

# RAILROAD DISCRIMINATION

**Ex-Governor VanSant Gives a Detailed Statement of the Difference in Railroad Rates in Iowa and Minnesota—Discriminations Against Minnesota by the Railroads.**

## VAN SANT ON RAILROADS.

The people of Iowa are to be congratulated upon their railroad distance tariff law. To show you the advantages enjoyed over Minnesota, I make the following comparisons:

Take the report for the year of the railway commissioners in Iowa, ending November 30, 1903, and the report for the same length of time of Minnesota commissioners ending June 30, 1903. In our state at that time in round numbers we had 7,250 miles of railway; in Iowa, 9,500. In Iowa gross earnings, \$57,159,083; in our state, \$68,061,499. Operating expenses in Minnesota, \$32,303,296; in Iowa, \$40,752,847.

It will be observed that the net earnings in Minnesota were \$35,759,203; in Iowa, \$16,406,236, over twice as much as in Iowa.

The net profits per mile in our state were about \$4,900 and in Iowa \$1,700, nearly three times as much profit per mile in our state.

If you allow the same profit per mile in Minnesota as Iowa received, and I can see no good reason why it should not be approximately the same, you will find that Minnesota was overcharged in a single year on each and every mile \$3,200, which totals the vast sum of \$23,238,452. Consider this fabulous sum, more than \$23,000,000 the result of oppressive and unreasonable rates in a single year.

It may be said, however, that a large portion of this traffic was on shipments through the state. The same is true of Iowa. But take shipments wholly in the two states; for after all we are concerned about railroad rates affecting ourselves. A carload say of 20,000 pounds of first-class merchandise in Iowa can be shipped one hundred miles for \$48, while for a distance of 98 miles, say from Minneapolis to Melrose, in our state, the rate per carload of the same class of freight is \$82. You will notice a marked difference as soon as you cross our southern line; rates are much higher in southern Minnesota than in northern Iowa and the difference increases as you come farther north. For instance, compare the charges of the Iowa and Dakota division of the Chicago, Milwaukee & St. Paul railway, which traverses east and west the northern edge of Iowa, with the charges on their Southern Minnesota division traversing the southern edge of Minnesota east and west and running parallel with their Iowa and Dakota division, taking points in the comparison that will be directly opposite each other, only across the state line:

From	Miles	1st Class	4th Class	Chgs on carload of 20,000 lbs. 1st class mds.
From Mason Co., Ia., west on the I. & D. Div. of C. M. & St. P. Ry. to—				
Algona, Iowa...	50	20	10	\$40 00
Spencer, Iowa...	100	24	12	48 00
Hull, Iowa.....	150	32	15.3	64 90

From	Miles	1st Class	4th Class	Chgs on carload of 20,000 lbs. 1st class mds.
From Albert Lea, Minn. west on S. M. Div. of the C. M. & St. P. Ry. to—				
Huntley, Minn....	46	30	15	\$60 00
Lakefield, Minn..	96	40	20	80 00
Edgerton, Minn..	150	50	25	100 00

Measured by any standard, our people are charged most excessive freight rates in comparison with our Iowa neighbors.

It was said at the time that the Iowa distance tariff went into effect that there would be no more railroad building in Iowa, and it was claimed by the transportation companies that it practically meant the confiscation of their property. The supreme court of Iowa, as well as the supreme court of the United States held that the rates established by said distance tariff was not a confiscation of railroad property and that the railroads were still in a position to make as large earnings on their capital invested as they were entitled to make, and that to charge more for their services would be an injustice.

Did railroad building cease? Not by any means. The increase in mileage has been large and has kept pace with similar work in other states. Was railroad property confiscated? Not at all. The stock of two companies doing a very large proportion of their business in Iowa was quoted recently as selling respectively for 243% and 177% per share; and to convince the public that the stock was not too high a report from New York says that one of the companies shows by a table state-

ment that it was able to pay a large dividend on \$300,000,000. It will thus be seen that the properties of railroads were not confiscated. On the other hand, they have been and are reaping a rich harvest.

Minnesota is fighting for fair treatment. Not only are the freight rates unreasonable, as has been shown by a comparison with those of Iowa, but our cities and our citizens are discriminated against. I cite one instance of the former. I quote from a statement made by Mr. Wyman of the firm of Wyman, Partridge & Company, a member of the Minnesota Jobbers' association of Minneapolis. After saying that they were compelled to accept whatever rates were offered, he made this statement:

"It may surprise a good many people to learn that freight rates in shipments to the coast are no more from New York city, Chicago, St. Joseph, Kansas City, Milwaukee and Cincinnati than from Minneapolis and St. Paul."

Traffic managers excuse this condition on the basis of water transportation. This is no imaginary evil but one at our very doors. It seems to me this rank injustice should array every shipper in the Twin Cities, so dependent upon coast traffic, on the side of those striving to correct transportation evils.

I am pleased to learn the reason given. That it is on account of water competition. This explains the opposition of the railroad interests to the improvement of our great waterways, especially the Mississippi river. Mr. Hill recently said that it had "struck twelve" for the old river. He was mistaken. He may have heard the clock strike twelve, but it was not for the mighty Father of Waters, but it was undoubtedly sounding the death knell of his attempted "merger" of two great parallel and competing lines of railway in violation of law.

The discriminations are even more glaring against our citizens. Mr. G. S. Loftus, secretary of the St. Paul Shippers' association, before a meeting of the Minnesota Municipal league gave instance after instance of gross violations of law by several of the railroads and challenged the companies to refute the charges. He says:

"In the first place, I will call your attention to a special rate in force here (Minneapolis) and the head of the lakes. Certain of our large elevator concerns enjoy a special rate on grain from Minneapolis to Duluth, of two and one-half cents per hundred, while the tariff is five cents, which amount you or myself are compelled to pay, if we engaged in this particular traffic. The Great Northern road has been carrying grain from Minneapolis to Duluth for two and a half cents per hundred. That is one-half the tariff rate and is only enjoyed by three of the larger line elevator concerns, who have the good fortune to be on the inside."

He gives the numbers of the vouchers and the car numbers to substantiate what he says and gives one item of rebates amounting to \$92,006.76 given by one road. I was informed by a reputable citizen of our state that one of our great elevator companies had, during its existence received one million dollars in rebates. Can it be possible? Is this a country where every man has equality of opportunity? Not so when it comes to freight rates. No man should be permitted to enjoy special privileges over his neighbor. No good citizen should even desire to have such an undue advantage over his competitor. No combination should have it in its power to build up one city and ruin another; to enrich one individual and pauperize another.

These evils exist. What is the remedy? We must look to congress for redress. Public sentiment should be aroused and demand that action be taken and taken immediately. This is absolutely essential; for by means of uniting many lines into what is termed a system, then grouping the systems, competition has been practically eliminated. Formerly this was a safeguard and sufficient protection.

The interstate commerce law should be amended so as to give the government the supervision of rates when found to be unreasonable. This will result in no injustice to either shipper or carrier. Let the question be stated fairly. It is not to make rates as often claimed by the opponents of the measure, not at all. The railroads should do this. They should properly take the initiative. All that is desired is that after complaint has been made and after a thorough investigation, both shipper and carrier having been heard, if the rate is then found to be unreasonable, the commission shall name one; said rate to go into effect immediately and remain in force until the question is finally passed upon by the courts.

Can a successful fight be made? Yes, but it will be after a terrible battle. The interests opposed will fight to a finish; they are strongly entrenched and will not surrender until forced to do so.

Right sovereign states have memorialized congress through their legis-

latures, praying for favorable action, viz.: Wisconsin, South Dakota, Kansas, Kentucky, Louisiana, Iowa, Missouri and Minnesota. The subject is of so much public concern I trust every legislature meeting this winter will pursue a like course.

President Roosevelt strongly urges the granting of this increased power to the interstate commerce commission. He not only urges it but is doing his utmost to have congress act at once and favorably upon the proposition, and it is my belief that if the present session does not grant relief to the people the man who "does things" will call an extra session of congress. I hope he will.

Whether the railroads are our servants or our masters might as well be settled now as any time. If the created is greater than the creator, if the railroad is greater than the state, we might as well know it first as last. Let it be definitely and immediately understood whether the people exist for the railroads or the railroads exist for the people.

These problems must be met and mastered. We might as well determine now whether this is a government by the people or a government by the corporations.

## EXTRACTS FROM NORTHFIELD NEWS.

The rate on coal from Chicago to St. Paul is \$1.25 and the rate from Chicago to Northfield is \$2.25 a ton. A forty ton car of coal will be hauled from Chicago through Northfield to St. Paul for \$50.00, but if the same car is stopped in Northfield and set on a side track the railroad will charge \$90.00, although it is forty-one miles less distance from Chicago to Northfield than from Chicago to St. Paul. Is this plain enough?

It costs \$1.25 a ton to haul coal from Chicago to St. Paul. The same ton stopped at Northfield, 41 miles less distance from St. Paul, costs \$2.25 for freight. Nothing discriminating about that—of course not.

It is said by good railroad men that passes require the railroads to levy an extra cent per mile on the people who have to pay fare. Abolish the passes and make the maximum passenger rate two cents per mile.

Last year the Rock Island system made an 8 cent rate for cement to Northfield—the same rate given St. Paul. But this year the Northfield rate is 10 cents and St. Paul retains its old rate. Any discrimination about that?

The Bird Island Union thinks there is some discrimination in railroad rates. It says the cost of hauling a ton of coal from Duluth to Minneapolis—105 miles—is \$1.00, and from Minneapolis to Buffalo Lake—75 miles—\$1.25. It is not necessary to do more than switch the car of coal from one track to another. Does the Eberhart committee want anything plainer?

It costs but 6.6 mills per ton per mile to haul coal from Duluth to Minneapolis; but 16.6 mills per ton per mile is charged to haul coal from Minneapolis to Buffalo Lake.

There should be no delay in passing a bill requiring railroads to sell 500 miles of mileage for two cents a mile and this mileage should be good for any one having possession of it.

Litchfield, with only one railroad, pays eight cents per hundred to carry wheat to Minneapolis, 66 miles, and Kenyon pays nine cents for getting the same amount of wheat to market, 65 miles.

It costs but seven cents to carry a hundred pounds of wheat from Glencoe to Minneapolis, 51 miles, while it costs eight cents to carry a hundred pounds of wheat from Northfield to Minneapolis, 41 miles.

Le Sueur grain dealers pay seven cents for hauling a hundred pounds of wheat to Minneapolis, 72 miles, and Owatonna pays ten cents to carry a hundred pounds of the same grain to the same market, 70 miles.

**TO CURE A COLD IN ONE DAY**  
Take Laxative Bromo-Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

## Deposit of County Funds.

Notice is hereby given by the Board of Auditors of and for the County of Mower, Minnesota, that proposals will be received from banks and bankers for the deposit of the County funds of Mower County, for the ensuing two years, as provided by law. Such proposals must state the security which will be furnished by the banks or bankers, what interest will be paid on monthly balances of the amount deposited; conditioned that said funds, with accrued interest, shall be held subject to draft and payment at all times on demand; and also what interest will be paid on such funds, or parts thereof, if deposited for any certain length of time. The Auditors reserve the right to refuse any or all of such proposals, or the security offered, as in their judgment may be to the best interest of said County.

All such proposals must be filed with the Board at the office of the County Auditor on or before two o'clock p. m. on the 14th day of March, 1905.

Dated Austin, Minnesota, this 10th day of February, A. D. 1905.

GEORGE ROBERTSON  
W. P. LEWIS  
O. J. SIMMONS  
Board of Audit



The ability to utilize food profitably and convert it into milk and butter is an individual characteristic in which there is an immense variation among cows.

The difference in the profits from keeping good, medium and poor cows has been strikingly illustrated by the experiment stations in their herd records and in various feeding experiments.

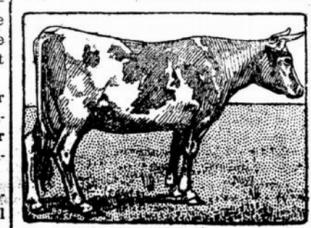
Thus a bulletin of the Utah station giving the record of fifteen cows for one year shows that the cost of the food eaten for each hundred pounds of milk produced varied with different cows from 29.48 to 52.07 cents. The cost of food per pound of butter ranged from 5.91 to 11.8 cents in the case of different cows, and with butter at 20 cents a pound the net profit per cow for one year ranged all the way from \$14.71 to \$51.37. The cows were common native and grades selected with considerable care.

A recent experiment of the Pennsylvania station touches on this point. Nine cows, mostly Jerseys and grade Guernseys, were fed in an experiment lasting 150 days. The difference between the profit from the best cow and the poorest cow during 150 days was \$33.10. The cost of the food was very nearly as much for the poorest as for the best cow, but the value of the product from the best cow was \$64.32, while that from the poorest cow was only \$28.06. This gave a net profit of \$37.65 from the best cow and only \$4.55 from the poorest cow.

These figures emphasize the importance of keeping a record of the different cows of the herd so as to know which of the cows are being kept at a good profit and which are only barely paying their keeping and thus be able to weed out the unprofitable stock and improve the herd.—Cheese and Dairy Journal.

**Improving the Dairy Herd.**  
I do believe there is untold benefit to be derived from grading and that this is the way to improve the average dairy stock and also to make a market for pure bred bulls. No matter how poor a herd a dairyman may have, the first crop of calves from a pure bred size will be half bloods or better and the next generation three-fourths or better. I cannot imagine how a dairyman can improve his herd more surely or more economically than by this method.—Professor Frazer of Illinois University.

**A Great Guernsey.**  
The Guernsey cow Dolly Bloom 12770 is a remarkable butter producer. From March 26, 1902, to March 25, 1903, she gave 8,541.58 pounds milk, which contained 453.86 pounds butter fat. This was at that time the best official record of any two-year-old in the world.



This record was commenced when the heifer was but twenty-three months old and closed on March 25, 1903. On Sept. 3, 1903, Dolly Bloom gave birth to a bull calf. On Sept. 7 she commenced her second official test, being then three years and five months old. From that date to Sept. 6, 1904, she gave 12,674.83 pounds milk, averaging 5.07 per cent, containing 623.4 pounds butter fat. Dolly Bloom was dropped April 14, 1900. She is owned by F. Lathrop Ames of North Easton, Mass.

**Raise the Calves.**  
Keeping up the dairy herd by purchase is at once expensive and unreliable. By far the better way is to raise the heifer calves, which, if bred from a good sire, ought to be superior to their dams in production. A judicious selection from this source, combined with a rigid system of culling out all inferior animals, will result in great improvement in a few years' time. A certain standard set up and adhered to cannot fail of accomplishing the desired result. Keep no cow which does not approximate 300 pounds of butter in a year when matured. This standard may seem high to the man who is feeding cows which do not make 250 pounds, but it is none too high and can easily be attained by a systematic course of weaning out and grading up. In fact, a better record even than that is entirely possible to the man who knows how to feed as well as breed dairy animals.

**Testing the Cows.**  
To determine exactly what a cow produces in a year every milking must be weighed and sampled, but if the herd is given a one week test every three months it will be sufficient to yield valuable results. All the apparatus necessary for this purpose is a spring balance, as many common glass fruit jars as there are cows in the herd and a four-ounce bottle Babcock milk tester.—Cor. Farm Visitor.

**Weed Out Poor Cows.**  
Give the cows a one week test every three months, have a profitable standard, and gradually raise it each year, and you will find that the cows that come up to the standard will be the best.

# Are You Interested in the South?

DO YOU CARE TO KNOW OF THE MARVELOUS DEVELOPMENT NOW GOING ON IN

# The Great Central South?

OF INNUMERABLE OPPORTUNITIES FOR YOUNG MEN OR OLD ONES—TO GROW RICH.

Do you want to know about rich farming lands, fertile, well located on a Trunk Line Railroad, which will produce two, three and four crops from the same field each year, and which can be purchased at very low prices and on easy terms? About stock raising where the extreme of winter feeding is but six (6) short weeks? Of places where truck growing and fruit raising yield enormous returns each year? Of a land where you can live out of doors every day in the year? Of opportunities for establishing profitable manufacturing industries, of rich mineral locations and splendid business openings.

If you want to know the details of any or all of these write me. I will gladly advise you fully and truthfully.

G. A. PARK, General Immigration and Industrial Agent.

# Louisville & Nashville Railroad Co.

LOUISVILLE, KENTUCKY.

OHN W. SCOTT, President. M. J. SLAVEN, Vice-President.

B. J. MOREY, Cashier.

4847

# The Citizens' National Bank

AUSTIN, MINN.

Capital, \$50,000. Undivided Profits, \$15,000.

INTEREST PAID ON TIME DEPOSITS.

# J. F. FAIRBANKS

DEALER IN

# Hard and Soft Coal,

A MAN

Across the street lugging a water melon always attracts attention. So does a man showing up the superior qualities of the PAGE Fence. Why? Because men like a good thing. Manufactured by THE PAGE WOVEN WIRE FENCE CO., Adrian, Mich.

WOOD, LIME, SEWER

COMBINATION FENCE, BRICK, ETC.

We keep it. The only fence fully guaranteed Office, Corner of Bridge and Franklin Street by the manufacturer.

AUSTIN, MINN.

# AUSTIN GREENHOUSES

Growers of

# Choice Cut Flowers and Plants



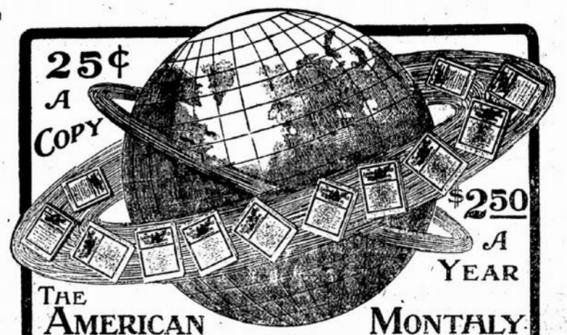
Cut Roses and Carnations always on hand and other Flowers in their Season.

# DESIGN WORK A SPECIALTY.

Mail and Telephone orders promptly attended to for Weddings, Parties, Funerals, Etc. Also dealers in Hardy Plants for Garden and Lawn, including Roses, Hydrangeas, Spireas, Syringas

Peonies, Etc. A fine line of Jardinieres constantly on hand at prices to suit.

# A. N. Kinsman, Prop.



# THE AMERICAN MONTHLY REVIEW OF REVIEWS

The more Magazines there are, the more Indispensable is The Review of Reviews

"Indispensable." "The one magazine I feel I must take." "The world under a field-glass." "An education in public affairs and current literature."—these are some of the phrases one hears from noted people who read the Review of Reviews. The more magazines there are, the more necessary is the Review of Reviews, because it brings together the best that is in all the most important monthlies of the world. Such is the flood of periodical literature that nowadays people say that the only way to keep up with it is to read the Review of Reviews. Entirely over and above this reviewing section, it has more original matter and illustrations than most magazines, and the most timely and important articles printed in any monthly.

Probably the most useful section of all is Dr. Albert Shaw's illustrated "Progress of the World," where public events and issues are authoritatively and lucidly explained in every issue. Many a subscriber writes, "This department alone is worth more than the price of the magazine." The unique cartoon department, depicting current history in caricature, is another favorite. The Review of Reviews covers five continents, and yet is American, first and foremost. Men in public life, the members of Congress, professional men, and the great captains of industry who must keep "up with the times," intelligent men and women all over America, have decided that it is "indispensable."

THE REVIEW OF REVIEWS COMPANY  
13 Astor Place, New York