

Instances of Losses From Freight Rate Discriminations

The New York World recently asked its correspondents in many of the large cities to collect facts showing specific instances wherein freight-rate discrimination has resulted in serious pecuniary loss.

Extracts from these reports follow:

Pennsylvania Road Kills Three Firms

Philadelphia, Pa., Jan. 7.—Three specific cases in which railroad discrimination has caused business firms to go out of operation have been brought out recently in court. Suit against the Pennsylvania railroad, claiming \$22,898 damages for alleged freight rate discrimination between April 1, 1898, and June 30, 1900, was brought last October by the International Coal Mining company, which had been driven out of business. Testimony developed the fact that the Berwind White Coal Mining company, the Morrisdale Coal company and David W. Williams & Co., had been given rebates on coal of 20 cents per ton, between April 1, 1898, and April 1, 1899, and 10 cents during the remainder of the period.

Again, on October 31 last, testimony was given before the interstate commerce commission, by W. J. Koch & Co. of Philadelphia, who charge that refusal by the Pennsylvania railroad to allow the milling-in-transit privilege at a new \$15,000 flour mill, built at Harrisburg, had forced its abandonment. Instead of the switching charge of 11½ cents per 100 pounds the action of the railroad meant that the milling company would have to pay 7 cents per 100 pounds more to Philadelphia than mills located west of Pittsburg.

Almost identical was the case of the Atlantic Flour Mills company of Philadelphia. This concern, with a capital of \$1,500,000, had built a very large modern mill on the Delaware river. On June 4, 1900, just as the plant was ready to begin operations, the Pennsylvania railroad, in a letter, informed

MIGHT HAVE SAVED IT

A Lot of Trouble from Too Much Starchy Food

A little boy of eight years whose parents did not feed him on the right kind of food, was always nervous and suffered from a weak condition of the stomach and bowels. Finally he was taken down with appendicitis and after the operation the doctor, knowing that his intestinal digestion was very weak, put him on Grape-Nuts twice a day.

He rapidly recovered and about two months thereafter, his father states, "He has grown to be strong, muscular, and sleeps soundly, weighs 62 pounds, and his whole system is in fine condition of health." Name given by Postum Co., Battle Creek, Mich.

It is plain that if he had been put on Grape-Nuts at an earlier period in his life, and kept from the use of foods that he could not digest, he never would have had appendicitis. That disease is caused by undigested food decaying in the stomach and bowels, causing irritation and making for the growth of all kinds of microbes, setting up a diseased condition which is the active cause of appendicitis, and this is more marked with people who do not properly digest white bread.

Grape-Nuts is made of the selected parts of wheat and barley and by the peculiar processes of the cooking at the factory, all of the starch is turned into sugar ready for immediate digestion and the more perfect nourishment of all parts of the body, particularly the brain and nerve centres.

Read the little book, "The Road to Wellville," found in each pkg.

Samuel T. Kerr, head of the enterprise, that the Atlantic Flour Mills company could not have the milling-in-transit privilege which other Philadelphia milling concerns enjoyed. Under such conditions the company could not run at a profit, and it never began operations.

Score of Bi Firms Ruined in Atlanta

Atlanta, Ga., Jan. 7.—Discrimination in freight rates, which until recently has been more pronounced in Atlanta than in any other city of the southeast, has caused the suspension of fully a score of leading firms engaged in wholesale trades. The most notable example of the rapacity of the railroads is furnished in the case of Inman, Smith & Co., manufacturers of shoes. This firm recently suspended, principally for the reason that the excessive and discriminating rates imposed by the railroads prevented a reasonable profit on the product of the factory.

Fifteen years ago there were between twenty-five and thirty wholesale groceries in Atlanta. Today, although the city has grown in population and in wealth, there are only thirteen wholesale grocery firms in the city. Their suspension has been due in nearly every instance to discriminating freight rates. The firm of G. T. Dodd & Son, wholesale grocers, was the best known of the businesses that suspended on account of rates. Two years ago the railroads passed a prohibitive tax on every bale of cotton brought into and carried out of Atlanta. As a result, freight agents of the leading roads entering the city were indicted by the federal grand jury, but before the matter came to trial the tax was withdrawn and has never since been suggested by the railroads, indicating that the tax was intended simply to bleed the cotton warehouse men.

Atlanta has recently fought a fight for fair freight rates and has won a partial victory.

Trains of Ruin in the City of Emporia, Kas

Emporia, Kas., Jan. 7.—The Emporia Canning factory was established in 1884, and having the advantage of natural position built up a good trade in Texas and the Indian territory and Colorado. The freight rate was changed in 1891, and canned goods from New York were shipped into this territory on the basis of the water rate from New York to Galveston plus the haul from Galveston to the territory mentioned, which was reduced so that the Emporia canning factory closed in 1891 at a loss of more than \$50,000, bringing about the ruin of J. A. Moore, who, when he went into the enterprise, was the heaviest taxpayer in the county.

The Emporia furniture factory closed in 1881, and it was alleged by the proprietors that freight discriminations forced them into failure.

The Emporia stock yards, which for many years was a clearing house for central Kansas cattle, is being torn down, and its operators say that freight discrimination has made it impossible to operate the yards profitably.

Baltimore's Export Trade Shriveling

Baltimore, Md., Jan. 7.—"While none of us has as yet gone bankrupt because of the discrimination in freight rates, yet we are gradually shriveling up because of the conditions as they exist," is the way Louis Miller, chairman of the commission on foreign trade for the chamber of commerce of Baltimore, puts it.

"Ever since December 5 last, when

the grain rates were advanced 1 to 1½ cents on export grain and 3 cents for domestic delivery, business in this city has almost come to a standstill," said he. "The gulf ports are getting it all, and where millions of bushels of corn were accustomed to arrive here, after the December marketing from the southwest, not one has been received since the first of the year. The December business was kept afloat by reason of the splendid crop produced by the home states of Maryland, Virginia and Pennsylvania. Now the outlook for cargoes from the southwest are discouraging in the extreme. These go direct to the gulf points for export because of the cheapness of transportation in comparison with the rates imposed by the Central Traffic association."

To show how business in Baltimore has fallen off it only need be mentioned that the following firms formerly engaged in the exporting business in this city have pulled up stakes and have gone to New York in search of better railroad opportunities:

David Dows & Co., Milmine, Badman & Co., Fuld, Lindley & Co. and I. & C. Moore & Co.

The Chamber of Commerce here is meeting daily to devise a means of surmounting the danger which now threatens the export business of Baltimore, and it is proposed that the interstate commerce commission be appealed to to take some action by which the railroads be compelled to place all freight rates upon an equitable basis.

Lincoln Industries Slowly Strangled

Lincoln, Neb., Jan. 7.—The most notable instance in Lincoln whereby discrimination by the railroads in freight rates caused the collapse of a promising industry, is that of the Lincoln Packing company, which started with bright prospects and flourished for a time, but was forced to the wall just at a time when people looked to it for advancement.

The company was formed in 1892 with a capital stock of \$347,000. Its president was I. M. Raymond, member of a wholesale grocery house, which still exists; and active in the affairs of the corporation were S. L. Geisthardt and the Messrs. Barstow and Gardner. Discussing the failure of the company today, Mr. Geisthardt said he was satisfied that freight discrimination and the rebate system were the cause of its undoing.

"Older and stronger companies, favorites of the railroads, caught us going and coming," said Mr. Geisthardt. "The private car system was one of the potent methods of this discrimination. We had no private cars and were helpless. After doing a losing business for about five or six years, with extinction in prospect, the stockholders accepted a loss of 75 per cent of their investment and quit."

"Two or three attempts to revive the company always met with the same result. The railroads were unfriendly, or by previous agreements favored the older competing companies, and the plant closed down for good."

Firm Loses \$50,000 to \$75,000 a Year

Buffalo, N. Y., Jan. 7.—Pending in the appellate division of the supreme court, on an appeal by the defense from a judgment of \$5,600 in favor of Spencer Kellogg and Spencer Kellogg, jr., against the Western Elevating association and the four trunk lines—the Erie, the New York Central, the Lackawanna and the Lehigh railroads—is an action in which the Kelloggs charge that the Elevating association and the railroads conspired to ruin the business of the Kellogg grain elevator in Buffalo by a discrimination in freight rates against the Kellogg elevator and in favor of the elevators in the trust, comprising Buffalo elevators,

THE VALUE OF CHARCOAL

Few People Know How Useful it is in Preserving Health and Beauty

Nearly everybody knows that charcoal is the safest and most efficient disinfectant and purifier in nature, but few realize its value when taken into the human system for the same cleansing purpose.

Charcoal is a remedy that the more you take of it the better; it is not a drug at all, but simply absorbs the gases and impurities always present in the stomach and intestines and carries them out of the system.

Charcoal sweetens the breath after smoking, drinking, or after eating onions and other odorous vegetables.

Charcoal effectually clears and improves the complexion, it whitens the teeth and further acts as a natural and eminently safe cathartic.

It absorbs the injurious gases which collect in the stomach and bowels; it disinfects the mouth and throat from the poison of catarrh.

All druggists sell charcoal in one form or another, but probably the best charcoal and the most for the money is in Stuart's Charcoal Lozenges; they are composed of the finest powdered Willow charcoal, and other harmless antiseptics in tablet form or rather in the form of large, pleasant tasting lozenges, the charcoal being mixed with honey.

The daily use of these lozenges will soon tell in a much improved condition of the general health, better complexion, sweeter breath, and purer blood, and the beauty of it is, that no possible harm can result from their continued use, but on the contrary, great benefit.

A Buffalo physician in speaking of the benefits of charcoal, says: "I advise Stuart's Charcoal Lozenges to all patients suffering from gas in stomach and bowels, and to clear the complexion and purify the breath, mouth and throat; I also believe the liver is greatly benefited by the daily use of them; they cost but twenty-five cents a box at drug stores and although in some sense a patent preparation, yet I believe I get more and better charcoal in Stuart's Charcoal Lozenges than in any of the ordinary charcoal tablets."

and known as the Western Elevating association.

The Kelloggs charged that the railroads contracted to pay the Elevator trust ½ cent per bushel for all grain shipped on their rails from Buffalo, whether it was elevated from lake vessels by the Elevator trust or not. So, in effect, the Elevator trust was given a rate of ½ cent per bushel cheaper than the Kelloggs could get, and also that premium on the Kellogg's business.

The action was first tried before Judge Lambert. He non-suited the Kelloggs, who, on appeal, obtained from the appellate division a decision that the bargain between the trust and the trunk lines was a conspiracy, and that the Kelloggs were entitled to recover damages. The second trial brought the Kelloggs a verdict of \$5,600 for damages for three weeks' operation of the alleged conspiracy, and it is the appeal from that judgment which is pending. George L. Lewis, counsel for the Kelloggs, said today that the discrimination against the Kelloggs in grain rates damaged them from \$50,000 to \$75,000 a year.

Ruin of Southern Steamship Company

New Orleans, La., Jan. 7.—A. F. Plaza, manager of the defunct Southern Steamship company of Mobile, who filed suit against the United Fruit

AN OLD AND WELL TRIED REMEDY.
MRS. WINSLOW'S GOING BEYOND FOR children teething should always be used for children while teething. It softens the gums, allays all pain, cures wind colic and is the best remedy for diarrhoea. Twenty-five cents a bottle.