

GRAIN RATES ARE DISCUSSED

Hearing of Importance to This Section Now On in Chicago; What Carriers Want.

Chicago March 15.—Rate wars of the past, unjust state laws and repeated rate reductions by railway commissions have brought the present scale of freight rates on grain in the west, to which the railways are now asking an addition of 1c per hundred pounds in order to render this traffic more self-sustaining, according to testimony introduced today before the Interstate Commerce Commission in this city by E. C. Boyd, Chairman, Western Trunk Line Committee.

Mr. Boyd appeared as a witness for 41 railway systems, comprising 64 railways in the west, which are petitioning for an advance on certain commodities which will afford, it is hoped, additional revenue of about \$10,000,000 per year, or 1.5 per cent of last year's freight revenue, as partial relief from the declining margin between expenses and earnings.

Mr. Boyd, who for eight and a half years was manager of the transportation department of the Chicago Board of Trade, is one of the most thoroughly versed railway men on grain traffic in the country.

Rates on grain and grain products are the first to be taken up by the railways before the Commission after the completion of the four days assigned to the financial need for more revenue. The advance requested is 1c per hundred pounds from territory on and west of the Mississippi, including the Gulf ports for export. An increase of the minimum carload weight to 40,000 pounds, where the present minimum is less, also is asked.

"With respect to other commodities," said Mr. Boyd, "grain is not paying its proportion of the transportation cost. It is a commodity given more consideration than any other one article of transportation, in the way of privileges and facilities. From its very nature grain traffic requires these privileges, for grain shippers cannot market their product with the consumer, finding it necessary largely to use storage markets. The railways, therefore, are required to give more time, thought and expense to the handling of commodities of this kind than they do to ordinary carload freight."

Result of Rate War.

Present rates are the result of rate wars in the past and various rate reductions by legislatures and commissions. The rates today on grain are lower than, or as low as, they were ten years ago, though everything had advanced in value. Some years ago it took three bushels of grain to pay for a given unit of transportation and today it takes less than one bushel to pay for the same service.

"Originally 21 and 19 cents were the rates on wheat and corn from

"I HAVE A BALL CLUB," SAYS HERZOG; EXPECTS MUCH FROM DOOIN AND LEACH



Leach (left), Dooin (right) and Herzog.

"This is, right now, a better ball club than we had last season," remarked Manager Herzog of the Reds as he looked over his squad at spring training quarters the other day. "With Tommy Leach directing the outfield and Dooin in charge behind the bat, I can see where I shall have invaluable help in creating a machine which will give an accounting of itself."

the Missouri River to Chicago. In one of the rate wars this was carried down to 6 cents, but finally 17 and 16 cents were established in 1905. Since 1905 various rate reductions have carried wheat to 15.34 and corn to 14.34 cents. The 5-cent advance asked, therefore, would leave the rates lower than those prevailing in 1905.

"The proposed rates are lower than those prevailing to the Northwest, although the latter are based upon an unduly low scale, through the fleet of the unreasonably low distance traffic in Minnesota, which is lower than anything west of the Illinois-Indiana state line. They are lower, also, than the rates into territory east of Chicago, already pronounced reasonable by the interstate commerce commission itself.

"For 500 miles' distance grain in this western territory is 1 per cent lower than the already approved east-

ern rates. First class freight, on the other hand, is 63 per cent higher, while fifth class freight is 43 per cent higher. For 450 miles distance grain is only 1 per cent higher, while first class freight is 69 per cent and fifth class freight is 43 per cent higher. Yet the density of traffic on which these eastern rates prevail is five to one, compared with the West. This comparison shows that grain is not upon an equitable plane, compared with other commodities.

State Control of Rates.
"State control of rates has largely affected rate schedules throughout the country and has thrown out of joint adjustments which otherwise would be properly related rates. No state can live within itself. Its products must seek markets through which they can best be distributed to the great number of consumers and any interference by state legislatures involving rates or practices at variance with interstate rates creates a discrimination that the railroads are charged with, whereas it has always been their aim to remove it.
"Car mile earnings on grain are excessively low compared to other commodities. To bring grain up to equal earnings per car mile with other commodities, it is necessary to load 70,000 or 80,000 pounds per car, while other commodities carry from 39,000 to 40,000 pounds.
"We hear a great deal of talk about co-operation by shippers' associations, and there has been a great deal of co-operation, toward economical loading of freight, but in the heavy loading of grain we have gotten nowhere. Millers are notoriously light loaders. They are the first to bawl about car shortages, yet invariably they use three or four cars to load a carload of grain, because of the low minimum weight to which carload rates on grain apply.
"Shippers of grain have repeatedly refused to come in line with the shippers of other commodities throughout the country with respect to car loadings. They are holding to the leading privileges prevailing in the days of small cars, when the maximum car capacity was 40,000 pounds. Other shippers do not hesitate to aid the carriers in loading their traffic as heavy as possible, but no movement has yet been made by the shippers of grain products in this respect and all the state commissions support them, paying no attention to the efforts of the carriers to get the maximum loading out of their larger and more costly equipment.
"This selfishness is depriving the carriers of the proper loading of cars particularly in times of car shortage makes it impossible to distribute cars properly, and through this inefficient loading of grain products the use of a greater number of cars for a given tonnage is required than otherwise would be necessary."

The Short Cut to Pipe-Joy

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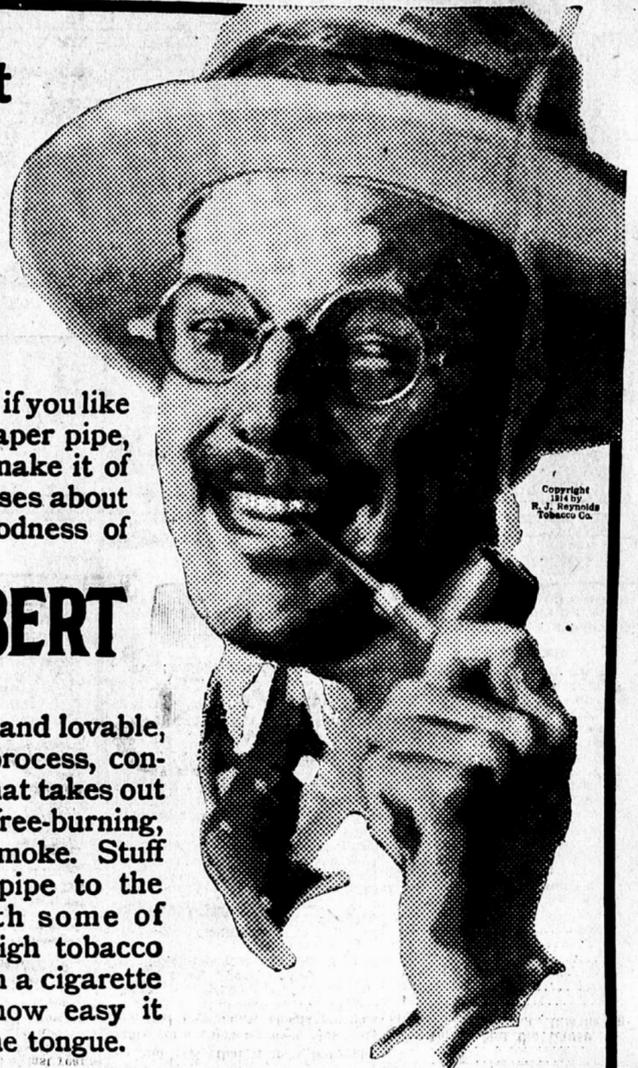
the national joy smoke

It is the smoke fuel gentle and lovable, made so by a patented process, controlled exclusively by us, that takes out the bite and leaves a cool, free-burning, fragrant smoke. Stuff your old pipe to the brow with some of this ace-high tobacco or roll it in a cigarette and see how easy it feels on the tongue.



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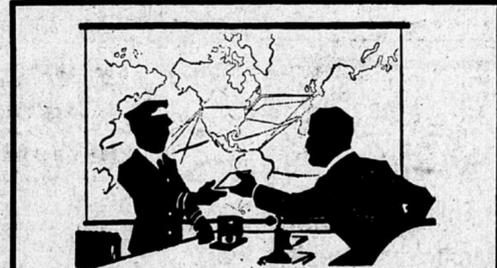
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JOHNNY KLING OUT OF GAME, HE SAYS

Milwaukee, Wis., Mar. 15.—Johnny Kling, the veteran ball player and "Clifford shark," will not re-enter baseball unless he comes as an owner. Kling made this statement while in town to play a cue match with Kieckhefer.

"I am out of it," said John. "I don't think I will ever play ball any more. If I did, I would be sort of bound to Garry Herrmann, who has been very fair to me in the past."

"One thing would draw me back, however, and that is if I could buy the Kansas City Blues from Tebeau. Tebeau, however, does not seem willing to sell, now that the prospects of the Blues look dubious in the Kaw town. Last year both teams lost money on account of the competition and

the number of conflicting dates. "If I am able to swing the deal for the purchase of the Blues, I would assume the active management and also play ball."

BURLEIGH COUNTY BEING ADVERTISED

Soo Immigration Agent Feels Confident That Many Settlers Will Come Here.

The following optimistic letter from the immigration department of the Soo railway company has been received by the Commercial club just recently:

"Our moving picture man, Mr. A. W. Tracy, is busy every night, and meeting with best of crowds and success. The other night he was at Red Wing in this state, and the local paper chronicled the fact—and I thought the item might be of special interest to you and to Mr. Jackson—especially Mr. Jackson. So I am sending the paper to you, and if not too much trouble, will ask that you show it to him. "It may be interesting to you to know that the Bismarck corn scene seems to be about the most interesting part of the exhibition. Nature has probably been less kind to Mr. Jackson than to me—and she has been unkind to me for that matter. When we tried to reach the top of that stock of corn, we turned our backs to the machine, and lifted our faces to the sky, making the top of our heads appear quite plainly in the pictures. Mr. Tracy says he had to give up—he claims that the state will produce good corn, but admits that it is no good to produce hair. He cannot do otherwise—the proof is conclusive. "It looks like a good year to me, Young. The state has gotten busy—

the land men are busy; and you can bet your bottom dollar that the Soo Line is busy. This is the year that we must reap the results of last year's work. And we will. Since the first of February, there has been about 25 men go to the state that I know of, and I know that eight of them bought land, and only know that two failed to buy. Things are certainly coming when we can sell land in mid winter—and we are doing it.

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NORMAN 2 1/2 inches

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COAL and LUMBER

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"We Do As We Advertise" The White Yard

hopes that the road will bring a good number of their land seekers into Burleigh county during the coming year. The club feels that if it is Burleigh county corn which is advertising the state that this county should receive some benefit from the advertising. The club has had up with the North Dakota delegation in Washington the matter of establishing a mail service from Stanley to Kildeer on the north branch of the Northern Pacific and

have received assurance that this service will be established very soon.

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