

NANCY HANKS
TROTS
A MILE IN 2:04 AT
TERRE HAUTE.

VOL. XIV.

SAINT PAUL, MINN., THURSDAY MORNING, SEPTEMBER 29, 1892.

RAILROADS ARE IN IT.

They Help the Elevator Companies in Various and Peculiar Ways.

Some of Which an Active and Vigilant Railway Commission Could Prevent.

The Conclusions of Hon. E. J. Moore in His Famous Minority Report.

The Railroads Must Treat All Men Alike in the Future.

The exposure of the great wheat ring has shown that the great elevator companies are not and have not been alone in the work of cornering the wheat market of the Northwest. They would, in fact, be shown of a great deal of their power for evil were the laws of the state enforced and cars furnished individual shippers by the railroad companies. A great deal of evidence on this point has been brought out, and led to the adoption of the following plank by the late Democratic state convention:

"We denounce the rapacious and conscienceless combination which has grown up in this state with the connivance of Republican legislatures between the elevator companies, the millers and the railroads, by which our grain markets have been monopolized, and our farmers robbed of the fruits of their hard labors. We reiterate our belief that this combination rests upon the fact that the railroads of this state have allowed one of their principal methods, the provision of suitable means for handling grain, and have given the same over to the control of private persons; and we again declare our belief that the remedy, simple, but efficacious, lies in legislation requiring the roads to resume their proper functions, giving to every station a free and open market."

The Democratic Party of Minnesota stands pledged to give the wheat growers a free and open market for their product, and this can only be done by a change of administration that will enforce the laws now on the statute books, as well as those the next legislature stands pledged to pass. The Democratic Party has control. State regulation of the railroads is a settled thing, and the business of these corporations is purely and simply that of a common carrier.

The farmers of Minnesota want a railroad commission that will force the railroads to treat alike all shippers, and fairly and liberally as they do the largest elevator company.

The interests of the farmers of the state demand that the present unholy combination of the elevators and the railroads be broken up.

And these two evils are the people of the state. Daniel W. Lawler is chosen governor at the coming election.

The part the railroads play in throttling competition and controlling the grain market is interesting. Their interest is identical with that of the trust. The advantage of the railroads in permitting the farmer to do his own shipping is not great. It is greater if the railroads work for the farmer's benefit. The railroads, although strained by the interstate commerce law from pooling, pool, nevertheless, but by means which are so skillful as to escape the law's provisions.

How It Is Done.

There are two trust elevators at and near Paynesville, a town which is on the line of the Soo road. One is on the Great Northern, while the other is directly on Senator Washburn's line. They are about equal in size. An independent buyer starts another elevator adjoining the one on the Soo line. If the independent buyer were broken up at Paynesville, the Great Northern wheat to the elevator on the Great Northern road as well as to the combine elevator on the Soo line, because the combine elevator on the Great Northern road is closer to some of the farmers than the independent elevator on the Soo road. The Great Northern is deprived of so many carloads of wheat, therefore, because the farmer drives out of his way to Paynesville to sell to the trust's rival, who pays a higher price for wheat than the trust does. As a consequence, the Great Northern says to Washburn and the latter's Soo road, "You tear down this fellow's elevator at Paynesville, or we will lower rates and wipe you out of business."

That is permissible under the interstate commerce law, and the Soo road astutely says to the Great Northern, "We will destroy it. It refused Wolcott cars through orders given General Manager Underwood by United States Senator Washburn. Washburn was underwaded that this was done because he (Wolcott) did not buy at list prices made by the combine trust."

The railroads have plenty of cars when wheat first begins to move, but no farmer can get them. The combine trust's empty cars sit on a side track and demand them. The railroad says to him:

"The elevator is full, and its wheat must be moved. You would take two or three days to fill those cars out of your wagons, while the elevator can shoot wheat into them in ten minutes. We can't stand that delay. You see how it is yourself."

Perhaps the farmer declares that the elevator is not full, and is told to go up and see for himself. He finds it apparently full. The elevator agents' adroitly placed boards over the top of the bins in the top of the elevator, and has sprinkled a few inches of wheat on them. As a matter of fact there is no wheat underneath the boards at all. The farmer is ignorant of these tricks, as he is of the other tricks of the combine trust. He has been robbed, but he cannot explain how it has been done. This exposure will show him, and, taking the facts here given, he can run back to his farm and the corroborative proof of every one of them.

As much as the railroads need less cars to ship from elevators than they would if they permitted the farmers to ship for their own use, the gain is by the railroads, while the disadvantage is with the farmer. In other ways the farmer is

rolling stock. It is saved the expense of leveling ditches beside its tracks so that the farmer can drive up to the cars. It extends to the combination on whether to the farmer. In this way it is saved expense, and can pay so much larger dividends on its watered stock. Most railroads have a siding on the west on the surface of the ground. The roadbed is smooth prairie for miles and miles. The cost of building the road is seldom over more than \$2,500 or \$3,500 per mile, yet most of the Northwestern roads are bonded at the rate of about \$50,000 per mile. This is an extortion on the farmer, for he receives a price for his grain out of which is deducted the freight. He pays the freight on his wheat to terminal points whether he sells it to the elevator or ships it himself, for the elevator figures the freight when it pays him for his wheat. Then the higher the freight, the less the price paid for the wheat.

The farmer who has a farm 270 miles from Minneapolis (say at Grandin, Dak.) pays only one cent less per 100 pounds freight than the owner of a farm at Neche, 390 miles away. The difference is 120 miles. Neche, 390 miles away, pays 12 cents per 100 pounds, while a farmer living at Grandin, on Devils Lake, only 330 miles, pays 22 cents per 100 pounds. Park River, N. D., 382 miles, is 21 cents to Minneapolis. These freight rates are those of one road, not on competitive.

The list price being based to some extent on the freight rates, this discrimination has the effect of increasing the price paid the farmer for his grain. The farmer at Grandin gets two cents a bushel for his wheat than the farmer at Neche does, because of the difference in freight rates alone, not to mention the robbery on the price between the country elevators and Minneapolis and Duluth, Devil's lake is in the drought region, and it would seem that discrimination were permissible, it ought to be in favor of the farmers, who have had no crops for two years, instead of against them.

If the Republican party and the Republican senators and congressmen are the friend of the farmer, can they explain why the Dakota Republican railroad commissioners permit this discrimination to go on unrebuked?

It costs more to build one mile of the West Shore railway along the Harting than ten miles in this prairie country. All the Republican politicians and officials who are declared on the record to be in favor of the farmers, are scarcely one who does not decrease the earnings of the railroads, and the farmer helps make up that decrease, either through the wheat combine directly, by the tax for watered stock and free passes.

The position of the railroads is susceptible of no mistake. There is no chance to do them an injustice. Their interests are identical with the interests of the wheat combine. If the farmer is permitted to ship his wheat himself it will open the door for all farmers to do so, and the business of the elevators suffers in consequence.

A noted railroad man in the Northwest once said that it was cheaper to elect farmers to the legislature than to elect lawyers, or any other class of citizens, because a farmer could easily be bought by paying the mortgage on his farm. And, if the farmer's price is low, the wheat combine and the railroads are in a better position, because it is through them that he is kept poor.

Direct Evidence.

In the investigation of March, 1892, by the Minnesota legislature of the wheat combine, J. M. Stowe, of Wadena, Minn., who was a member of the legislature, and others like Mr. Wolcott and all others who attempted to buy wheat at prices above the combine's. He swore that the railroads would not give him cars, and that he understood from many sources that it was useless to go to the railroads to get cars, because they were controlled by A. J. Sawyer. Here is Stowe's testimony, which fixes the culpability.

Stowe's testimony.

I noticed that Wadena grain men were buying rye at a 15-cent margin, so I took the liberty to what I suppose an American citizen is entitled, and raised the matter with the combine. I bought a carload, shipped it, and found my net gain to be over \$600. I then raised the matter with the combine, raising the price 2 cents per bushel. This netted me \$51.

But immediately there went up a hail from the elevator companies, the general managers of the railroads, asking to be protected from "street buyers" of grain. The combine made orders not to furnish any more cars to street buyers. I then asked farmers to order cars, but they were told that their requests could not be granted. I had anything to do with loading them. This is the way the Northern Pacific road does so. The combine makes the orders, and the Northern Pacific road is a little shrewd. They "would furnish cars if they had them, but hadn't any more to spare." They were empty on the sidetrack at that very moment.

Yet this town has just voted \$10,000 to get this road to build in here to give us "more cars." The combine paid \$25,000 to the farmers' pockets on what wheat would be marketed at this point, and then they made the combine pay for days that I have made in farming for eight years, so much less than its real value is being paid for grain here.

Our railroad commissioners were Clausen goes to Duluth, raises the dockage and makes the next wheat I ever saw. The combine says to the farmers: "Buyers scrambling for it at the grade was going at, and when there was a margin of from three to five cents on the car, the combine would not let it go. But I suppose the Pillsbury English syndicate at Minneapolis had to be satisfied out in the country. The combine export demand for wheat at Duluth that would probably stop its making \$10,000 or \$15,000 a year. It looks as if the farmers' wives and daughters would still have to wear carriages made of flour sacks and ornamented with the four X brand.

Our railroad commissioners were recently on other business. I spoke of my grievances to them; they told me to give up. I was again refused cars. I did so three days in succession, and finally got a pauper with a letter, saying that would show me how to proceed. It says that I am to make a demand to their agent body; the railroad will then have twenty days to answer, with rights to sue for damages. Meanwhile, our farmers are being robbed, the cars removed, and I get no more wheat. These are the tricks that the combine makes the railroad companies, and certainly justify their independent political action.

This testimony, under oath, is direct and conclusive, and comment is unnecessary. It is one of many cases of a similar character which are constantly occurring.

Hon. E. J. Moore, in his famous minority report to the government, referred to this elevator and railroad combine, placing a good share of the blame for the present condition of things upon the railroad commissioners. He said:

"And I wish to give it as my opinion that if the board of railroad and warehouse commissioners had observed the law in relation to the pooling of grain in Duluth, and had held the Duluth elevator companies to a strict observance of that law, there probably would never have been any cause for

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2:04 NOW THE RECORD

Peerless Nancy Hanks Sets a New Mark for All Harness Racers.

She Turns the Terre Haute Regulation Track in 2:04 Flat.

One and One-Quarter Seconds Faster Than the Pacing Records.

The Last Quarter of This Wonderful Mile Made in 29 3-4 Seconds.

TERRE HAUTE, Ind., Sept. 28.—The world's record for the light harness horse, either trotting or pacing, was lowered today when Nancy Hanks trotted the mile in 2:04. The 10,000 people who came to see the race, for the first time, were not disappointed. After the little mare passed under the wire, and even Doble, always modest of speech, declared, when carried to the judge's stand on the shoulders of

the crowd and called upon for a speech, that "I am a horse, and Nancy Hanks went so fast it took my breath away."

It was about half-past 4 o'clock when the seraphic pair took track and pace, and the crowd of spectators gathered around the track. Hanks would go to beat her record of 2:07 made over the regulation track at St. Paul. The daughter of Happy Medium had been worked two miles in 2:26 and 2:25, respectively early in the afternoon. The runner, Abe Lincoln, stood opposite the flag, while Nancy was taken well up the stretch. Abe was at her wheel and Doble

added for the word. She was at the eighth in 15 1/2 seconds and at the full quarter in 31 seconds. The second, an up hill quarter, was done in 24 1/2 seconds. The half being reached in 1:02 1/2, the excited crowd began to cheer, and at a word of admonition from the judge lapsed into silence. This was only broken by murmured "ohs" when the third quarter was done in 29 3/4 seconds. Even the judges were appalled at the wonderful burst of speed, and thought the mare was running away. So fast did she come that no one could tell her gait.

She flew into the stretch, never faltering. Doble, with his steady hand and clicking "whoas," to the great light home. Even her light hoofbeats sounded loud to the silenced crowd. As Doble gathered her for the last quarter, he touched her gently with the whip, gave two of those masterful lifts of his, and the world's record for the light harness trot was lowered one and four seconds, and the record for regulation track three seconds.

The excitement over the great mile did not really begin until evening, when the crowd gathered around the town. Nearly every noted driver in the country is here and the race is unanimous in declaring that the most wonderful mile ever done. Mr. Doble received hundreds of telegrams of congratulation from all over the country. He wired Mr. Bonner, "Nancy Hanks 2:04 over a regulation track." This is a gentle hint to the owners of Grand S and Sam that he can present him the \$10,000 offered for a first horse to trot a mile in 2:05 over a regular track.

Mr. Doble said this evening that too much credit could not be given Ben Kenney, who brought out Hanks and gave her her first race record. "The more I see of her," he added, "and the longer I handle her, the more credit I give to Kenney. The little fellow has a great disposition but easily spoiled and I feel proud to know that she should first have gone into the hands of a man who knew just how to handle her."

Mr. Doble was questioned about the great mile today and asked if he thought Hanks had reached her limit. He said that the track was just right, the mare was just right and the driver was at himself. As to the possibilities of Nancy, however, he thought he thought that she is only six years old that she would train on next year, and be even faster, however, after the great event of the mile is over. The official time of the mile is:

To beat 2:07—Nancy Hanks by Happy Medium, dam Nancy Lee (Doble)..... 2:04
Time, 2:04.25. 2:18, 2:24, 2:29, 2:34, 2:39, 2:44, 2:49, 2:54, 2:59, 3:04, 3:09, 3:14, 3:19, 3:24, 3:29, 3:34, 3:39, 3:44, 3:49, 3:54, 3:59, 4:04, 4:09, 4:14, 4:19, 4:24, 4:29, 4:34, 4:39, 4:44, 4:49, 4:54, 4:59, 5:04, 5:09, 5:14, 5:19, 5:24, 5:29, 5:34, 5:39, 5:44, 5:49, 5:54, 5:59, 6:04, 6:09, 6:14, 6:19, 6:24, 6:29, 6:34, 6:39, 6:44, 6:49, 6:54, 6:59, 7:04, 7:09, 7:14, 7:19, 7:24, 7:29, 7:34, 7:39, 7:44, 7:49, 7:54, 7:59, 8:04, 8:09, 8:14, 8:19, 8:24, 8:29, 8:34, 8:39, 8:44, 8:49, 8:54, 8:59, 9:04, 9:09, 9:14, 9:19, 9:24, 9:29, 9:34, 9:39, 9:44, 9:49, 9:54, 9:59, 10:04, 10:09, 10:14, 10:19, 10:24, 10:29, 10:34, 10:39, 10:44, 10:49, 10:54, 10:59, 11:04, 11:09, 11:14, 11:19, 11:24, 11:29, 11:34, 11:39, 11:44, 11:49, 11:54, 11:59, 12:04, 12:09, 12:14, 12:19, 12:24, 12:29, 12:34, 12:39, 12:44, 12:49, 12:54, 12:59, 1:04, 1:09, 1:14, 1:19, 1:24, 1:29, 1:34, 1:39, 1:44, 1:49, 1:54, 1:59, 2:04, 2:09, 2:14, 2:19, 2:24, 2:29, 2:34, 2:39, 2:44, 2:49, 2:54, 2:59, 3:04, 3:09, 3:14, 3:19, 3:24, 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