

IS SCHEDULED

NO MOVE HAS BEEN MADE IN THE TERMINAL TARIFF RATES

COMMISSION WAITS ON ROADS

Freight Officials, However, Have Made No Announcement in the Matter as Yet—Other Railroad News.

As far as can be ascertained at the offices of the roads, the tariff schedule over Crookston, Ferguson Falls and St. Cloud, the matter is just where it was when the new rates abolishing the towns as terminal points went into effect.

Nothing has been heard by the commission in regard to the adjustment which the roads stated they were making with the jobbers of the towns interested, and the commission has made no further move to enforce the order, as intimated in the commission's letter to the freight officials.

The commission evidently believes that the roads will reach a satisfactory agreement with the jobbers interested, but it is also determined that the agreement must be satisfactory to the commission.

If it is not possible to do one thing left for the commission to do, and that is to make good on its threat to issue a compelling order.

At present nothing in this line, as far as can be learned, has been done, and the commission is simply waiting to hear from the roads.

TO TAKE CARE OF SETTLERS.

Harriman Roads Are Busy With Plans for Spring Business.

CHICAGO, Feb. 12.—The colonization plans which the management of the Harriman lines now have under consideration are being worked out in the most comprehensive in their scope ever dreamed of by railroad men in addition to an effort to fill up the miles of unproductive land in Texas and western Louisiana.

It is reported to send throughout the Eastern states a corps of lecturers, with biographies and illustrations of the mineral, industrial and commercial resources of the states. The lecturers will be followed by the engineering agencies, Rudolph Park, with headquarters in London, has established agencies in that city, in Hamburg, Paris and Geneva, and literature regarding the Northwest and Southwest, and their resources, will be distributed through these agencies all over Europe.

SANTA FE'S BIG ENGINES.

"Monster Decapods" Pass Through Chicago—En Route for Mountains.

CHICAGO, Feb. 12.—One of the pair of "monster" decapods, or engines with ten drivers, recently delivered to the Santa Fe road, last night left for Chicago. The locomotives are intended for the mountain division and will run in formation, pulling and pushing, on the 100-ton fuel and will carry 225 pounds of steam pressure. Their massive drivers are 45 inches in diameter, and each engine can haul a load of 2,100 tons upon a fifty-foot grade.

WANT MORE WAGES.

I. C. Engineers and Firemen Appoint Committees to Confer With Officials.

CHICAGO, Feb. 12.—Engineers and firemen of the Illinois Central system have requested increases in their wages. Committees representing the men and the company are now in Chicago for the purpose of conferring with officers of the road. The committee on the part of the men has not been informed just what the employees want, but have been requested to set a date for conferring with the company at a new meeting to agree on their demands.

APPOINTMENTS WILL EFFECT A REORGANIZATION OF THE SYSTEM.

NASHVILLE, Tenn., Feb. 12.—Appointments which mean, it is said, the complete reorganization of the Tennessee Central, construction and engineering departments were announced today. L. E. Miller, of New York, formerly chief engineer of the Southern railway, was appointed general manager. E. R. Baxter, assistant to the president of the Tennessee Central, as chief general manager. The new appointments will be located in Nashville and appointments will become effective Monday, Feb. 17.

UNION DEPOT IMPROVEMENTS.

Over Half a Million Will Be Expended in Betterments.

Among the many improvements being made in the vicinity of the union depot will be the remodeling of the frame freight house of the Milwaukee road. The freight house occupied by the Wisconsin State Street bridge, which was torn down and the new brick freight house gives the locality quite a new appearance.

Effort to Fix Ore Rates.

CLEVELAND, Ohio, Feb. 12.—An effort has been made in the last two or three days to bring about a settlement of the ore rate. It was carried on in which one should have failed utterly because the United States Steel corporation has the same interest in the matter as the other parties. M. A. Hanna & Co. have left for Cleveland to try to beat down last year's rate of 30 cents between Duluth and Ohio ports to 25 cents. The vessel owners have united to combat this movement, and today A. J. Kellar, general manager of the Pittsburgh Steamship company, the steel corporation's representative on the board of the city, nothing having been done.

Ripley Denies a Yarn.

KANSAS CITY, Mo., Feb. 12.—E. P. Ripley, president of the Atchafalaya railway, passed through this city today and denied that there was any truth in the statement that his road was negotiating the purchase of the Mexican Central. "We don't want the Mexican Central," said Mr. Ripley, "and are not trying to buy it."

D. S. & A. Buys Engines.

Four immense locomotives are being placed in commission by the Duluth, South Shore & Atlantic for service in

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