

RETAIL MEN ALSO COMPLAIN

Small Buyers on Pacific Coast Endorse St. Louis Wholesalers' Action.

SHUT OUT BY DISCRIMINATING RATES

Practice of Widening Difference Between Carload and Less Than Carload Rates Gives the Big Buyers a Big Advantage.

ST. LOUIS, Nov. 15.—When the session of the Interstate Commerce commission began today telegrams from retail dealers in several California cities, endorsing the St. Louis Business Men's league, were read.

The Duluth Chamber of Commerce, through its counsel, filed a petition of intervention on behalf of the complainants.

J. R. Hickman of the St. Louis Manufacturers and Jobbers' bureau contains testimony, showing how the wide difference between carload and less than carload rates affected the iron and wagon material trade.

He was followed by E. C. Simmons, at the head of a local hardware house, who said he did not desire to discuss the existing rate schedule as a traffic man, but as a merchant who desired that competition should be unrestricted.

"The discrimination which is being practiced," he said, "is not alone detrimental to the St. Louis wholesale trade, but to the Pacific coast retailer as well. The class rate being high and carload rates being low, the retailer, though he cannot really afford to do so, is tempted to buy goods in car lots, thus oversteering himself and being forced to either distribute a part of his stock among other retailers or to cut his prices and destroy his profit."

"It is clearly in restriction of trade and healthy competition to force a small dealer to conduct his business at a loss. I have no complaint to make against existing rates, except that the difference between carload and less than carload rates is too great and should be diminished. As the tariff now stands it favors the rich as against the poor."

Injures Small Dealers

The most interesting testimony during the morning was that of J. J. Wait, a Chicago traffic manager, representing the hardware trade. Mr. Wait devoted much of his time to showing that some extraordinary influence was brought to bear upon the interstate coast roads to adopt the tariff of 1885 and read extracts from the proceedings of the St. Paul meeting in 1888 to show that the influence was that of Pacific coast jobbers.

He had prepared tables showing how the trade of his house had, as a result of the difference between the carload and less than carload rates, been cut down in California and how a restoration of the old rate by the Great Northern and Northern Pacific had increased the business in Washington and Oregon.

During the examination Attorney Calhoun asked Mr. Wait:

"What would be the effect upon the commercial interests of the country if the practice became general of widening the difference between carload and less than carload rates, so that the big buyers would get carloads cheaply and the little buyer would have to pay exorbitant rates for less than carload lots?"

"It would be to shut the little buyer out of business."

"The big buyer already has the advantage by reason of his capital, has he not, and when this advantage is supplemented by railroad rates, what would become of the little buyer?"

"It would not have much show."

"What is your opinion of the influence of water rates on railroad rates?"

"I think our friends on the other side have got the cart before the horse. The railroads control the water rates, not the water rates the railroads. The freight rate over the Panama route is a little more than the railroad rate across the continent, and when the railroad rates change the Panama rates follow them."

Mr. Wait was the last witness examined. He may be recalled to the stand either tomorrow or when the commission convenes on the Pacific coast to hear the defendants' side of the case. The hearing adjourned at 5 o'clock to meet tomorrow morning.

CONTINUE TO RAISE THE RATES.

Advances in Passenger and Freight Tariffs Have Not Reached an End.

In accordance with the advances in freight and passenger rates, individually agreed upon by all the railroads, tariffs in passenger departments are more stable today than they have been in several months, and rates for shipments of freights are, in many instances, higher than for a long time.

In passenger circles, through the exertions of the Western Passenger association, rates from Chicago to Missouri river points which took a tumble several weeks ago as the result of stiff competition are now restored to their normal basis. This means that it will cost \$12.75 for a ticket from Chicago to Omaha, and \$12.50 from Chicago to Kansas City. A shave of about \$5 had been made on the ticket while there was no open reduction of rates from Missouri river points eastward, all the railroads, it is asserted, have been selling tickets at figures considerably lower than published tariffs. The restoration of west-bound rates to normal tariff will cause an abatement of underselling, temporarily at least.

Yesterday marked an important change in commodity rates. Many articles, comprising a considerable part of freight traffic, heretofore shipped at commodity rates, have been changed to class rates, resulting in a marked advance. Commodity rates are not eliminated altogether have been increased.

ABSOLUTE SECURITY.

Genuine Carter's Little Liver Pills.

Must Bear Signature of Dr. J. C. Wood.

See Fac-Simile Wrapper Below.

Very small and as easy to take as sugar.

CARTER'S LITTLE LIVER PILLS. FOR HEADACHE. FOR DIZZINESS. FOR BILIOUSNESS. FOR TORPID LIVER. FOR CONSTIPATION. FOR SALLOW SKIN. FOR THE COMPLEXION.

CURE SICK HEADACHE.

Rates on coal from eastern mines also are advanced from 25 cents to 50 cents per ton, becoming effective yesterday.

A contagion seems to prevail among the freight men in pushing up rates. When the announcement was made several days ago of the contemplated advance to become effective November 15, freight officials awaited with some anxiety the verdict of their patrons. No concerted opposition manifested itself to the advanced tariffs. Consequently, the freight departments of several of the Omaha roads have been afflicted with another "individual" determination to advance still other rates.

This time rates on coal from mines in the western states will go up a few notches. Nearly all the roads running into Omaha have coal mines located at various points along their lines, and while the new tariffs on coal shipments from these mines have not in all cases been published, it is known that there will be a general advance. The Northwestern and Burlington will raise their rates on coal from Iowa points, becoming effective December 1.

November 20 the Quincy route will charge more for hauling coal from the mines at Navinger and Stahl, Mo., than at present. At this time the rates are \$1.27 for lump and \$1.01 for all other kinds of coal. The new rates will be \$1.35 and \$1.15. The Missouri Pacific will also raise its tariffs on coal from Arkansas, Kansas and Missouri mines, commencing with next Monday.

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FREY LEAVES THE SANTA FE

Resigns as General Manager of the Road—Announces He Will Continue in Railroad Work.

TOPEKA, Kan., Nov. 15.—J. J. Frey, general manager of the Atchison, Topeka & Santa Fe railway, today announced that he had tendered his resignation of that position.

It is said that President General Barr will succeed Mr. Frey as general manager, retaining, too, his present title of president.

"My resignation is in the hands of the president, effective January 1," said Mr. Frey. "I will say that I will continue in railroad work, but at the same time I will divide the character of it. I have nothing to say as to the reasons for resigning and will pass the various rumors current without notice."

This was all Mr. Frey could be induced to say. Rumors of his resignation had been afloat since July last. The supposition being that he would go to some western road.

J. J. Frey is one of the best known railroad officials in the west. He was born in Jeffersonville, Ind., in 1848, and entered railroad service as a messenger boy for the Ohio & Mississippi railroad in 1863.

Afterwards he became telegraph operator and night train dispatcher. From 1868 to 1872 Mr. Frey was train dispatcher for the Missouri Pacific at Jefferson City. Next he went to the Missouri, Kansas & Texas as trainmaster at Sedalia, and in 1874 was made superintendent of the Sedalia and Missouri division of the road. In 1878 he was appointed division superintendent of the Iron Mountain and in 1882 assistant superintendent of the entire line. From 1884 to 1885 he was general superintendent of the Texas & St. Louis railway, and in the latter year returned to the "Katy" as division superintendent, from which he was promoted to the position of general superintendent. He was made general manager of the Santa Fe system in 1893.

CITY SELLING RAILROAD STOCK.

Plan Said to Contemplate Another Trunk Line to Chicago.

BALTIMORE, Nov. 15.—Definite plans are now under consideration for the sale of the city's holdings in the Western Maryland Railway company, amounting to 4,000 shares, to a syndicate of New York capitalists. The decision to sell the stock was reached by the city finance commissioners a week ago, but was not made public until today.

Mayor-elect Hayes has made the following statement:

"The New York representatives seemed anxious to gain possession of the city's holdings in the property and to assume the financial indebtedness of the road. Their proposition was to pay \$4,450,000 for the property. They stated that the proposed purchase had no connection or identification with either the Pennsylvania Railroad company or the Baltimore & Ohio Railroad company, or any other existing trunk line. They outlined a plan for the building of a competing trunk line to Chicago in connection with the Western Maryland railroad. They said they had a route fifty-six miles shorter than either the Pennsylvania or the Baltimore & Ohio to Baltimore, and that, by reason of such diminished distance, could make Baltimore the greatest coal center on the Atlantic coast. They also stated that they could obtain valuable southern trunk line connections. The plan is for the advertising of the sale under foreclosure proceedings in a court of equity, the city to buy it in.

The New York financiers are to enter into an agreement to take the road out of the city at the price for which it was purchased, and also to assume the floating debt."

CHANGE IN LIVE STOCK RATES.

Shippers Will Pay by Weight Instead of by Cans.

Cattle shippers throughout the west will be interested in a change to become effective December 1 in rates for shipment of live stock. At present cattle, sheep, hogs and horses are shipped and charged made at dollars per car. The change which will be adopted by the roads is to charge by weight, the charges being cents per hundred. In discussing this matter a local freight official says: "This change is in fine merely a technical matter and will be of no particular importance either to the railroads or the shippers. It is a return to a condition of affairs which prevailed in former years. After long use of the system of charging dollars per car does not meet with the same satisfaction as computing the shipments at so much per hundred."

"Under the existing order rates are quoted on shipments according to the length of the cars. Each car is presumed to have normal capacity, but sometimes in shipping this average is either raised or lowered, according to the grade of the cattle. Under the plan of charging cents per hundred the shipper pays only for that which he ships and every car will have to be carefully weighed. In some instances the new rates will prove an advantage to the railroad over the old ones, in others the shipper will get the advantage. It will be about a 'stand-off' and the cents per hundred rate will be adopted because it is more satisfactory to all parties concerned."

FAST TIME ON UNION PACIFIC.

Belated Train Speeds from Cheyenne to Omaha at 56 Miles an Hour.

What came nearly being a record-breaking run was made by Union Pacific train No. 2 one day last week, between Cheyenne and Omaha. It was the second fastest time ever made between the two cities and was done by a regular train, which had none of the advantages usually thought of a train when it is trying to break records or is racing against time. The distance of 316 miles was covered in 5 hours and 45 minutes, or at the rate of fifty-six miles an hour, including all stops. The train did not have the right of way, being sidetracked three times to meet west-bound trains. It was compelled to wait five minutes one time and three minutes another. The train left Cheyenne at 9:37 a. m., four hours and seven minutes late. It arrived in Omaha at 3:22 p. m., one hour and two minutes late. Three hours and five minutes of lost time were made up on the run.

The record from Cheyenne to Omaha is

COST OF THE CHICAGO CANAL

When Completed It Will Represent an Outlay of Fifty Million Dollars.

SOUTHERN PACIFIC STOCK DEAL.

STANFORD ESTATE'S HOLDINGS PURCHASED BY SPEYER & CO. SAN FRANCISCO, Nov. 15.—At today's session of the Western Waterways convention L. E. Cooley, engineer in charge of the Chicago drainage canal, spoke with regard to that project. He said that in 1826 a great engineer came to Chicago and predicted that this city would become a great metropolis. His idea was to connect Chicago and New York by canal and Chicago and the Mississippi river by canal. He even thought by this means that the trade of New York would extend along this route to the gulf. In 1857 a convention was held at Peoria to further the canal project. Other conventions endorsed the idea. Chicago, he said, is now contributing to a canal which would eventually become the property of the government. The enterprise in charge of the canal is an investment of \$50,000,000, when completed, represent an outlay of \$50,000,000.

The speaker denied that the canal would pollute the waters of the Mississippi, but insisted it would be a great and powerful commercial arm to the gulf traffic. This afternoon the committee on resolutions made its report. The report was adopted without a dissenting voice and the labors of the convention came to an end. The resolutions are substantially as follows: "Resolved, That we are more firmly convinced than ever that it is the duty of the general government to make liberal appropriations for all the navigable rivers and harbors in the United States. The work which has been done in this regard heretofore has proven of great advantage to the people of this country and we believe that no appropriation of the general government for the improvement of the navigable rivers and harbors in the United States, the work which has been done in this regard heretofore has proven of great advantage to the people of this country and we believe that no appropriation of the general government for the improvement of the navigable rivers and harbors in the United States, the work which has been done in this regard heretofore has proven of great advantage to the people of this country and we believe that no appropriation of the general government for the improvement of the navigable rivers and harbors in the United States, the work which has been done in this regard heretofore has proven of great advantage to the people of this country and we believe that no appropriation of the general government for the improvement of the navigable rivers and 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