

RAILROADS. RATES THEN AND NOW

A Twenty Years' Comparison Shows the Oft Cited Downward Tendency.

While Rates Have Decreased, Economic Operation Has Increased Train Earnings.

In its current issue the Commercial West makes an elaborate comparison of Great Northern freight rates from 1882 to 1902. Emphasis is placed on the downward tendency in the period of the management thus sharing profits with its patrons. The article says:

The report of the Railroad and Warehouse Commission of Minnesota for the year 1882 gives in full the report of the old Manitoba Railroad company for the fiscal year ending June 30, 1882. In that year the Manitoba company—now owned by the Great Northern Railway—had only 1,007.5 miles of road, of which 733.5 was in Minnesota. The only lines in North Dakota were from Fargo to Grand Forks, Grand Forks to Grafton, Grand Forks to Larimore, Breckenridge to Portland, and Ripon to Hope. The freight revenue per ton per mile was 2.15 cents, and the company company hauled a total of 1,007,536 tons of freight. Ten years later, in 1892, the freight revenue had been reduced to 1.24 cents per ton per mile, or more than one-half. In 1897, or twenty years later, the freight revenue per ton per mile had been reduced to .859 cent, or a little more than one-third of what it was in 1882, and the tonnage hauled had increased to 13,237,363 tons or over thirteen times.

"Probably no one will claim that a railroad could do business as cheaply in 1902 as in 1882. Wages were a great deal more in 1902, and yet, by increasing the volume of business thirteen times, the Manitoba and its succeeding Great Northern management under James J. Hill, reduced the freight earnings per ton per mile in 1902 to the same rate in 1882 as the parent did in 1882. The road would have collected \$30,329,676.20, while it only collected \$1,239,837.20 in 1882. The difference, \$29,089,839.00—a saving of the enormous sum of \$29,820,839.00.

"To bring about this great increase in business, it became necessary for the Great Northern to build new lines to develop traffic. In 1882 the only thru business the Great Northern had was via the Canadian Pacific at St. Vincent; otherwise the traffic was purely local. In 1892 the Great Northern had 8,417.38 miles of road, of which 1,492.99 was in Minnesota. In 1902 the Great Northern operated directly 5,338.48 miles of road, of which 1,958.38 was in Minnesota, and in addition owned 512.72 miles of road, which materially increased the earnings of the lines the company operated.

The Taxation Figures.
"The figures pertaining to railroad taxation tell a similar story of development in the interest of the people. In 1882 the Manitoba's tax bill was \$196,001.94; in 1892 this tax had grown to \$1,239,837.20. In 1882 Minnesota's proportion of the Manitoba earnings was \$6,102,179.89, on which the tax of 3 per cent amounted to \$183,065.40. In 1892 Minnesota's proportion of the Manitoba earnings was \$6,102,179.89, on which the tax of 3 per cent amounted to \$183,065.40. In 1902 the Great Northern paid the state of Minnesota \$272,263.63 as tax, and for the year ending June 30, 1902, it paid \$450,500.00; an increase over 1882 of \$304,885.55, and the increase is growing yearly.

"The benefit to the state is even greater than these figures indicate. What the state collects from interstate traffic, and how the development of that traffic has helped the state and everybody in it who pays taxes. The report of the railroad commission for 1882 states that the total revenue of Minnesota stations that year was \$5,279,433.05, which was purely local business. The tax on that at 3 per cent would be \$1,582,999.99; therefore in 1882 Minnesota received \$24,832.41 as a tax on interstate traffic.

"In 1902 the earnings from traffic local to Minnesota was \$6,819,186.91 and the tax at 3 per cent was \$2,045,755.07. Therefore of the total tax of \$47,450.95 paid the state in 1902 by the Great Northern, \$238,876.88 came from interstate traffic.

"This shows the result of the result that in twenty years the Great Northern built 1,220 miles of railroad in the state and reduced the local rates so that the earnings from all classes of traffic in Minnesota was but \$1,340,000 more in 1902 than in 1882, while the taxes on interstate traffic was \$284,000 more in 1902 than in 1882, or twelve times as great."

Train Earnings Increase.
As to train earnings, the article says: "The report of the Minnesota commission for 1882 throws light on this proposition. It shows that the Manitoba earned \$2.70 per train mile, and that the cost of operation was \$1.20 per train mile, leaving \$1.50 per train mile for profit. The report of 1902 shows that the Great Northern earned \$2.70 per train mile, and that the cost of operation was \$1.20 per train mile, leaving \$1.50 per train mile for profit. The report of 1902 shows that the Great Northern earned \$2.70 per train mile, and that the cost of operation was \$1.20 per train mile, leaving \$1.50 per train mile for profit.

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TRouble OVER RATES

Lines Threaten to Pull Out of Western Passenger Association.

Chicago, June 6.—Threats have been made by several of the lines to withdraw from the western passenger association unless the protesting business and then filing a tariff to cover it is not discontinued. There is a tendency to throw the blame on one or two of the lines, but it is said that nearly all are more or less at fault. Just now the row is over the coming movement of Modern Woodmen and Swedish Singers to Minneapolis and Minneapolis respectively. In the case of the former the agreement upon was one fare plus \$2. The Milwaukee claiming to have affidavits that the Great Western had contracted for the movement at \$18 from St. Paul, gave notice that this would be the Milwaukee's rate. The same practice was indulged in with respect to the movement of Swedish Singers, and recently with the movement of Foresters. The association is said to be in trouble over a threatened dissolution of the immigrant bureau. The Rock Island has already withdrawn.

DISTINGUISHED VISITORS

Chauncey Depew and Others Attend Omaha Road's Directors' Meeting.

St. Paul is entertaining distinguished men to-day at the directors' meeting of the Omaha road, following the annual meeting of the stockholders at Des Moines. Among the visitors are Chauncey Depew, Martin L. Sykes of New York; John M. Whitman of Chicago; Albert Keep of Lake Geneva, Wis.; W. K. Vanderbilt and Frederick Vanderbilt of New York; William McK. Twombly of New York; Martin Hughtill of Chicago; Horace G. Bart of Omaha; Byron Smith of Chicago; Thomas Wilson and John A. Humbird of St. Paul, and Day Kimball of Boston. General Manager A. W. Trenholm accompanied the party from Chicago.

D. & I. R. ANNUAL MEETING

Directors and Officers Elected—Meeting of Minnesota Iron Company.

Annual meetings of the Duluth & Iron Range railroad and the Minnesota Iron company were held yesterday. Officers were re-elected. J. H. Chandler, E. H. Gary, T. F. Cole, N. T. Hulst and N. H. White, five directors of the Iron Range, were re-elected, and A. A. Velle and Robert Angst completed the board. The directors elected the following officers: President, F. E. Heary; vice president, A. A. Velle; secretary, H. Johnson; treasurer, C. P. Corfield; assistant secretary and treasurer, Thomas Murray.

Union Pacific Earnings.

The report of the Union Pacific earnings for the last ten months, just made public, is significant. It shows that the earnings of the company for the ten months ended June 30 last year amounted to \$18,000,000, and for the month of April there was an increase in the gross earnings of nearly \$1,000,000, and the net earnings \$238,550. Outlets have made various estimates of the increased expense caused by the strike, and this amount has been well exceeded by increased expenditures of other descriptions, which include the purchase of a large amount of new rolling stock, seventy-one new locomotives being one of the latter items.

N. P. Improvements at Brainerd.

Brainerd, Minn., June 6.—The Northern Pacific has started to make some extensive improvements in its yards in this city. The tracks will all be changed and arrangements are being made for better accommodations.

RAILROAD NOTES.

The gross earnings of the Great Western for May were \$89,430. The Kansas City division of the Milwaukee is now open to Liberty, Mo., twenty miles north of Kansas City.

The Erie will compete for the Chicago east-bound traffic, especially for flour, more vigorously by moving the general freight offices from Cleveland to Chicago June 15.

The Omaha will run an excursion from Sioux City, Iowa, the rendezvous, to Deadwood, S. D., for the South Dakota Masonic association in Deadwood, June 8. Five hundred delegates will go by the Omaha route.

The Wisconsin Central has created a new division with headquarters at Manitowish. It is the part of the line that has heretofore been a part of the Chicago and North Western, and is carrying a large proportion of the flour tonnage from Minneapolis.

Paul D. Chandler, traveling freight agent of the Great Northern, has been made general agent of the Mutual Transit company and will have headquarters at St. Paul. The company has the bus and terminals of the former Northern Steamship company.

The Missouri will change its narrow gauge line running from Zumbro Falls to standard gauge on Sunday. The first train will be run Monday evening. The change will be made on a spread the rails from Maseppa to Zumbro in one day. To relieve the main line a good deal of freight will be sent by this new route.

It is learned that a large banking house whose standing and size should entitle it to at least a \$5,000,000 share in the Pennsylvania syndicate formed by Kuhn, Loeb & Co., and Speyer & Co., to underwrite the new issue, the anxious for a large amount of the underwriting, has been turned away with a paltry \$100,000 allotment. This circumstance is regarded as prima facie evidence that the managers of the syndicate believe their contract will yield great profits.

It is further assumed that the pressure on Pennsylvania stock is largely the result of the efforts of the syndicate and the Rockefeller interest. The latter practically dominates the syndicate—who wish to keep the stock at a price which will discourage stockholders from exercising their subscription rights.

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Passengers over the Omaha road, when trains stop at Hudson, Wisconsin, twenty-two miles from here, wonder why there are so many crippled people at the Hudson depot, and remark about the number of cripples who get off the trains at Hudson. They are going to consult the Bone-Setter. His beautiful place at Hudson, "Rose Villa," is the journey's end of hundreds of cripples who come from all over the union. Men, women, children and babies. Some of them cross the continent to get to Hudson. The Bone-Setter's fame for curing cripples has spread all over this country, like wildfire. And his work is certainly wonderful. To think that he cures cripples with his bare hands, without the least pain, is hard to believe. But it is true. Then he does not use plaster cast, stay, brace, knife, electricity, medicine or confine his patients to bed for a minute. How he does it with his bare hands is a mystery. If you are thinking of seeing the Bone-Setter, then you will have to write him before going to Hudson and let him state a time when he can see you, as all of his time is taken by appointment.

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Do Not Neglect Your Impaired Health.

Neglected disease has sacrificed fortunes of great magnitude and lives by the hundreds. Beautiful farms have grown up in weeds, the fences decayed, the buildings ruined, the vines and ivy have gradually developed. Occasional weakness is sometimes the first sign of falling power. The man who stops the cause and begins proper treatment then is restored so quickly that he does not appreciate what he avoided. Delay means a greater weakness, leading to spermatorrhea, night losses, atrophied means most must know it.

Numbered Among Its Victims are the Best of Men

Their youth promised success and their qualifications deserved it. Their manhood brought failure and poverty, and for no other cause. There are thousands upon thousands of men who would marry, save for this debility. There are those who are married and whose keenest affliction lies in the feeling that they are disqualified and that the one whose admiration means most must know it.

There Are Many Causes That Lead to It.

Debasing habits, excesses, overwork, dissipation and disease are among them. Or painful discharges, varicose or blood poison may exhaust the nerves by drain and irritation. The victim of weakness generally knows the cause. Loss of power gradually develops. Occasional weakness is sometimes the first sign of falling power. The man who stops the cause and begins proper treatment then is restored so quickly that he does not appreciate what he avoided. Delay means a greater weakness, leading to spermatorrhea, night losses, atrophied means most must know it.

The Evil Results are Both Physical and Mental

Weakness is the exhaustion of nerve power. It is nerve force that gives to man his vigor and vitality and makes him a capable man in every respect. The loss or exhaustion of nerve power is now confined to the organs. The nerves that control these organs belong to the system that operates every vital organ of the body. There is a sympathy existing through all the branches of the nervous system, and through this sympathy the weakness spreads, depressing the whole vital force. The brain power is lessened, the vitality and energy of the man are lost, and serious diseases of the stomach, kidneys and heart are certain to result from their weakened nerve power.

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