

EFFECT OF RAILROAD RATES ON MANUFACTURING CITIES

When Flour Is Discriminated Against in Favor of Wheat Milling Will Tend to Go to the End of Water Transportation Near Buffalo - Pittsburg and the Iron Trade as an Object Lesson to Minneapolis.

From the Journal Bureau, Room 45, Post Building, Washington, July 29.—With articles of large bulk and weight, where the transportation cost has a good deal to do with the selling price, it is a general rule that the nearer the rates on the raw material and the manufactured product come together the greater will be the tendency to manufacture where the raw materials are produced, while on the other hand, the more the freight rate on the manufactured product exceeds that on the raw material the greater will be the tendency to manufacture near the place of consumption. Wheat and flour afford a good illustration of this. From almost the beginning of the milling industry of the United States, the declared policy of the railroads has been to make substantially the same rate on flour as on wheat. Generally the published tariffs have shown the same rate on the two articles. In point of fact, however, wheat has frequently been carried at a lower rate than flour. Water transportation competes much more vigorously with the railroads than with the finished product. Wheat may be shipped by machinery, while a barrel of flour is usually rolled by hand. The risk is greater on the flour, and for a number of reasons, a good deal of rate cutting has been done on wheat, with the result that it is a national importance. It is hardly too much to say that the continued supremacy of Minneapolis as the milling center depends on the railroads charging the same rates on flour as on wheat. If they should make a difference of 50 per cent, and that difference should continue long enough to be recognized as a policy upon which business men could base their plans, the milling business would go from Minneapolis to the center of water transportation on the great lakes nearest the consuming population. That would be Buffalo or Niagara Falls. The millers of Minneapolis have not been slow to see this tendency, and for the last few years they have been complaining greatly of the large exportation of wheat. They say that it ought to go abroad as flour; it is eaten as flour and with American facilities for manufacture, it would go abroad in that form, but for the competition on the other side which they have been unable to meet because of the lower freight rates of wheat. When the difference in the two commodities is 14 cents on the hundred pounds, it is inevitable that the product of the western grain fields will go abroad as wheat and be turned into flour there. But if 100 pounds of wheat went across the Atlantic for less than 100 pounds of flour, there would be no exportation of the raw material. It must, of course, be assumed in both cases that the rate is low enough to meet competition with the grain coming from the Argentine, Russia and Egypt.

The trust issue, which promises to be so prominent in the coming months, can never be intelligently considered, if at all, apart from the railroad question. With its rapidly changing phases, the railroad situation is furnishing the greatest industrial questions in America today.

The case of Pittsburg. If railroad rumors which have reached this city are true, Pittsburg, one of the most thriving and rapidly growing cities on the American continent, is being placed on the industrial map by the fiat of the great railroad managers. Upon their decree its future rests. It seems

CAR SHOPS OF MINN.

They Have More Than Doubled in Ten Years.

THIS STATE TENTH ON THE LIST According to the Census Report the Product in 1900 Was Worth \$6,319,876.

Minnesota's showing in the latest census bulletin, that relating to the manufacture of railroad cars, is highly creditable to the state, in spite of the pregnant statement in the preface, which explains the position of the state by many other states, and which reads as follows: "The modern tendency towards concentration of industrial enterprises is well exemplified in the establishments engaged in car construction, not operated by railroad companies. During the twenty year period 1880-1900 annually the establishments increased from 130 to 65, a decrease of 50 per cent, while the capital and product increased \$24,9 and 233.3 per cent, respectively during the same period."

While the figures for many states are unsatisfactory, Minnesota shows a substantial gain in all the tables. In 1900 there were in the country 1,361 establishments engaged in car construction, including those operated by railroad companies as well as by other corporations. Their combined capital was \$207,904,125. They employed 215,567 wage earners and officials, whose wages and salaries aggregated \$120,789,222 annually. The materials used cost \$171,281,760, and the value of the products was \$308,748,467.

In 1890 there were eighteen car shops in Minnesota. In 1900 there were more than doubled and was thirty-nine, while the capital invested increased during the same period from \$2,928,860 to \$4,933,985, and the value of the products was \$2,628,174. In 1900, \$6,319,876. No locomotives were built in the state, but the value of repair work was \$1,829,432, and that of passenger and freight cars, \$2,157,271.

The value of car products turned out in Minnesota in 1900 was tenth in the entire nation. The states which exceeded the heavy record were Pennsylvania, New York, Illinois, Ohio, Indiana, Texas, Missouri, Kansas and California, while Minnesota comes far behind the states of Michigan, Wisconsin, Iowa, Massachusetts, and the others.

N. P. IN UNION STATION

Old Arrangement Expected to Be Renewed Sept. 1.

It is said that the Northern Pacific railroad will again utilize the union station, beginning Sept. 1, when the road's contract with the Chicago, Milwaukee & St. Paul road terminates. The Northern Pacific formerly used the union station here but was driven out by the excessive rentals demanded by the company, a Hill concern. Now, however, the relations between Hill and the railroad are on a friendly basis and it is likely the removal will be made as indicated.

DUMMIES TO LAGGAN

Motor Service Out of Bank Through Fine Scenery.

The Canadian Pacific road has established a branch line motor service running from Banff to Laggan, in the province of Alberta, in the "Lakes in the Clouds." The motors resemble ordinary street cars, and are open, with a place in the center for the motorist. They are run by gasoline engines having twenty horse power, and can make from twenty to thirty miles an hour. They are used for observation purposes, the cars are expected to prove very popular among tourists who take the trip for the sake of the scenery en route.

M. & ST. L. AT ST. PAUL

It Will Use the Union Station Terminals There.

Beginning next Friday, the Minneapolis & St. Louis road will use the union station terminals in St. Paul. Heretofore the St. Louis has landed its St. Paul passenger trains at the station, a ramshackle wooden structure located in the rear of the Northern Pacific general offices. This makes nine roads which utilize the union station, and that opportunity will shortly enter the union also.

MANKATO'S NEW STATION

Promised by the Milwaukee and Great Western.

The Great Western and Milwaukee lines are entering into an agreement to erect a new \$50,000 union station at Mankato. The structure will be ready for occupancy by winter. The Omaha road is a party to the station, and will continue to use its own station.

New Soo-Pacific Steamships.

The Soo Pacific route has added two new steamships to its Pacific fleet, the Tartar and Athenian. They are companion ships to the Empress of India and Empress of China, and will ply between Chicago and Duluth, built on the Clyde because of the heavy increase in Pacific tourist travel.

Whitney on Western Opportunities.

F. J. Whitney, general passenger agent of the Northern Pacific, in a recent address before a group of inspectors in the west, says he believes the prosperity of the western coast states is at its height. He predicts that crops this year are in fine condition, that the population in all localities is increasing steadily, and that opportunities for successful investment were never better.

CAPITAL CULLINGS

The probabilities are that General Bragg will be removed from Cuba or transferred to some other post.

Minister Duck, of Tokyo, cables that a Japanese naval vessel, the Matsushima, has been intercepted by the British ship, the Captain Rosehill, and prevented bloodshed.

Iowa postmasters appointed to-day: Flagler, Marion county; Booth, Foster, Monroe county; Allen Decker, Heston, Monroe county; H. A. Letzinger, Heston, Monroe county.

Advice from Manila state that the four teachers murdered in the island of Cebu were repeatedly warned not to penetrate beyond a certain point, but disregarded the advice.

John W. Ross, for twelve years a member of the board of commissioners of the district of Columbia, died here to-day after a lingering illness. He was born June 23, 1811, at Lewiston, Fulton county, Ill.

General Powell, minister to Mexico, has been requested by the department of state to affirm or deny charges by Senator Bailey that his connection with Mexican mining companies prevented him from assisting Dr. Scott and Mr. Masley, who were imprisoned by the Mexican authorities.

COMBINE IN WALL PAPER

New York, July 28.—Preliminary steps have been taken, according to the Journal of Commerce, for the combining of the capital of \$1,000,000 of the three existing wall paper manufacturing companies of New York.

Lawyers, Doctors, Dentists and all business men should read this. If the demand will warrant a distinct classification for each of the above, the Journal will accommodate you. Telephone for rates.

A Good Opportunity.

Presents itself but once in a life time. Yours may be on the Journal wall page to-day.

That tired, languid feeling and dull headache is very disagreeable. Take two of Carter's Little Liver Pills before retiring, and you will find relief. They never fail to do good.

MIDSUMMER SILK SALE AT Donadson's Glass Block

When the warm weather makes our customers loth to venture down town, we must keep up our business by making extra sacrifices in the goods we offer for special sale. These cuts in prices must be deep enough to make it worth your while to endure the discomforts of the heat or rain. When we offer silks for at least half price, and in many instances at half of what they cost us but a few months ago, we believe that our aisles should be filled by appreciative and economical customers.

WEDNESDAY

At the Eastern resorts this season the favorite silk has been the Satin Foulard, plain and broche.

These beautiful and most desirable silks of which we offer some 2300 yards, come in a bewildering assortment of patterns and colors, and sell at \$1 and \$1.25 per yard. Wednesday, you will find them displayed on our silk counter, marked to sell **46c** at, per yard.

We can only say: Come early for choice. This is really a great silk opportunity.

5,000 yards of New Novelty Silks in Stripes and Lace Figures, Taffetas, Shanghai, Regence Brocades, worth to \$1.00 a yard. And 500 yards of our 50c Jap Wash Cords, all go at this Mid-Summer sale, for a yard **32c**.

A limited quantity of the richest Moire Velour in white and black, a magnificent value at a dollar, for this day only **79c**.

25 pieces China Silks in all colors, 25 inches wide. Our regular stock. We have never sold a yard of this before for less than half a dollar a yard, and it is the best in the city at that. One day only, per yard **29c**.

TONS OF SAND TOSSED UP

Strange Underground Explosion in New York.

New York, July 28.—The town of Stratford, N. Y., has experienced, according to a Press dispatch from "Little Falls," a strange upheaval of the ground. Tons of sand, gravel and stones were tossed in the air and landed on a knoll twelve feet higher than their original setting place. The debris covered a space 100 feet square and is more than six feet deep. It is believed lightning ignited a vein of natural gas and caused an underground explosion.

MINNECHUBA AND HIWATHA

and many other of Longfellow's characters are depicted daily at Desbarats by the "Hawatha Drama." Round trip \$1.75 at ticket office, 119 So. Third St.

A wineglass full with meals and on retiring of

JOHANN HOFF'S EXTRACT strengthens the weak and debilitated.

MUNYON'S RHEUMATISM CURE

Insist upon JOHANN HOFF'S and you will not be disappointed. No substitute is "just as good."

BESSEY & MENDELSON CO. of New York, Sole Agents.

IF YOUR HAIR

is Gray, Straggled or Bleached, it can be restored to its beautiful color by The Imperial Hair Regenerator.

The acknowledged STANDARD HAIR RESTORATIVE. It is a safe, reliable, and effective. Correspondence confidential.

Imperial Chemical Mfg. Co., 115 W. 23d St., N.Y. Sold by Dillon Drug Co., successors to J. R. HOLLIN, 101 Washington St., N. H. Hegener, 207 Nicollet av.; Feely & Crocker, 515 Nicollet.

A RED NOSE CURED AT YOUR HOME

I can positively cure red nose, red face and blotch, pimples, ugly skin, no matter what the cause. Remedial in person or by letter is guaranteed.

JOHN H. WOODRUFF, Dermat. Inst., 314 State Street, Chicago.

BUSINESS MEN TAKE REA BROS. Cascarine

Tonic, Laxative and Cathartic. All Druggists, 50c.

HOLLAND-AMERICA LINE.

New York-Rotterdam-Via Bonaire-Sourabaya-Two-Screw Steamers Aug. 2, 10, a. m. Rotterdam-Rotterdam Aug. 16, 10, a. m. Rotterdam-Rotterdam Aug. 30, 10, a. m. Rotterdam-Rotterdam Sept. 13, 10, a. m. Rotterdam-Rotterdam Sept. 27, 10, a. m. Rotterdam-Rotterdam Oct. 11, 10, a. m. Rotterdam-Rotterdam Oct. 25, 10, a. m. Rotterdam-Rotterdam Nov. 8, 10, a. m. Rotterdam-Rotterdam Nov. 22, 10, a. m. Rotterdam-Rotterdam Dec. 6, 10, a. m. Rotterdam-Rotterdam Dec. 20, 10, a. m. Rotterdam-Rotterdam Jan. 3, 10, a. m. Rotterdam-Rotterdam Jan. 17, 10, a. m. Rotterdam-Rotterdam Jan. 31, 10, a. m. Rotterdam-Rotterdam Feb. 14, 10, a. m. Rotterdam-Rotterdam Feb. 28, 10, a. m. Rotterdam-Rotterdam Mar. 14, 10, a. m. Rotterdam-Rotterdam Mar. 28, 10, a. m. Rotterdam-Rotterdam Apr. 11, 10, a. m. Rotterdam-Rotterdam Apr. 25, 10, a. m. Rotterdam-Rotterdam May 9, 10, a. m. Rotterdam-Rotterdam May 23, 10, a. m. Rotterdam-Rotterdam Jun. 6, 10, a. m. Rotterdam-Rotterdam Jun. 20, 10, a. m. 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