

THE TRIPARTITE TANGLE.

The Railroad Managers Fail to Harmonize Their Differences.

But the Present Western Rates Will be Rigidly Maintained.

Chicago and Des Moines Freights Raised to 75c. Per Cwt.

Charles Francis Adams and Party Leave for New York.

Meetings of a Number of Railway Pools and Associations.

Other Meetings Arranged for the Future to Settle Disputed Matters.

THE TROUBLED POOLS.

A SUMMARY OF THE SITUATION.

Special Dispatch to THE PRESS.

CHICAGO, August 7.—Today's proceedings in railway circles were very significant, and augur a general reign of peace and full rates all round until the fall when shippers the bulk of their crop. To sum up: The Colorado lines, the I. & M. P., the Chicago and Missouri river lines, the Chicago and St. Louis lines and the Transcontinental association all took action looking to the restoration and maintenance of rates; and to complete the job the arbitrators of the east-bound trunk line pool agreed upon the present rates which it is understood will be rigidly maintained. The trunk and west-bound pool intact. So that practically it may be said that peace was declared from the Atlantic to the Pacific. It is safe to say...

RECAPITULATING RESULTS.

in railroad management were never before consummated in a single day. The adjournment of the committee of western lines till September 23 was without doubt for the purpose of giving the iron and steel agreement time to agree to a dissolution or the very material modification of that agreement. Railroad men generally believe it will be dissolved. The New York and New England pool will permit the W. & B. to withdraw which it will gladly do. The Pacific and Union Pacific would like to abrogate the original tripartite contract, and the Rock Island is the only objector. A strong pressure will be brought to bear on the latter to make it come out to a dissolution of the contract, and representatives of other lines say they will put the responsibility for further rates at its disposal. Under the new tripartite agreement, this case is in legal form and can be mentioned in a court of law. So that the other lines are at the mercy of the Rock Island if it chooses to hold them to it.

THE TRIPARTITE.

CHICAGO, August 7.—The committee of nine appointed to consider and report some line of action for the guidance of the western and southwestern trunk lines did not get into session until after 10 o'clock this forenoon. The general impression remains as indicated by the associated press dispatches yesterday. It is declared that the continuance of the tripartite agreement will be discussed and possibly a decision reached to-day. As nearly as can be ascertained, the Rock Island now is the only road opposed to abandonment of that combination. If it maintains its present position the future is uncertain, and the meeting may adjourn without action. Officials generally take the view that a decisive vote on the question will be taken to-day.

The conference adjourned at 1:30 o'clock having demonstrated it was impossible to reconcile all differences. At the general conference the entire subject of maintenance of the Colorado rates and further extension of the tripartite agreement was referred to a committee of five, composed of General Managers Huggitt, Foster, Cable, Robinson and Kimball, who were instructed to report on or before September 23. The main time current rates are to be maintained.

CHICAGO, August 6.—Representatives of the roads in route in the traffic between Chicago and Omaha—namely, the Chicago and North-western, Rock Island, Washburn and Burlington—met this forenoon after the adjournment of the committee of nine, and agreed to restore all rates between Chicago and Omaha to the level existing on August 24. It was resolved to maintain the same rates until such time as the committee on trans-Missouri business will report. A meeting of the Chicago and St. Louis pool lines was held to-day to consider the outside of withdrawal of the Illinois & Central which expires the 15th of August. Pending further negotiations for settlement of the existing difficulties, an extension of the notice to September 15 was recommended.

The following are the appointments to positions in the Grand Trunk system west of the Detroit river, made public to-day: John Main, assistant general freight agent, and headquarters at Detroit; W. E. Davis, assistant general passenger agent, headquarters at Chicago. The appointments are to take effect Monday.

Charles Francis Adams and party left for New York this evening.

CHICAGO, August 7.—Representatives of the lines in the Utah pool met this afternoon. In view of the fact that the notice of withdrawal of the Atchison, Topeka & Santa Fe expires August 24 it was resolved to maintain the same rates until such time as the committee on trans-Missouri business will report.

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MENDING THE MISSISSIPPI.

Report of the Engineer Corps for the Past Year—What Has Been Done and What is Needed to be Done.

WASHINGTON, August 7.—Major Ernest's report of the engineer corps for the past year, in which the improvement of the Mississippi between the Illinois and Ohio rivers and other minor improvements, has made the annual report. The original estimate of the cost of the improvement, as revised in 1883, was \$16,997,100; the aggregate amount appropriated to July 5, 1884, is \$3,361,600. There is available for the present fiscal year \$325,354, and an appropriation of \$1,000,000 is asked for the fiscal year ending June 30, 1885. It is proposed to expend the appropriation in carrying out the plan heretofore adopted, to wit: to first improve part of the river below St. Louis and widening down to a reclaiming land and building up new bars and reefs and the river to its original depth of 20 feet. The depth is now in places less than 10 feet in several places where it is with greater than 20 feet. The changeable character of the river, Major Ernest says, rendered it impossible to fix in advance the exact localities where the works will be required.

Major Ernest says the funds available during the year were not sufficient in amount to justify the expenditure of the work, or even to execute successfully all the work already undertaken. He says that he would like to see the work carried out in a more systematic way, and that he would like to see the work carried out in a more systematic way, and that he would like to see the work carried out in a more systematic way.

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FOREIGN FRICTION.

The Intermittent Irritation of European Powers More Apparent.

Germany Now Bristling Against the Gobbler Great Britain.

Berlin Newspapers Charge England With Inciting Gaul.

Relations of France and China in the Same Doubtful State.

The Affectionate Meeting of William and Francis Joseph.

Destruction of Life and Property by Hurricane in Southern Europe—Other Foreign Fragments.

FOREIGN AFFAIRS.

The Cholera.

PARIS, August 7.—An analysis of this article in common use at Marseilles, Aix and Arles, shows it full of numberless microbes. The authorities of Marseilles will commence the construction of public works to give occupation to the unemployed.

MARSEILLES, August 7.—Morning.—The death from cholera in two or four hours.

TORONTO, August 7.—Four deaths have taken place, one of persons who returned yesterday. There has been a slight increase in cases owing to the great number of returning fugitives.

MARSEILLES, August 7.—Two deaths this afternoon. The cholera is spreading in the suburbs.

LONDON, August 7.—English cholera is spreading in Clayton, Leicesters and Brighton. The Hamlets are not far from Blackburn.

BUSSELS, August 7.—The Belgian government has declared to establish quarantine against Mediterranean ports.

PARIS, August 7.—La-Sera causes anxiety, but the condition of the remainder of the departments satisfactory.

France and China.

LONDON, August 7.—The Times' dispatch from Peking this date says: "High authority here asserts that peace is certain. The American minister is to arbitrate. A settlement will probably be reached, which will be acceptable to both parties. It is believed that the settlement will be reached in the French side. The Chinese know that the French are anxious to end it elsewhere."

SOURDAN, August 7.—The Pall Mall Gazette publishes an account of the trial of the French war-ship in the court of the admiralty. The French war-ship was in the port of London, and the trial was held in the court of the admiralty.

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