

RAILROADS.

TWIN LINE FIGURES

Comparison of Recent Annual Reports of Great Northern and Northern Pacific.

Mr. Hill's Train Load of Four Hundred and Forty-seven Tons Regarded as a Triumph.

Special to The Journal.

New York, Oct. 9.—The annual reports of the Great Northern and Northern Pacific, recently published, afford a very interesting comparison of the traffic statistics and the earnings returns are quite complete. The comparison between two roads that formerly were rivals for the trade of the great northwest and were administered along very different lines, but which now are both dominated by the policy of J. J. Hill in traffic matters is peculiarly interesting. It is not hard to trace in the changes of two years on the Northern Pacific the results of the adoption of Hill's methods—the suggestions of Mr. Hill put into execution, and the railroad genius of that master of cheap transportation turned into an asset for Northern Pacific.

The whole traffic history of the two railroads for the two years is contained in the following figures: *Means 600,000 omitted; **means 600,000 omitted.

Table with columns for Great Northern and Northern Pacific, listing various statistics such as Gross operating revenue, Passenger earnings, Freight earnings, etc.

Triumph of Railroad Age.

The most interesting figures in the list are possibly those relating to the trainload and carload on the two systems. It appears that the trainload on Mr. Hill's road has increased 6.89 per cent while on Northern Pacific it shows for revenue freight an actual decrease of 4.7 per cent for total carload, an increase of only .02 per cent. In this matter of trainload Great Northern has scored a decided victory over Northern Pacific. This has been accomplished in spite of the fact that the Northern Pacific's supply of engines has increased quite as fast as has the supply on the Great Northern, as is disclosed in the item "all engines." It is in fact a little difficult to see how Mr. Hill has managed to increase his trainload during the year. The reason for this is explained in certain eliminations of grades that have been carried on steadily throughout the year, and in a rigorous oversight exercised with regard to the loading of cars. Several railroad critics who have studied Mr. Hill's traffic statistics for the year agree that his trainload of 447 tons is in spite of the fact that a trainload five years ago was not dreamed of.

The showing of Great Northern in this respect is all the more remarkable in view of the fact that the "helping mileage" on the system shows a reduction of 18.73 per cent. Mr. Hill himself attributes the increased trainload to the improved condition of the railway and equipment, but the fact remains that the railway and equipment of the Northern Pacific have improved quite as rapidly as has the railway and equipment of the Great Northern. Moreover, the "helping mileage" on the system shows a reduction of 18.73 per cent. Mr. Hill himself attributes the increased trainload to the improved condition of the railway and equipment, but the fact remains that the railway and equipment of the Northern Pacific have improved quite as rapidly as has the railway and equipment of the Great Northern.

How It Was Done. The car load on the Great Northern shows an increase of 6.48 per cent and on the Northern Pacific of 3.46 per cent. The large increase on the Hill road is doubtless the basis of the big mileage in train load. Mr. Hill explains that the increase in car load is due to the introduction of more powerful locomotives and cars of greater capacity. Mr. Hill's explanation is not considered adequate. Northern Pacific has increased its equipment and bettered it along exactly the same lines followed by Mr. Hill. It is true that Mr. Hill's freight equipment for the year shows a considerably greater increase than does that of Northern Pacific, and this fact doubtless accounts for some of the discrepancy between the car load figures of the two systems, but it is a little difficult to see why it is that Mr. Hill can get more than two tons more of freight in each car than can the management of Northern Pacific.

Rate Statistics. The statistics on rates are also very interesting. The average rate per ton mile on Northern Pacific has decreased 4.67 per cent, while on the Hill road it is practically stationary. Here is the result of the Northern Securities company in a nutshell. Northern Pacific has reduced its rates to almost an exact level with the rates of Great Northern on freight. Inasmuch as Mr. Hill is the greatest specialist on freight traffic and economy in freight handling this reduction during one year must be looked upon as rather

a remarkable achievement, particularly as it has been accompanied by no remarkable decline in the net revenue from freight.

Passenger Earnings. The statistics have increased their passenger earnings per train mile, Northern Pacific by 3.65 per cent and Great Northern by 6.36 per cent. In the case of Northern Pacific this has been accomplished in spite of a reduction in the average rate per passenger per mile, probably on account of the fact that the "helping" mileage on passenger trains shows an increase of over 44 per cent.

If the rates statistics prove any one thing more than another it is that during the fiscal year 1903 nothing has been done by the traffic department of either Great Northern or Northern Pacific to indicate that either the traveling public or the shippers of the northwest are in any way threatened or incommoded by the co-operation of these two roads so long as their traffic departments are separate. From the statistics it would appear that the shippers along the line of Northern Pacific are particularly and directly benefited in the matter of freight rates.

Earnings in General. In the matter of earnings both roads must be congratulated. Northern Pacific has increased its gross 9.5 per cent while Great Northern has recorded an increase in gross per mile of 8.2 per cent. It is noteworthy that the freight earnings on Northern Pacific in 1903 were 72 per cent of the entire earnings as against 73 per cent last year, while passenger earnings this year were 23 per cent as against 22 per cent last year. On Great Northern freight earnings also decreased from 75 per cent to 75 per cent, while passenger earnings only increased from 18.49 per cent to 18.57 per cent.

Both roads appear to have made greater gains proportionately in their passenger operations than in their freight. This is attributed to the fact that the movement of passengers has been steadily growing as the country increases in prosperity, particularly the movement of local passenger traffic. This is brought out quite clearly by the fact that while the number of passengers carried by the Northern Pacific increased 20 per cent the number carried one mile increased but 12 per cent. The increases on Northern Pacific are 21 per cent and 15 per cent respectively, showing that Mr. Hill's country has developed local passenger traffic faster than has the territory of Northern Pacific. This is very natural in view of the fact that the northern territory is receiving more settlers than the southern each year.

Great Prosperity. On the whole the traffic statistics indicate prosperity, greater perhaps than is enjoyed by any other group of railroads on the continent. The large increase in the operating expenses per mile on both roads indicated in the third item of the list, is the only one in the continent. When taken in conjunction with the remainder of the list, as it logically should be taken, it would appear that this heavy increase, due to the increased cost of labor, material and supplies, is treated a little too seriously both by the railroad authorities and by the public at large.

BASIS FOR IMPORTS

Eastern and Western Roads Will Prefer Favors to Imports.

At a conference of eastern and western railroad men in New York, to fix import rates on a basis which will prevent the shipment of foreign goods west at rates lower than those on domestic goods, it has been agreed to establish a regular tariff of rates from Atlantic and gulf ports to the middle west, with the tariff from Baltimore to the middle west as a basis. The gulf roads will be allowed a 10 per cent cut in the latest tariff in their favor. The rates from the gulf to the middle west have been in a chaotic state for some time, the gulf roads having no fixed system or any basis for making rates. They have been cutting below the rates made by eastern trunk lines to the same points, so that in many instances rates could be obtained to middle western cities from European points by the way of the gulf ports than thru the eastern ports.

R. I. ANNUAL MEETING

No Action on Bond Issue—Directors Are Re-elected.

An adjourned meeting of the stockholders of the Rock Island was held Jan. 7 at Davenport. At the meeting yesterday no action was taken on the proposed bond issue of \$250,000,000. The action of the directors and officers for the past year was approved, also the purchase of the Rock Island & Peoria and of the Burlington, Cedar Rapids & Northern. Directors whose terms expired were re-elected as follows: R. R. Cable and J. N. Moore of Chicago, E. E. Hine, A. E. Orr and O. G. Burt of New York. The financial report for the year ending June 30 as of the end of the fiscal year formerly was March 31. The gross earnings were \$42,752,855; net earnings \$16,875,457; surplus at close of business \$3,850,262; expenditures for additions and improvements \$2,530,224; for equipment \$5,700,000.

G. N.'S STATEMENT

Railroad Gives Its Side of Difference with Car Men.

The Great Northern road gives the following version of the car men wage question. The request of the car men is for a new set of rules governing conditions of employment and for a general increase in the rates of compensation. The position taken by the company at the conference was that the rates now paid its car men are as high as those paid generally by neighboring lines and that, in view of the fact that business conditions are now such that it is possible to secure all of the men required for the various car shops along the line, and as, since the last increase made, there have been no marked increases in the cost of living, the request for a general increase could not be considered.

The company has, however, within a few weeks, gone over the rates of pay for its car men and made certain increases, which places the rates on a fair basis with the rates paid by neighboring lines. Inasmuch as there is no exception taken to the working rules at present in effect, there was no apparent necessity for drafting another set of regulations, and, for

DONALDSON'S GLASS BLOCK.

LOOK FOR OUR GENERAL ADVERTISEMENT ON PAGE 9.

"The Proper Study of Mankind is Man"

This maxim may be applied with pertinency to our department of Men's Clothes. Long before starting this now famous department, we made a careful study of their needs, tastes, points of view, etc., and thus we came to know how to best serve them. And this is the great purpose of this store—satisfactory service. We want them to tell us if mistakes occur as we shall gladly right all blunders and thus retain their patronage.

Judge Us by These Pre-eminent Saturday Values.

SHOES! SHOES!

Surprising? Yes, But Actual Facts!



Briefly, all our \$3.50 (Men's) shoes in our magnificent second floor department is marked for Saturday selling \$2.50. Why? Just to get the men of the Twin Cities acquainted with this stock—to get them to know that we can do better for them

than any exclusive shoe store. There is no reserve—every \$3.50 shoe in the house is yours on Saturday for \$2.50

Remember, this is a new department—hence the styles are new and needless to say made by the best makers. We show them in box calf, velour calf and patent leather, also in vici kid. Shoes for dress or street wear, Saturday \$2.50



Men's Clothes.

Second Floor.

SATURDAY—A special showing of Men's high grade suits and overcoats. Every garment is NEW. Correctly attired gentlemen will find in our new Dept. all that is desirable and correct in suits and overcoats.

Kensington Clothes.

Conceded to be the best in the world; equaled only by the highest class exclusive custom tailors, who charge double what we ask.

The garments offered here are as perfect in style, fit and finish, as if made to your measure, by the best custom tailor, but they are much lower in price. Our special Suits and Overcoats made exclusively for us, priced at

\$15 \$12.50 \$10 Suits and Overcoats, value \$18 and \$20.00. Special for Saturday at only \$15

Men's and Young Men's Extra Trousers. In largest assortment of patterns and fabrics. Fit guaranteed. Prices unquestionably the lowest for quality and workmanship, at

\$1.95, \$2.98, \$3.50, \$3.98, \$4.95, \$6.00, \$7.50 to \$10.00

Kensington Suits at \$18, \$20, \$22.50, \$25, \$27.50, \$30 to \$55.00.

Overcoats at \$22.50, \$25, \$27.50, \$30, \$35, \$40 to \$55.

May we prove this assertion? Always pleased to show you whether you purchase or not.



KENSINGTON CLOTHES.

Men's Furnishings--Main Floor

This department is daily growing in public favor. It is so easily accessible (new entrance 6th and Nicollet) and constantly carries the latest dependable haberdashery at unquestionably the lowest prices.

Men's Shirts, in percale with most perfect handsome patterns, best qualities you \$1 AND \$1.50 can see anywhere, for... Men's Hosiery, of wool cassimere or fancy cotton, extra special for tomorrow... 21c

Men's Hosiery, of wool cassimere or fancy cotton, extra special for tomorrow... 21c. Neckwear, Donaldson famous neckwear, always something new to show, finest quality silks... 50c. Night Robes, Domet Flannel Night Robes, new colorings, extra long and full, extra good quality, at extra low price... 50c. Handsome Domet Night Robes, at... \$2 \$1.50 \$1

Men's Wash Vests for day or evening wear. They are very stylish and the proper waistcoat to wear. We are showing the largest assortment of handsome colorings and plain white Vests in the Twin Cities. Priced specially low, at \$1.50, \$1.98, \$2.50, \$2.98, \$3.50, \$3.98, \$5. Clothing Department--2nd Floor.

How About Your Underwear?

Here's a chance to replenish—Main Floor.

Men's Underwear. Special Sale.

Men's heavy fleeced cotton undershirts or drawers with double ribbed cuff and ankle, twin needle seams throughout. 35c Special Saturday... Men's heavy fleeced ecru ribbed cotton union suits, very elastic; sizes 38 and 40; reg. \$1.50 quality. Special Saturday, 89c Men's heavy natural wool undershirts or drawers, broken line of sizes; reg. \$1.00 quality. Special Saturday... 69c

New Fall Hats and Caps.

Whatever your taste, whatever your needs, we can supply. This is one of the best equipped departments in the United States, and every hat is new, nobby and stylish.

Extra good Hats for... \$2 Our Standard Hats, equal to the average \$2.50 \$3 hats, for \$3 hats, for the best \$3.00 to be obtained, for... \$3.50 Silk Hats, Opera Hats, Second Floor. Men's and young men's Caps, latest styles, 50c 75c \$1 and \$1.50 up.

Boys' and Youths' Clothes

The treatment accorded them as boys will make permanent customers of them when they attain manhood.

Special Sale youths' Long Pant Suits and Long Overcoats, 14 to 20 years, single or double breasted suits in blue chevrot and a handsome dark gray overcoat, long and same style as our \$12 coats, a genuine bargain. Saturday only... \$4.98

Children's Russian Overcoats, 2 1/2 to 8 years, in blues, grays, reds and rich browns, made long, with full bottom, 2 rows brass buttons, belt in back, look exactly like our \$8 Russian coats, sell regularly at \$3.98 \$5. Special for Saturday only...

Very Important. Not alone do we correctly clothe you from head to foot, but in addition serve on the fourth floor in the new cafe, the best steaks and chops in the Twin Cities. There is a smoking room in connection.

TWO ROADS REPORT

Figures of the Omaha and the Duluth, Missabe & Northern.

The Omaha and the Duluth, Missabe & Northern annual reports were filed yesterday with the state commission. The Omaha earned \$12,111,314 gross, of which \$4,363,512 was earned in Minnesota. Operating expenses were \$7,656,863 and the net income \$2,815,222. The total accumulated surplus is \$3,800,912. Six per cent was paid on common and 7 per cent on preferred stock. Freight traffic in the state yielded \$3,003,707 and passenger \$1,121,291. Operating expenses in the state were \$2,370,747.

GREAT NORTHERN MEETING

Six Stockholders Were Present Representing Majority of Stock.

The annual meeting of the St. Paul, Minneapolis & Manitoba company was adjourned yesterday in St. Paul without the transaction of business. At the annual meeting of the Great Northern in New York were present six stockholders, two of whom were clerks in the Great Northern offices and two general officers of the Northern Securities company. R. I. Farrington, M. D. Grover and Edward Sawyer were re-elected directors. A majority of the stock was represented.

WINCHELL MAY GET IT

L. F. Day Said to Have Been Offered Rock Island Place.

B. L. Winchell, vice president and general manager of the Frisco road, is likely to be made traffic director of the Rock Island. The position is said to have been offered to L. F. Day of the St. Louis, W. B. Bidde of the Santa Fe and Darius Miller of the Burlington and to a traffic official of the Pennsylvania. All declined.

Miller's Name Again.

Butte, Mont., Oct. 4.—The last rumor in railroad circles in the west is to the effect that Darius Miller will be the next president of the Northern Pacific. He has been president of the Cotton Belt line and several other prominent roads in the south and just at present his name seems to be most prominent for the place.

Merchants Ask Low Rates.

Chicago, Oct. 9.—The action of eastern railroads in cutting off reduced rates which for years have been granted for the monthly trips of merchants and traveling men was discussed at the monthly meeting of the Central Passenger association, by committees appointed by the commercial organizations in New York, Pittsburg and Chicago. The merchants made an urgent demand for the restoration of the rate of one and one-third fare for the

RAILROAD NOTES

The interstate commerce commission will be in Chicago Nov. 9 to renew the hearing upon the charge brought against the elevator system of the Union Pacific. It is understood that sensational testimony regarding allowances to favored elevators has been discovered.

B. & O. Earnings.

The total earnings from operation of the entire Baltimore & Ohio system for July and August were \$12,800,898.88, an increase of \$1,237,531.28. The net earnings were \$5,064,847.92, an increase of \$631,540.05. The fixed charges, including interest, rentals and taxes, were approximately \$2,000,000.

MR. BALCH'S BONDS GONE

Minneapolis Man Leaves Grip Containing Valuables on Station Seat—It Disappears.

Henry F. Balch, residing at 2001 Second, avenue S, lost a suit case containing \$2,000 in negotiable railroad bonds, two valuable building contracts between himself and the Newton & Northwestern railroad and a wallet in which were several other valuable contracts and personal papers. He left the case on a bench in the North-Western depot in Chicago while he walked to a tank for a drink of water. When he returned the grip was missing.

SPAULDING & CO.

CHICAGO Goldsmiths Silversmiths and Jewelers Importers of Diamonds Precious Stones Watches and Art Goods Producers of Rich Jewelry and Silverware Special and artistic designs furnished. Correct and latest forms in Fine Stationery. Our "Suggestion Book" mailed on application. Jackson Boulevard, Corner State Street, Chicago.

Advertisement for van Houten's Cocoa, featuring the text 'Perfect beverage, light and delicate, invigorating and sustaining. Best & Goes Farthest' with a decorative border.