wages. Address E. B., 232 Underwood st., city.

AN ELDERLY MAN wants situation; no objection to Sunday or night work; was watch and fireman for the last ten years. L. 80 Fremont st.

A MARRIED man wants job of any kind; has had experience in various lines. Address S. Glover, St. Paul, Minn.

A WOMAN would like day work of any kind where she could go home at night. Address Mrs. J. H. 100 West 10th st., city.

BUTCHER DELIVERED by young man 29 years old, experienced, wants position. Address 38 Geranium st., city.

CASHIER - Wanted, position as cashier in leading restaurant, or time keeper in well established manufacturing establishment; will furnish cash bond; am strictly sober. M. 185, Globe.

COACHMAN - An English coachman wants a situation to care for horses, carriages, harness and lawn; is handy around the place; is obliging and willing; is strictly temperate. F. Robbins, 125 E. 10th st., city.

SITUATION WANTED - By a young man having eight years' experience in office work, position as assistant bookkeeper in a well established business; references if necessary; must have good references. Address 100 West 10th st., city.

WANTED - By a sober young man, work in some grocery store; will work cheap and accept of any position. Address 100 West 10th st., city.

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TRAVELERS' GUIDE. UNION DEPT. SIBLEY STREET. Trains leave and arrive at St. Paul as follows:

Table with columns for Train Name, Leave, and Arrive. Includes routes like North Coast Limited, Chicago & North Western, and Milwaukee & St. Paul.

TICKET OFFICE. Union Station, St. Paul. Dining and Pullman Standard Sleeping Cars on Coast and Winnipeg Trains. Tourist Sleeping Cars on Coast Trains.

Table with columns for Train Name, Leave, and Arrive. Includes routes like Chicago State Express, Chicago & North Western, and Milwaukee & St. Paul.

Chicago, Milwaukee & St. Paul Ry. Ticket Office 325 Robert St., Phone 93. Daily, 10:00 a.m. to 10:00 p.m.

Table with columns for Train Name, Leave, and Arrive. Includes routes like Chicago & North Western, Milwaukee & St. Paul, and St. Paul & Duluth.

CHICAGO GREAT WESTERN RY. "The Maple Leaf Route." City Ticket Office, 5th & Robert Sts., St. Paul.

Table with columns for Train Name, Leave, and Arrive. Includes routes like Chicago & North Western, Milwaukee & St. Paul, and St. Paul & Duluth.

M. ST. P. & S. S. M. R. Y. City Ticket Office 373 Robert St., Tel. 1053. Union Depot, St. Paul.

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ST. PAUL & DULUTH R. R. Union Depot, Duluth, 10:00 a.m. City Ticket Office 373 Robert St., Tel. 1053.

MINNEAPOLIS & ST. LOUIS R. R. Leave, 7:00 a.m. Arrive, 12:00 p.m. City Ticket Office 373 Robert St., Tel. 1053.

NEW SHORT LINE TO OMAHA AND DES MOINES. Leave, 9:00 a.m. Arrive, 7:30 p.m. City Ticket Office 373 Robert St., Tel. 1053.

DEDICATION Old Fellows' Home, Northfield, Minn., June 15, 1900. For this occasion the Chicago Great Western Railway will on June 15, 1900, excursion tickets to Northfield, good to return June 16, at a fare and one-third for the round trip. For further information inquire of J. P. Elmer, G. A. P. D., corner 15th and Robert streets, St. Paul.