

RAILROADS

DECLARES CHICAGO HAS WORST OF IT

Board of Trade Officer Tries to Divert Grain From Twin Cities

Special to The Globe
 CHICAGO, Oct. 26.—E. B. Boyd, formerly of the Rock Island, Northwest-ern traffic manager for the Board of Trade, is trying to induce the railroads to place Chicago on a parity with the Twin Cities in the matter of grain rates.

He has asked several of the traffic managers of local roads why the recent check of rates which was made and which showed Chicago at a disadvantage had not been carried out.

He was told that at several meetings which had been held with reference to the matter important interests had not been represented and therefore the matter had been dropped.

It appears that the rates from Chicago to the seaboard are always made the rates from Minneapolis by the 500 line. The rates from interior points to Minneapolis are about 1 cent less than from the same points to Chicago, making a difference in the through rates of about 1 cent in favor of the Minneapolis gateway.

This differential, according to Mr. Boyd, has resulted in diverting a great deal of grain from Chicago and the demand is made that the rates from all Western points to Chicago shall be as low as they are from same points to Minneapolis.

It is said that several of the traffic managers recognize the discrimination against this market and are ready to remedy it.

PASSENGER AGENTS

Hardwick, of Southern, Defines What They Should Be

At the annual meeting of the American Association of General Passenger and Ticket Agents, recently held at Norfolk, an address on "The Evolution and Compositiveness of the General Passenger Agent" was delivered by the president, Mr. Hardwick, of the Southern railway.

Mr. Hardwick dwelt upon two features of his theme.

First—The passenger agent, the man, his qualifications and his relations to other workers.

Second—The passenger department and its economic value to the railroad.

The passenger department has developed a type of man, something different from the railroad employe in any other department of the service. He must be a man of broad address, with the proper composition of push and dignity, capable of meeting his fellowman more than half way without compromise. Education and the refinements of social usage are a large part of his equipment. Mr. Hardwick showed his keen appreciation of his subject when he described the passenger agent as an evolution of the noblest types which bore the impress of the locality from which he sprang. No single absolute standard of a correct address and personality will suffice the passenger agent in meeting the people of the different sections over our great country.

After the requirement of personality for the personal contact with men comes the requirement of a comprehensive view of the needs of the territory which he serves. It must be a view both broad and intimate of the social conditions and tastes and attitudes of his patrons. Not all of the passenger agent's business is the getting of business from rival lines; his largest functions are in the opening up of new business by sedulously stimulating and developing the riding habit among his people. He has but commenced to do his work in the opening up of new business by sedulously stimulating and developing the riding habit among his people. He has but commenced to do his work in the opening up of new business by sedulously stimulating and developing the riding habit among his people.

LAZY SEASON CAUSES SHRINKAGE

Delayed Navigation Lessens Freight Revenue on Iron for Great Northern

The annual report of the Great Northern was issued to the public yesterday. The report covers forty pages of statistics and figures.

The gross earnings of the system, exclusive of the Spokane Falls & Northern, amount to \$40,057,355. This is a decrease of \$628,295, as compared with the earnings of 1903. The freight earnings of the system were \$29,544,300, a decrease of about \$1,000,000. Passenger earnings showed a good increase at \$7,747,300, and each of the other items, mail and express, showed slight increases.

Miscellaneous earnings, which include rentals and various other items, decreased about \$26,000.

The explanation of the decreased freight earnings lies in the fact that the road hauled 1,903,544 less revenue tons than during the preceding year. This decrease is traced to the wheat shortage and the decrease of iron ore shipments, live stock shipments and a decrease in a long haul of lumber, machinery, etc. Freight rates also were appreciably lessened during the year.

The freight tonnage of the road decreased 113 per cent and the tons hauled one mile 7.07 per cent, and the mileage of freight trains 7.139 per cent.

Less Heavy Traffic

In making this part of the report Vice President L. W. Hill says: "It will thus be noticed that the greatest decrease was in heavy traffic usually moving in full carloads."

The lessened traffic in iron ore is laid to the lateness of the season last spring at the head of the lakes and to the labor troubles on the lake carriers.

The operating expenses of the system were \$20,594,362, an increase of \$517,509. The expenses of conducting transportation alone increased nearly \$700,000, and while maintenance of road and structures decreased about \$250,000, the increases in maintenance of equipment and general expenses more than set off that item.

The percentage of gross earnings expended for operation was 49.22. The average number of miles operated in the system, was 5,622.78, an increase of 232.88 miles over the number of the previous year. The net earnings per mile of road under operation was \$3,461.45, against \$3,772.17 last year.

The increase in operating expenses is laid to increased wages, additional passenger service and higher coal. The freight revenue per ton per mile was .388 cents, against .367 cents, and the passenger train mile brought in 2.342 cents in 1903, or earnings of \$1,476.77 per train mile, as against \$1,616.55 last year. From this fact it is shown that the average number of miles traveled by passengers was 74, against 77, and the passenger mileage increased tremendously.

Dividends and bond interest paid were \$2,896,378, charged to the income account of the road.

Bonds Wiped Out

President J. J. Hill's report shows that consolidated 4 1/2 per cent mortgage bonds to the extent of \$542,000 were needed and retired. He also shows that the capital liabilities increased \$6,822,726 and the capital assets \$14,569,602.

The president says that the company has set aside on the balance sheet \$175,000 in dividends on the Great Northern stock held and owned by the Northern Securities company. This item is shown separately on the balance sheet.

A total of seventy-three miles of new road, reported to be under construction in the former report, were completed and put in operation. The Whiteside road from Columbia Falls to Rexford, Mont., while at present in operation, is not included in the report of building of the year because it was not put into use until this month. This piece of work is reported to be a very substantial improvement.

SMITH PROVES GAME

Recognizes a Reporter Under Difficult Conditions

"It's mighty hard to keep track of all the editorial transportation we give out," said a popular railroad officer yesterday, as he shoved his book of passes into a concealed pigeonhole in his desk and tried to look unconcerned.

"But there is one thing he continued, 'that I can say for the newspaper men of the Twin Cities—when we give out a pass we can be sure it will be of personal, not to say pertinent, inquiries as to his identity."

"Jones hesitated or something and the conductor promptly told him that he did not believe his tale as to the Jones end of the argument, and further stated that Editor Smith occupied a seat in the coach ahead."

"Jones was plainly staggered by this blow, but with a quick wit agreed to accompany the conductor to the editor and trust to the human feeling of the posts not end of the news game to get him out of his bad fix."

"He was triumphantly led to the editor and had the nerve to put out his hand and say, 'Well, how-do, Mr. Smith? I didn't look for you back until tomorrow.'"

"In the meantime he had given Smith the melting look, or what was intended to be a look of that kind."

"Smith was all right and took the alleged Jones' hand and asked after things at home and made a good fellow of himself generally, while the abashed conductor withdrew in confusion."

"By George, Mr. Smith, whispered the alleged reporter when the conductor was out of hearing, you did me a mighty good turn and I won't forget it in a hurry."

"The editor also allowed his voice to drop to a whisper and growled: 'Smith—my name's not Smith, it's Brown. I sell carpets.'"

To Pass Foreign Delegate
 PHILADELPHIA, Pa., Oct. 26.—At the regular fall meeting of the American

GETS THE MONEY FOR DULUTH & GALVESTON

President Steger Secures Finances From French Bank

HOUSTON, Tex., Oct. 26.—Edward D. Steger, president of the Denison, Bonham & New Orleans, has just returned from France, where he has been for three months arranging with one of the largest banking institutions of the continent for the financing of what will be the first through railway north and south in America.

It is to run from Duluth, Minn., via Kansas City to Galveston, Tex., with subordinate lines. The construction will amount to 30,000 miles. The road is to be completed in five years. The contract with the French syndicate is for an investment of \$78,000,000.

Construction will begin in Texas within sixty days, according to Mr. Steger.

Company Passes Dividend
 NEW YORK, Oct. 26.—The directors of the Pressed Steel Corp. today passed the dividend on the common stock, but declared a regular quarterly dividend of 1 1/2 on the preferred stock, payable Nov. 23.

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BOOSTED PRICES NET SOME EIGHTY MILLIONS
 Judge Shearn Says Anthracite Raise Was Profitable

NEW YORK, Oct. 26.—The presentation of evidence by the defendant companies in the hearing on the complaint of W. R. Hearst against the anthracite coal carrying roads, alleging collusion in charging excessively and extortion in prices, was begun before the interstate commerce commission today. George Brownell, of the Erie, submitted a statement which showed that a total of 124,355 gross tons, mined by independent operators, was transported in 1904.

Counsel for the complainant then read a statement of the Lackawanna, showing the cost of producing coal had increased 64 cents a ton from 1900. Mr. Shearn declared that the increased cost to the consumer was \$1 in that same period. The profits he said in the total output figured from these statements would amount to \$80,000,000 in four years to the alleged "conspirators."

Mr. Brownell objected to the statement, claiming that it was misleading and untrue. He declared that as a matter of fact the smaller sizes of coal under domestic are sold at a loss.

James E. Childs, vice president and general manager of the New York, Ontario & Western coal company, in the supreme court, Justice Blanchard, in his decision, says that the complaint is not sustained by MacGinness, and that he

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FINE SHOWING OF TOLEDO
 TOLEDO, Ohio, Oct. 26.—The annual report of the Toledo, St. Louis & Western for the fiscal year ending June 30, was given out today, and shows an increase of 1.4 per cent in the gross earnings. It is one of the best reports ever made by the company.

HARRIMAN NOT IN CONTROL
 TOPEKA, Kan., Oct. 26.—President Ripley, Vice President Kenna and other directors of the Santa Fe reached Topeka tonight for the annual meeting to be held tomorrow. It is regarded as practically certain that the Harrimans will not secure control of the directorate of the Santa Fe.

MACGINNESS LOSES HIS COPPER SUIT
 NEW YORK, Oct. 26.—The demurrer interposed by the Amalgamated Copper company to the action brought by John MacGinness for an injunction restraining that corporation and its subsidiary companies from carrying out certain agreements relating to furnishing material, and for an accounting by its directors, was sustained today by Judge Blanchard in his decision, says that the complaint is not sustained by MacGinness, and that he

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Push the New Thought Along
 ST. LOUIS, Mo., Oct. 26.—Nearly every state in the Union was represented in the assemblage of 400 delegates present today for a week of debates and the fourth annual New Thought convention, held under the auspices of the New Thought federation, Rev. E. Heber Newton, of New York city, president of the federation, made the leading address on "The Significance of the New Thought Movement."

Porter Kills Conductor
 LITTLE ROCK, Ark., Oct. 26.—P. A. Atwood, a passenger conductor employed by the St. Louis, Iron Mountain & Southern railroad, was shot and killed today near Ferris station, fifteen miles east of Little Rock, by Houston Hooker, a negro porter. Hooker was arrested and brought to this city for safe keeping. His alleged grievance is that Conductor Atwood slapped his face after reprimanding him on the ground that he had been inattentive to passengers. Tonight the whereabouts of Hooker is known only to the authorities. An effort to lynch the negro probably will be made if he can be reached by a mob.

Another Woman in the Case
 PEORIA, Ill., Oct. 26.—Oliver Kratzert, whose name has been prominently connected with that of Mrs. Nellie Thomasson, declares that a woman, whose first name is Maud, and who formerly lived in Chicago, but now lives in Peoria, may have been responsible for the assault upon Mrs. Thomasson by Richard Higgins. He says that she did everything possible to prevent the attachment between Mrs. Thomasson and Higgins, and then kept her family posted as to what was going on. All efforts to get him to divulge her identity further failed. Kratzert asserts that Higgins inflicted the injuries.

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