

IN SEPTEMBER

The Minneapolis Journal carried

177,308

more lines of advertising than any other newspaper in Minneapolis or St. Paul.

The Journal's average circulation for September was

77,512

A gain over September, 1905, of

9,469

THE JOURNAL

VOLUME XXVIII—NO. 328.

LUCIAN SWIFT, MANAGER. J. S. McLain, EDITOR.

PUBLISHED EVERY DAY

SUBSCRIPTION RATES BY MAIL: Daily and Sunday, per month, \$2.00; Daily only, per month, \$1.50; Sunday only, per month, \$1.00.

BY CARRIER OUTSIDE THE CITY: Daily and Sunday, one month, \$2.00.

BY CARRIER IN MINNEAPOLIS AND SUBURBS: Daily and Sunday, one month, \$1.50.

The Standard Convicted.

The conviction of the Standard Oil company under the Valentine law of Ohio harks back to the time when David K. Watson, the young attorney general of Ohio, began proceedings against the Standard Oil trust as illegal. He succeeded in having the supreme court decree the illegality of the trust and secured an order dissolving it. Here began a long game of hounds and hare which the Standard Oil company is playing still. The attorney for the Standard, the same Mr. Dodd, whose fearful defenses of Rockefeller have recently convulsed the country with laughter, went before the judges informally and pleaded for time in which to dissolve the trust. It would take time to find the original owners of the stock in the constituent companies and to arrange for an exchange. The judges were easy and he got time. This was in 1897. In 1897 the lachrymose Mr. Dodd was still taking time. There were 477,881 of the original 972,000 trust certificates still unexchanged and these were in the hands of liquidating trustees. Nobody was hurrying to liquidate. The owners were receiving their dividends thru the trust as before and presumably it was dictating the price of oil and exercising the executive functions of the subordinate companies as before. The decision of the supreme court had been nullified and the judges made a laughing stock by the pretence of liquidation, which did not and was not intended to liquidate.

The year 1897 saw the entry of George M. Rice on the field of operations. Mr. Rice had become convinced that the trust was not being dissolved and he went to the attorney general with his complaint. The attorney general was Frank S. Monnett, who was the second law officer to interfere with the Standard's way of doing business. Together they discovered the evidence that the trust certificates had not been canceled, that the trust still owned and operated the Standard Oil company of Ohio contrary to the supreme court decree, and together they framed up a scheme to get John D. Rockefeller on the witness stand. The trust magnate took the oath and told his story in reference proceedings in New York. It is this testimony which was introduced in the suit at Findlay, Ohio, the other day. But Monnett never got his suit to completion. The trust stood him off until the convention of his party was held. It defeated him for renomination and his successor dismissed all the proceedings.

Act three in this drama has just been staged at Findlay, where the Standard has been convicted of violation of the Valentine law. The Valentine law is a new one, which prohibits combinations in restraint of trade and to fix prices. It was shown that the Standard Oil company was still a trust, that the Standard Oil company of Ohio is still a part of it and that subsequent to the passage of the Valentine law the Standard Oil company of Ohio had submitted to the Standard Oil company of New Jersey with headquarters at 26 Broadway, New York, and that thereafter than in his business of the company had been transacted.

The jury wrestled with the matter for several days and at last brought in a verdict of guilty. Of course the point of all these prosecutions from the Waters-Pierce case in Missouri to the Standard Oil case in Ohio is that while there is a pretence of competition none of these Standard Oil companies compete at all with each other, but fiercely with outside companies. Instead of promoting friendly competition they, with an immense capital behind them, crush it and take the whole field. They do so in direct violation of law; the trust has long since been ordered to dissolve and depart, but has impudently defied the laws of God and man by maintaining its position and its monopoly.

Former Boss Filley of St. Louis declares that the republicans carried Mis-

souri because 55,000 democrats stayed at home. There never were that number of democrats stayed at home on election day in the history of the world. What would their wives say?

Half a Billion for Hauling.

The good-roads movement is showing results these days, thanks on the one hand to a better understanding on the part of the farmer of the advantages accruing from improved highways and to the influence, working from the other end, of the man who runs the automobile. Some of the worst roads have been bettered. There is a world of work yet to be done, and it is a long look forward to the time when our country will have such highways as England and France. Indeed, it may be doubted if we ever equal them in proportion of length and territory covered, since our country, even in the older settled east, had the railroad while yet comparatively young, and in the west the iron rail often went in advance of the turnpike. England still has her highways built by the Romans in the early days, when all land transportation was by crude method.

Quite the most commonsense illustration of the benefits of road improvement appears in a recent number of the Wall Street Journal. A calculation shows the expense of moving commodities over the country roads. In a year the amount of tonnage received at all railway stations in the country is approximately 700,000,000 tons. From this must be taken manufacturers, merchandise and the products of the mines. There is left 250,000,000 tons of freight which, before reaching the railroads, must be transported overland for a greater or less distance. As closely as anyone can figure it out, the cost of hauling freight over a country road, all elements considered, is 25 cents per ton mile, or \$2 a ton for an eight-mile haul, probably the average distance. Hence, the figures do not claim infallibility, it cost approximately \$500,000,000 for this country hauling of what afterward becomes railway tonnage. This takes no account of freight hauled away from stations.

Here is a new and practical presentation of a subject often considered principally without regard to economic benefit. Every dollar put into good roads is so much towards greater internal economy and the greater conservation of wealth.

How can a man clean up a million in a dirty deal?

The Case of Miss Magie.

The Journal has received a letter from "A Stenographer" commenting upon the performance of the Chicago girl who advertised herself for sale and suggesting that the newspapers have given her free publicity to the detriment of girl stenographers who are maintaining themselves and for whom life is not a hell. The Journal is inclined to think that Stenographer is mistaken in this estimate of the effect of the advertising given to the Chicago girl's letter. Evidently she was better adapted to the line of endeavor she has now undertaken than to stenography. She will have a brief meteoric career before the public and she will disappear. Meanwhile she may have done some good to the stenographers of the country.

To be a good stenographer is not easy. Those who strive for excellence in their profession and attain it do not have to work for \$10 a week. But even that sum is better than a public sale of one's self.

The wage-earning class of young women in this country are deserving and honest. The greatest handicap they have in the race of life is the existing prejudice against paying the young woman as much as is cheerfully paid the young man for the same service. If publicity of one girl's real or fancied woes will tend to break down this barrier to success, the stenographers of America should be grateful and not hostile to Miss Magie of Chicago.

In conclusion Stenographer advises The Journal when it has any free advertising to give it to some Minneapolis girl who is trying to advance herself in an honest way. This The Journal will always gladly do and would have done it in this case, if "A Stenographer" had sent his or her name with his or her letter.

Harriman owns one-fifth of the Illinois Central stock. Why shouldn't he control the property? His control of other railroad properties is based on an ownership no larger. Railroad control under present anomalous condi-

tions is not necessarily based on railroad ownership. The flight of Stuyvesant Fish on behalf of the small stockholder for the independence of the Illinois Central system ought to win. But will it?

Misplaced Credit.

Governor Johnson, at the opening of the legislature in which Mr. Cole served his second term, sent in a message, as the custom and the law provide. In that message, among other things, he called the attention of the legislature to the thousands of acres of lowlands in the north that could be redeemed from waste by drainage, and he urged the legislature to redeem the state's pledge to the federal government that it would drain the swamp lands that had been given to it for that purpose. Thereupon Mr. Cole appeared as the champion of drainage. In the same message, the governor urged the need of greater attention to good roads, and thereupon Mr. Cole appeared as the champion of good roads. He also urged that steps be taken to attract to Minnesota the stream of immigration that is going to other states and to Canada. Thereupon Mr. Cole became a champion of immigration.—Duluth Herald.

Our Duluth contemporary is doing its best to add to the hilarity of the campaign. The foregoing is worthy of a place in the joke book. Of course, Governor Johnson's friends are out to claim everything that has happened in the last two years as campaign thunder. That is their business, but they really ought not to trifle with the intelligence of the public.

Governor Johnson's recommendations referred to were made in recognition of movements started years before he became governor, movements in which A. L. Cole had a prominent hand. When in the legislature himself, the governor voted against drainage appropriations, and it simply won't do to claim that he is the father of drainage. That is "to laugh." The state had been appropriating money for drainage for years before that message was written. In previous sessions Senator John A. Johnson had opposed the appropriations, and A. L. Cole had worked for them.

When in the senate, Governor Johnson was not a pusher for good roads. A. L. Cole assisted in the fruitless attempt to pass a highway commission bill in the 1903 session, his first experience at the capitol. He was a good roads advocate, like thousands of others, before that message was written, and the message did not tell him anything that he did not know already.

As to immigration, A. L. Cole was a supporter in 1903 of the bill introduced by Representative John L. Olson, creating a state immigration bureau. That bill failed of passage, but the contest stirred public sentiment, and Governor Johnson incorporated the idea into his message. It was no new thing to Mr. Cole or to any of the other members.

A. L. Cole was a worker in each of the three causes mentioned, before Governor Johnson dignified them with mention. Having said his say, the governor did nothing more. A. L. Cole resumed work in 1905 where he had left off at the previous session, and by his energetic labors got results. He introduced the bill for a comprehensive system of drainage, an idea which had not occurred to the governor, and followed it to passage. He introduced another immigration bureau bill and was successful in getting it enacted. He also fathered the law putting state land purchasers on a home-stead basis, another idea which did not originate with the governor. Mr. Cole was a member of the subcommittee which took up the highway commission bill introduced by Representative Ole Peterson, and himself made the final draft of the bill which harmonized differences and resulted in a law. He never played the part of a trailer, seeking political glory and strutting in borrowed plumes. He went ahead and got results, and it does seem that he should be conceded credit for what he accomplished, even by partizan opponents.

Henry Vandyk's additions to the national hymn show a disposition to sentimentalize it. When the Rev. Sam Smith wrote "I love thy rocks and rills, Thy woods and temples hilla," he thought he was putting it over the whole country, but Dr. Vandyk wants more specifications. He wants a verse to tell about the great lakes and another to boom the sunny southland. If this is going to be done, we must insist upon a few lines to tell about the Red River valley, the world's bread-basket. Has any national hymn ever done justice to this subject? Or has the winter wheat region ever been touched up? We opine that Dr. Vandyk will find difficulty in getting the country to agree to his amendments. Better let the old song alone.

Yardman of Mississippi wants the fifteenth amendment to the constitution repealed so that the negro may be relegated to his proper position of legal as well as social inferiority. Yardman is even willing to go to the senate to help bring this about. Noble self-sacrifice!

Imagine the alarm of Richmond P. Hobson when he learns that Great Britain has built two Dreadnaughts disguised as cruisers. He will insist on our building seven Topnotchers disguised as ferryboats.

A Chicago woman has written a letter commending the work of the police who guard the down-town streets and help women over the crossings. Heaven, what will a policeman do with a compliment!

The highest state court in New York has decided that 80-cent gas is high enough. Nearly all gas users feel the same way.

There is a suspicion abroad that G. Cleveland might have unpacked his heart about Hearst in fewer words.

The spectacle of Tammany's boss denouncing the blacklisting of candi-

dates is highly edifying. Reminds one somehow of the ancient adage about what happens when thieves fall out.

We have heard much of the Canadian banking laws, but just the same a Toronto banker shows up with a natty, fetching little \$2,000,000 shortage that would do honor to the United States.

Vice President Fairbanks has warmly endorsed Governor Cummins of Iowa. If he could find a man who had done as much for Taft as Cummins has for Shaw, he would endorse him also.

The republican leaders want a smaller majority in the next congress, a big one is unwieldy. But possibly the people are going to do the welding themselves in the next congress.

More court news (this time via the New York Press): Mrs. Roosevelt is simply gowned when she attends church. But the word "gowned" is in itself suspicious.

"I am the state," said Louis XIV, and swelled up perceptibly. "But I am the United States," said John D., and grabbed the pot.

A Kendall's, Wis., farmer had his stomach cut out and is well again. He will now begin at once to abuse and overload his digestive tract.

There are now thirty-one negro banks in the country where the dark man, coming with a bundle, may see the color of his money.

A London doctor contends that every man should have a silent hour at his home every day. It is a working scheme for bachelors.

Diamonds have gone up 20 per cent in price, but for collateral they stand about where they did last year.

The St. Petersburg "League of Octoberists" are explaining that October 1907 is what they really meant.

Yes, Chauncey M. Depew is getting better. He was down where he could not be any worse.

Mrs. T. C. Platt was once on the stage. No, she was not in the o-g-n-l-f-a-s-t-t.

If Sam Jones had gone into politics he might have been as big a fool as Tillman.

Has Mr. Burton any more rehearsals coming? Yes! No!

What Other People Think

Light up the Viaduct.

To the Editor of The Journal. Why is it that the street lamps under the viaduct at the Tenth Avenue bridge are extinguished so early, or are they not in use at all? These unfortunate men who go to work early, between 5 and 6 o'clock, are compelled to pass thru a dark, dismal passage, feeling their way by the wall—while the man who rides a bicycle is in momentary peril of sustaining injuries by running into some small obstruction. It wouldn't cost much and it would certainly be a step in the way of civic betterment to have these lights burn at that time. —One of the Unfortunates.

Access to a Meandered Lake.

To the Editor of The Journal. How can you get to a government lake if no public road runs to it and farmers won't let you cross their land to get to the lake? The city farmer who owns the land does all the hunting. —H. G. Wilmar, Minn., Oct. 18.

If the entire shore line of the lake in private hands, there is no way for the public to have access to it, except by prevailing on the county commissioners to condemn a strip thru private property for a road. The cost of such a road would have to be paid by assessments, and it would be necessary to show that some public benefit would be derived.

AMUSEMENTS

Metropolitan—"The Woman Hater."

After seeing Harry Beresford in "The Woman Hater" at the Metropolitan one can remember distinctly that he laughed almost continuously for two hours and yet cannot recollect a single thing he heard worth laughing at. Which leads to the conclusion that not what he says but the way he says it, what he does and Mr. Beresford to keep his audience in a state of laughter from the moment he appears till the final curtain falls. "The Woman Hater" called a farce-comedy by its author, David D. Lloyd, is a farce made from one situation, which is neither novel, funny nor involved, spread over four acts. The lines are utterly commonplace, so much so that it is doubtful if a single phrase lingers in the auditor's memory five minutes after he leaves the theater. Yet it is impossible to not to laugh, and laugh heartily thru the entire performance. If you can't laugh at the farce you must laugh at the others about you who are, so the performance gets its audience going and coming. "The Woman Hater" is work is perfectly unnatural and completely funny. His burbling accent is funny. His facial contortions are convulsing. His walk is provocative and mysterious. It is a question whether he could do anything with a piece calling for anything like realistic acting, but in an utter absurdity like "The Woman Hater" his bizarre methods get mighty tangible returns in laughter and applause.

Supporting Mr. Beresford are Harry C. Hookey and several others. Mr. Hookey takes the part of George Robbins. His work is reflection of that of the principal in the role of Samuel Bundy. The remainder of the cast fails to make an impression. Whether the fault is that of the author or the actors is a question hard to answer, but the chances are that it is a toss-up between them.

"The Woman Hater" is for laughing purposes and clever wit and jest necessary to laugh a night away as if by magic, accompanied by the most stirring and sparkling melodies ever written by Sousa. The engagements will be for four nights and Wednesday matinee.

Vance and Sullivan's play of California life is playing to big business at the Bijou. The play is a realistic scene, notably a terrible fight in a concert hall, and the walking of a rope from the top of a burning building to the top of an-

other by the hero, with the heroine on his back. The performances of tonight, tomorrow afternoon and evening will conclude the engagement.

Charles E. Blaney's "Young Buffalo, King of the Wild West," which comes to the Bijou Sunday afternoon this week's engagement, is a sensational melodrama with plenty of shooting and excitement. There are thirty in the company, including genuine Sioux Indians from the Pine Ridge reservation, South Dakota. The play deals with life in Arizona, and centers around the attempt of the villain to wrest the Golden Nugget mine from the heroine.

The infant class in modern vaudeville has been introduced to the patronage of the Orpheum theater this week under the title of Gus Edwards school. Boys and Girls. As a New York vaudeville novelty playing its first western engagement this little group of juvenile singers, dancers and comedians attracts especial interest. In the past they have won their every appearance results entirely from the delightful schoolroom atmosphere surrounding the "young comic opera" produced by the five girls and four boys in the cast.

"Ransom's Folly" continues to be an excellent drawing card at the Lyceum, the Frayleys presenting most creditable performances of Richard Harding Davis' excellent American army play. Next week the company will appear in "The Trials," Winston Churchill's dramatization of his own beautiful novel of love and war.

The amateurs will hold the boards at the Lyceum tonight, and an extraordinarily funny program is promised. Several aspirants for vaudeville honors will appear for the first time on any stage. The best of the professional bill will also be given.

Minnesota Politics

Lotus Declares Cole Was a Sincere and Hearty Supporter of the Demurrage Bill All During the Contest—Some Figures as to Patronage Controlled by the Governor—Heavy Firing in the Northwest.

Speeches today—Republican: A. L. Cole, Moses E. Clapp and J. Adam Bede on iron range, at McKinley, Aurora, Mesabie, Embarras, Duluth, and Pillsbury; Nelson at Sacred Heart; J. F. Jacobson at Fergus Falls; Frank M. Eddy at Walker; James T. McLeary and Halvor Steenerson at Hill; J. Volstead at Paynesville; D. F. Reese at Lyle.

Democratic: John A. Johnson at Staples, noon, and Brainerd, evening; T. D. O'Brien at Park Rapids; P. M. Magnusson and D. M. Eddy at Atwater; Anton Schaefer and T. R. Kane at Wabasso; Edward Peterson at Cottonwood; Elmar Holdale at Fosston.

George S. Loftus, commissioner of the Minnesota Shippers and Receivers' association, says that A. L. Cole was a sincere supporter of the reciprocal demurrage bill in the legislature. The bill was introduced at the request of this association, and Mr. Loftus was the principal lobbyist for its passage, so he is in a position to know, and to refute the campaign claims that have been circulated. He says that Mr. Cole, like a good many other shippers, objected to the Klein amendment, under which shippers would receive credit for unloading cars in less time than the limit. He did not think this provision would have the effect intended, but even after the adoption of the amendment Mr. Cole supported the bill to its passage at the senate. He was of material assistance to the association after it came before the senate.

Some curious republicans have been investigating the patronage controlled by the governor, and have reached interesting conclusions. The appointments made or controlled by the governor number fully 300, and include a majority of fees, but about one-fourth of them receiving only a per diem and expense allowance for services on the various boards. This does not count any of the employees of the board of control or the state institutions, which are supposed to be free from politics.

The annual salary roll controlled by Governor Johnson's appointive power, including fees and per diem allowances, will exceed \$250,000. In fact it is probable that it reaches \$300,000 a year. It is a tremendous machine if handled for political purposes, and the assessment for the democratic campaign, if leveled all the way down the line on salary and fee officers, ought to realize between \$20,000 and \$25,000.

Frank M. Eddy made a speech the other evening at J. F. Jacobson's home, Madison. Eddy is a close friend of Jacobson's, but is also admirer of Senator Nelson, and he paid both a high tribute in his address to the voters of Madison. Both were roundly cheered by the Lac qui Parie county audience.

J. F. Jacobson was in Minneapolis yesterday on his way from Litchfield to Long Prairie. He has been having some splendid meetings, and says republicans are becoming more and more aroused for the ticket. He believes there is no question about A. L. Cole's election.

The Duluth Herald disputes the statement that Senator A. B. Cole introduced the bill putting the insurance department on a salary basis, for which Governor Johnson claims credit, and says it was fathered by W. B. Anderson. The session laws show that the bill, which is Chapter 229 of the laws of 1905, was Senate File No. 181, and the senate journal shows that the bill was introduced by Senator Cole. That is the record.

Governor Johnson having completed his swing around the ninth district, that section will hear from A. L. Cole next week, and J. F. Jacobson will also turn loose in the valley. Senator Nelson has already spent a week up there, and it is evident that both sides are concerned about the sentiment of the ninth district voters. —Charles B. Cheney.

THIS DATE IN HISTORY

- 1610—First Duke of Ormonde, chief supporter of the Stuart cause in Ireland born. Died July 21, 1688.
- 1622—Peace of Montpelier, ending the Huguenot wars.
- 1745—Jonathan Swift, English writer, died. Born Nov. 30, 1667.
- 1779—End of siege at Savannah, Ga.
- 1812—Second battle of Poltsoak.
- 1848—Mormon temple at Nauvoo, Ill., destroyed.
- 1856—Fatal panic at the Surrey Gardens music hall in London.
- 1861—Thomas Wildey, founder of the I. O. O. F., died. Born Jan. 15, 1782.
- 1864—General Sheridan victor at battle of Cedar Creek, Va.
- 1867—Sir James South, famous English astronomer, died. Born 1785.
- 1899—Harold Frederic, American novelist and newspaper correspondent, died.
- 1903—Cresceno trotted mile in 1:59 2/3.
- 1904—President directed Secretary Taft to go to Pacific to reassure people of the pacific intentions of the United States.

RESULTS SECURED BY THE RAILROAD COMMISSION

History of the Rate Investigation Reviewed by Secretary of the Commission—Status of the Proceedings at This Time.

Under authority of the Minnesota railroad and warehouse commission, a statement has been prepared by A. C. Clausen, secretary of the commission, reviewing the railroad rate investigation up to date, with its results, and the present status of the proceedings. In the course of this state inquiry, some of the evidence concerning the railroad rates, including a thorough inquiry into a federal grand jury in Minneapolis next week.

Mr. Clausen's statement follows: At the legislative session of 1905 a joint committee was appointed, Jan. 11, 1905, to inquire into the question of freight rates in this state, and found that, comparing the existing rates in Minnesota with those in force in Illinois and Iowa, the people of this state were paying much higher rates than those of the other states named; further, it was found that the existing rates were higher than those of rates existing in Illinois and Iowa; which rate applied to or from all points, while in Minnesota there were three separate, distinct tariffs in use, the first being known as a distributing tariff applying to and from all points recognized as distributing points, the second being a distance tariff applying between all stations not terminals and usually bearing a higher rate than the distributing tariff, the two tariffs mentioned applying to classified freight; the third known and designated as a commodity tariff, applying to articles of bulk and such as grain, lumber, coal, livestock, etc., which in all cases carries a lower rate.

The committee further found that, under the existing rates in this state, each railway company issued in the first instance its own tariffs, resulting in a lack of uniformity in the various schedules of rates as also in the percentage of gradients and distances between the different companies in the class rates. The findings of the committee resulted in the adoption of the following resolution on April 6, 1905: Whereas, the railroad and warehouse commission is the proper tribunal and the only body properly equipped to undertake the work of securing a uniform and equitable readjustment of the rate situation in this state. Now, therefore, be it resolved by the senate, the house concurring, that the prevailing conditions which seem to warrant the existence of a distributing and a distance tariff, and the inclusion in the same of a commodity tariff is to be abolished, and it is possible to provide not only several points in the state which are valuable to the people, but also to secure a uniform market for our products. We believe, however, the two tariffs should show but little difference in the rate for a given class of goods, so that the difference exceed 5 per cent.

Resolved, further, the railroad and warehouse commission is hereby directed to undertake the work of securing a readjustment of the existing freight rates in this state, which will give reasonable and equitable rates, and a uniform scale of percentages which each class rate shall bear in the first class, the readjustment to secure a substantial reduction in the existing merchandise rates. The commission prepared schedule. Pursuant to the resolution, funds for the purpose having been provided, the commission, at the request of the shippers, investigate and ascertain in a careful and methodical manner the relative percentages of difference between existing rates in Minnesota and those of Illinois and Iowa. This entailed considerable labor and time and resulted in the preparation of schedules showing accurately the existing first-class rate and the commodity rates existing in Iowa and Minnesota for given distances covering several hundred miles and the percentage of increase of terminal rates, also the distance tariffs of Illinois and Iowa. While this work was progressing, the commission under the authority conferred by the laws of the state proceeded to investigate the commodity rates and charges in Minnesota by fixing on the 13th day of May, 1905, for a preliminary hearing on the subject, all commodity rates existing in Iowa and Minnesota to be given distances covering several hundred miles and the percentage of increase of terminal rates, also the distance tariffs of Illinois and Iowa. The hearing of May 13 came on pursuant to the resolution of the legislature and the railroad companies appeared by executive officers or legal counsel.

There was a general discussion of the subject matter under consideration, and the commission communicated their views as to future procedure and agreed to furnish the companies with the tabulated matter which was in course of preparation for distribution. The hearing was then adjourned to a date to be fixed by the commission. On Dec. 20, 1905, the commission gave notice to the various companies that a hearing would take place at their office on Tuesday, Jan. 16, 1906, at 10 o'clock a.m., the particular matter to be considered being the question of the reasonable and equitable rates and charges in Minnesota by fixing on the 13th day of May, 1905, for a preliminary hearing on the subject, all commodity rates existing in Iowa and Minnesota to be given distances covering several hundred miles and the percentage of increase of terminal rates, also the distance tariffs of Illinois and Iowa. The hearing of May 13 came on pursuant to the resolution of the legislature and the railroad companies appeared by executive officers or legal counsel.

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