

BOSTON MEN TALK BITTERLY.

THE CANADIAN INTERLOPER DESTROYS THE STABILITY OF BUSINESS.

BOSTON, Jan. 6.—The agitation by THE TIMES of the fact that American railroads are being handicapped by the Canadian Pacific is causing a flutter in the railroad circles of Boston. Everybody who deals with railroads is talking about it. Nearly all the local agents and railroad magnates have read the article, and all are alive to the merits of the question.

Boston feels the power of the Canadian Pacific more than New-York. This is the natural outlet of the Canadian Road, over the Boston and Maine. It is only a short time since the Canadian Pacific began to make things lively in Boston, but the energetic policy, continued to downright meanness say some, is causing a dozen trunk lines to shiver in their boots. Already this road, with the outspreading arms of the gigantic octopus, the Boston and Maine, has captured Northern New-England. There is no other road which does any business in Maine and New-Hampshire.

By cutting rates and giving rebates all other roads had to get out and leave a clear field to the Canadian Road. Truly this road is proving a power in business circles. It is capturing Boston, slowly but surely. If nothing is done, it will be only a question of time when it will control the situation here.

Boston business men say they hope it will be so, for the road has done more for the city than any other. The business men here complain long and loud that the trunk lines have discriminated against Boston in favor of New-York. They cite the Lake Shore as the worst example, as it formerly charged more per mile if freight was coming to Boston than if New-York was its destination.

Lately the rates have been lowered from 10 and 5 cents more for Boston freight to 2 cents. This was brought about by the Chamber of Commerce and the concerted action of the business men and by the Canadian Pacific's energetic policy.

THE TIMES's correspondent made a tour today of the local offices of the trunk lines and of prominent agents for New-England of other lines. Among the roads visited were the Fitchburg, Boston and Albany, Old Colony, New-England, Chicago, Milwaukee and St. Paul, Baltimore and Ohio, Pennsylvania, Chicago and Northwestern, Chicago, St. Paul, Minneapolis and Kansas City, Erie, Rock Island, Union Pacific, and Chicago, Burlington and Quincy.

In every office the denunciation was general. In many of the offices they admitted that the liberties given the Canadian Pacific through not coming under the inter-State law were creating havoc and disorganization. The consular seal was considered likewise a good way to get around the other roads. A few officials claimed that their business was not being hurt, as they were not close competitors. These officials could, therefore, treat the subject from a disinterested standpoint.

Even they said that the Canadian Road had too many powers for the other roads to compete successfully with. They are going out of their territory now for traffic, and a rumor from an authoritative source says that they intend to make a big bid for New-York traffic both West and East.

There is another feature which has not been spoken of at all. The Rome, Watertown and Ogdensburg Road, which has an outlet at the latter place, is a road of very little importance at present, yet its interests are closely allied with Canada. From good authority it was learned to-day that it has entered, or soon will, into a combination with the Canadian Pacific. This will be the first grand move on New-York.

This road is the only one which has the pleasure of bestowing a differential rate. Why it is or why it can keep it cannot be learned. Even without it the road would amount to something if it carried New-York freight for the Canadian combination.

The Chamber of Commerce is loud in its fealty to the Canadian Pacific, and its President, Mr. Van Horne, was here only a few days ago and addressed a secret meeting. It cropped out that he urged a closer relation to the road of the business men of Boston.

Henry Cabot Lodge, who expects to be a Senator soon, is generally regarded by everybody as being the head of the Canadian Pacific interests in Congress. He has spoken in a public meeting in favor of it. He will use every effort to block all legislation which will curtail in any way the interests of the road. It is understood that about a month ago he and President Van Horne were closeted one afternoon in secret confab.

A local agent said boldly that the Canadian Road and the Boston and Maine used all their influence and power to secure Lodge's nomination for Senator the other day.

President Bliss of the Boston and Albany could not be seen, but an official who is near the top in the direction of the road was kind enough to give his views, although he said he did not care to have his name mentioned.

"It is," said he, "not because I have any fear of the Canadian Pacific, or that I think it would start a fight, that I don't want my name mentioned."

"We are fighting them right along, openly and above board. We purpose to keep it up, especially as our rival is jumping into Chicago to beat us all out. They can give a better rate in the Winter time than they can in the Summer, but they are willing to go to any extremity to secure the traffic, even if they only get a sixth part for their share."

"Of course, if they can get traffic outside their territory, and make anything at all, it is a clear gain. That's what they are doing. Why, take it right here in Worcester, where we are supposed to do about as we please, they get a good share of the traffic by underbidding. A differential rate, which, of course, we can't offer, is their mode of procedure. They can give a rebate from the portion which falls to the Canadian Pacific, and still not disregard the inter-State law."

One of the most prominent agents in the East connected with a Pacific coast route said that the reference to the Worcester traffic was undoubtedly the wire business of Wasburn & Moen. The Eastern wire trade is controlled by this firm, and the Canadian Pacific has captured nearly all of the freight west of Chicago clear to the coast. This probably amounts to half a million a year.

This gentleman also said that this road was being injured fearfully by this piratical method. He cited an instance which he discovered lately. It was a large shipment from Baltimore of a trainload of tobacco. The cargo came by boat to Boston, thence over the Boston and Maine and Canadian Pacific to Vancouver, thence down to San Francisco by boat. At that rate was under any other line.

"That pretty clearly shows their methods," said this gentleman, "but the passenger traffic is another instance to show what their policy is. They are carrying passengers to Frisco via Vancouver for \$49.75, which is \$5 less than people can get there by any other route. Out of this they pay \$24 to other roads, getting only \$25 for their share across the continent."

One of the Fitchburg's managers was particularly bitter against the handicap. He said his road had been built with State money, and that they were grateful for it. They had always tried to deal fairly with Boston, and had in several instances compelled their connections to reduce their rates so that Boston would not be discriminated against in favor of New-York. "And now," said he, "we are placed at a disadvantage on account of the inter-State law, which does not affect them."

"They even go as far as a rebate of 40 per cent. of present tariffs to Chicago. How they can do it I can't see, but I suppose they think it is business. They even go further by lowering the class of matter. Rubber boots go as fifth-class, and they have been sending them as sixth-class, with a rebate at that."

The Old Colony management were non-committal, but they said it made very little difference to them, either way.

One of the New-England managers evidently felt more bitter than he dare to say. There was a time when this road did considerable business in interior traffic through its New-York connection. Not much of the Chicago business is left, and none beyond.

Perhaps the most bitter feeling against the Canadian Pacific is entertained by the Northwestern roads, such as the St. Paul and Northwestern. The "Soo" has gone into their territory and literally scooped them with Boston and New-York trade.

"For a while last Summer," the local agent of one of the roads said to-day, "they had an all-rail rate of 51 cents. The very best we could do was \$1.01, and that was lake and rail. Then they had a rate of \$1 cents, which we could not meet. The only route that could reach them is the packet line from Duluth."

This, of course, works only when navigation is open. They made a rate of 42 cents from Duluth, which is about equal to the "Soo" in taking Minneapolis and St. Paul freight. This line has a connection with the Great Northern.

The immense grain and flour shipments of Minneapolis are of great benefit to railroads running out of that city. Until recently no road has had a monopoly, all competing for existence. Since the "Soo" opened, though, it has captured the cream of the traffic, and is holding it. Nearly all the flour shipments for the British Isles go via Boston.

The fact that the Boston and Maine is now building in Charlestown the largest grain elevator in the world seems to indicate that the grain shipments are going to be one of their strongholds. There has never been any spot grain market here, but no doubt when the trade is taken from New-York, more or less of it, that puts and calls on 'Change will be a new feature."

"They are disorganizers, and always have been," said the local agent of the Pennsylvania Railroad, in referring to the Canadian Pacific. "They have all the privileges and liberties

which we can't have, which were taken away from us by the inter-State law. You can see by that what a hold they can get on New-England trade.

"They claim to live up to the inter-State law in public, but I know that they don't. It would be foolish in them if they did, because they don't have to. As far as hurting us is concerned, it is very little, but our connections are made unstable, and are constantly being disorganized."

"We have got our share of Southern business, and we can't be knocked out of our Chicago business either way. That's where we stand. The little business we used to do with the Upper Peninsula of Michigan and the Wisconsin ore fields is all knocked in the head, as the "Soo" went in and grabbed everything. That trade amounts to a big bill every year if one road can get it all. Yes, and it is a pretty good income if it is distributed among half a dozen roads, and my opinion is that people don't care how much they pay for freight if they know some one else is not getting rates any cheaper."

"But when these little cross roads, these connecting links, come in with lower rates than it makes everything unstable."

Another important agent said that the Canadian Pacific in their Chicago traffic only got a little better than a quarter of the rate for themselves. "It is the same way on tickets," said he. "The lowest rate to Chicago is \$13. If a dozen in a party go to the Canadian Pacific and Grand Trunk they can get a rate of nearly \$8 if they hold off for it. Their rate from Montreal is \$17, but there are no scalpers allowed in Canada. They must get on this ticket about \$4 for each person."