STATEMENT FOR THE

Statement Before Interstate Comnerce Commission in Matter of **Proposed Freight Rate Increase**

In connection with the attempt of behalf of the National Live Stock Ex- the shipment was handled through in change and the live stock producers good shape merely because it was acand shippers of the country by C. B. corded intelligent handling. Heinemann, Secretary, the National Some of the western r Live Stock Exchange, on June 11th, 1917.

The statement made by Mr. Heinemann was as follows:

stock are in this proceeding con- effected a reduction during a fivefronted with the proposal of the car- year period of 70 per cent. The nesses, that an unprecedented emer- and the handling of coal trains. If are concerned, and that to afford stock under intelligent operation the them relief the men upon whom we claim factor would cease to exist. depend to supply the world with the

It must be conceded that an emeris to succeed in its avowed and nosafe for Democracy." then all must the cry of "emergency" must not be raised by any particular, element faction unusual or unjustifiable profits at the expense of the public.

The recent appeal of our Presiers are concerned; and the reult so resulted in the cancellation of the earnestly urged by our Chief Executive are being undertaken by both rective measures are immediately and in their concerted action they have shown themselves devoted "to the service, without regard to profit or material advantage and with energy and intelligence.

The live stock producers are labsible under existing conditions.

selves to that feature, leaving to oth-ers the question of the financial af-to themselves as possible, and incifairs of the carriers.

STOCK PRODUCERS the used in this country, noving from the for kosher killing, moving from western markets to New York abbatoirs, the average loss and damage claims paid will approximate but 30c per car.

Only last week 200 head of 1077 pound steers moved by boat from Santa Rosa Island, off the California the railroads to secure a raise in coast, by water and rail 2,100 miles freight rates of fifteen per cent, a to Kansas City where they broke all statement was made before the In- records for prices paid for California terstate Commerce Commission, in cattle. Not an animal was lost and

> Some of the western roads, by adopting protective measures and handling their live stock shipments just as they should be handled have reduced their claim payments to a figure much below the average of all

The producers and shippers of live freight. One line in particular has ridden Europe, Jufe 19th.

food most needed by fighting men- displayed wisdom and intelligence in council of soldiers and working men. meat-must increase the amount of freight charges paid to the railroads matters pertaining thereto others that they (the railroads) may there-make no attempt to handle the trafby accumulate a greater surplus to fic except in a haphazard manner and the end that the great railroad com- with the apparent intention of riddpanies may attain greater prosperity ing their line of it at the earliest and gain furthr control over their possible moment. Neither do these smaller and less fortunate competi- carriers make any attempt to effect economies in operation so far as handling this traffic is concerned. gency exists, and that if our country Only recently new rules governing hoof weight deductions were publish ble intention to "make the world ed in the Western Trunk Line terri-These rules constituted such a tory. share alike in the supreme test, and radical departure from the rules heretofore existing that some of the markets found it impossible to work merely to insure that element or under them. Take, for example, the situation at Omaha, one of the first markets to adopt 'he hoof weight system; the Burlington road andent to his felllow-countrymen urg- nounced that when the arrangement ing the importance and necessity of was installed at that point, due to the the production of adequate food sup- discontinuance of the track scaling, plies, has not fallen upon deaf and it resulted in their saving \$60,000 unresponsive ears, so far as the Am- per year at that point. The promulerican farmers and live stock produc- gation of the burdensome rules has

Omaha agreement, so that unless coradopted, the Burlington, in common with all other Omaha lines, will have to again resort to the expensive method of track scaling their shipments of live stock. In the adoption of the

changed rules no attempt was made oring under the existing emergency to confer with those interested in the to a greater degree than are the car Omaha market to ascertain what efriers of the country, and regardless fect the change would have at that of the comparatively high prices be- point. notwithstanding t'ey had ing paid for live stock witnesses have agreed to consult with those people shown that the advancing prices of before any change of this kind would feed stuffs render profitable produc- be attempted. This is merely given tion of live stock practically impos- as an illustration to show that instead of trying to effect economies in We are, in this statement, primar- all directions, some of the railroads ily concerned with the transportation are proceeding without rhyme or reaof live stock and will address our- son to make the handling of live dentally, instead of encouraging pro-

Live Stock traffic, so far as the vol- duction and shipment of live stock, ume is concerned, is a trainload movement, and the great market cen-ters of the country, receiving as they

sent. The withdrawal of a million autocracy," said Mr. Van der Linde time, ing of the highest grade of beef catsoldiers, or even two million, will "The new Government is determined leave a large number of people still to stand shoulder to shoulder with France and the United WILL EQUAL IF NOT SUR-PASS OMAHA AND LINCOLN

Sincerely yours, William H. Taft.

RUSSIAN SOLDIERS WANI TO FIGHT

Goodrich Representatives Returns to United States With Interesting Facts on war Countries

SCome new interesting viewpoints history." of the wolrd war were disclosed by stentative who returned fro mwar

Starting last Christmas, Mr. Van der Linde traveled throug' Norway, riers to effect a horizontal increase greatest difficulty in the handling of Sweden, Findland and Russia, doing Linds "of how impressed the Franch west end" and that Scottsbluff, Gerof 15 per cent in all interstate live stock has been to have the op-stock rates. We are informed, thru the public press and by preceding wit- ence between handling that traffic in Moscow and Petrograd. Mr. Van der Linde was in the Russian Capitol mendous admiration for everything gency exists so far as the railroads we were to put the handling of live when the revolution broke out and witnessed the exciting times attend- confidence in the ability of the Uniting the abdiction of the Czar and the ed States to sway victory to the Al-

While some of the carriers have seizing of the Government by the lies."

"Eeven with the help of America," "I have great confidence in the continued Mr. Van der Linde, "and 340.

handled with a minimum of loss, and and need to hear discussions of the new Russian Government doing its a united Russia, it is my opinion the tests have shown that in the handl- issues which the chautauquas pre- share in the struggle against German war cannot end under two years

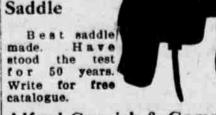
States. The soldiers are over anxious to continue the fight. But the terial progress during the next fifty dissensions has been among the work- years, in my opinion, will be the reing men engaged in manufacturing clamation and development of that portion of her territory lying west of munitions of war. The workers are virtually on a general strike for the 100th meridian. No prophetic higher wages."

"The American Commission headed by Elihu Root have put new confidence into the Russian people. When the workers return to their shops and supply the soldiers with clothing,

fight as she never has before in her Before Mr. Van der Linde's recent by the recent discovery of potash de-Victor van der Linde, Goodrich repre trip, he was associated with the Paris posits near Alliance. Long before office of the B. F. Goodrich Co. Since the outbreak of the world war, he vey is reached I believe the populawas in close touch with the Goodrich tion and wealth of eastern Nebraska Factory at Colombes, France. "You will have been overtaken by the joining the Allies. They have a treportance, if they do not actually surpass Omaha and Lincoln.-Clark American. France places utmost Perkins of Aurora in State Journal.

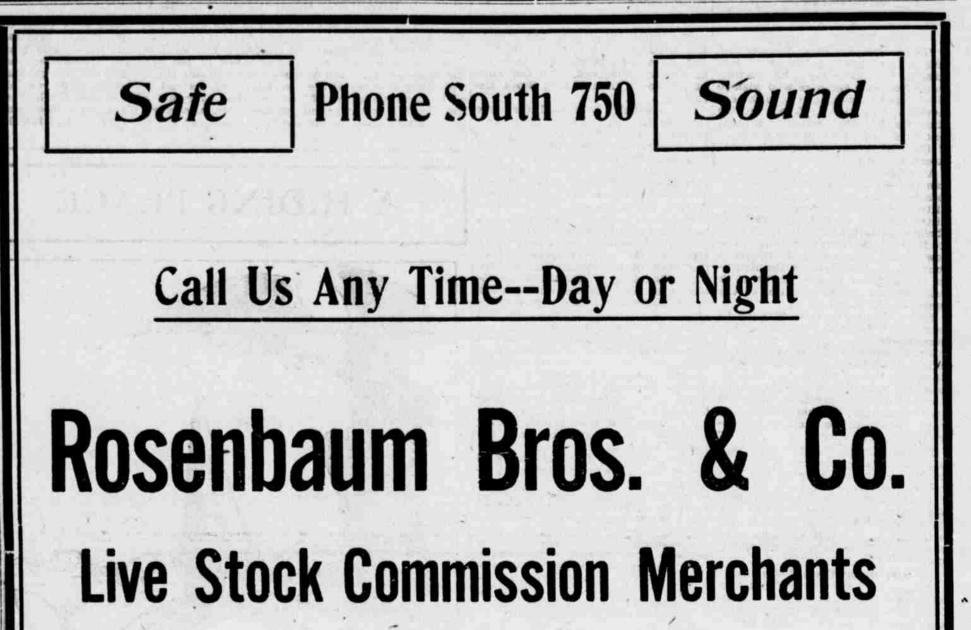
Don't burn your old papers, magazines and mail-order catalogs. We buy them. Alliance Herald, phone

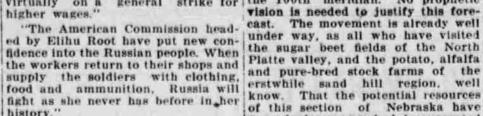
"The House of Courtesy The big feature of Nebraska's ma-OMAHA Room with detached bath, \$1.00 up. Room with bath, \$1.50 up. Cafe prices most reasonable in City. Fireproof Sprinkler System. -Complete Safety. Management, Rome Miller scarcely been touched is suggested Famous Collins the time limit covered by this sur-



Alfred Cornish & Comp'y Successors to Collins & Morrison.

1210 Farnam St., Omaha, Neb.





customary method of operation was courage these producers in their ef-

ket centers where live stock is handperformed by separate terminal companies at the stock yards range from 75c to \$2.50 per car. In the small charge of road haul lines will range justify the lowest possible rate for the transportation of live stock, and seriuos consideration should be given to the economic feature before per mitting any increase in the present interstate rates, some of which are undoubtedly upon too high a plane 8438, so all of the facts may be beand should, therefore, be reduced.

The question of claims has been repeeatedly referred to as a factor justifying increased rates, yet a compilation made by the Commission in its 29th Annual Report shows that TAFT RECOMMENDS almost 39 per cent of the claims paid on live stock are chargeable to delay and more than 19 per cent to the

be comeplied to contribute higher

We submit that the live stock pro do, hundreds of thousands of cars each year, receive the stock in solid ducers and shippers of the country trains, in which are handled from 20 are contributing more than their to 60 and sometimes more cars per trains. Manifestly, this is the economical method of handling traffic of necessity of efficiency in the operaany sort, and by consolidation in this manner the unit cost of operating is reduced to the minimum.

In the handling of no other com-modity are the carriers able to obtain ent to tide them over the period of the efficient utilization of equ'pment the so-called emergency; and, as the as in the case with live stock. Op-erating witnesses recently testified, in Docket No. 9239, that live stock increased operating cost, will enable trains containing 40 cars were often them to declare their usual dividends unloaded in 40 minutes; that the and will not cause them to encroach same engine and crew bringing the upon their surplus.

train to the chutes, awaited the un-loading and moved the empty cars ly sensitive to adverse conditions, back to their terminals, and that the and nothing should be done to disfor the cars arriving in the early fort to supply our country and our morning hours to be ready to be re- allies with meat products.

turned to service before the noon of the same day. This same road (the C. & N. W.) has delivered more than one thousand loads of stock at the sion under Docket No. 8436. In that Chicago market in one day and every proceeding it is proposed to investi-car was unloaded before 9 A. M. If gate all of the rates, rules and regu-other trac could be handled with such lations governing the transportation a high rat of efficiency car shortage of their commodity. The shippers. would be unknown and car surplus through their various organizations

would be the general rule. The terminal expense of handling live stock has been found by the Commission in every case to be less than the terminal expense of handl-the terminal expense of handling through their various organizations in the collection and preparation of data for presentation to the Commis-sion. While the carreirs have re-peatedly expressed their desire to obing other traffic. At all great mar- tain increased rates following the dis ket centers where live stock is hand-led in volume, the treminal charge is that when all of the facts are presentuniformily a small sum and much lower than that provided by the car-riers under what they term their re-ciprocal terminal arrangement be-tween road haul lines. The switching charge for switching services and not at all in line with the cost of operation. Let these carriers look about them localities, the customary switching of live stock upon a sensible basis; no greater co-operation will be found vice. All of these factors tend to than from the live stock shippers. We, therefore, earnestly urge that the Commission deny these carriers permission to advance the live stock rates of t'e country or that the entire proceeding, so far as their proposal is concerned with respect to live stock, be joined with Docket No.

fore the Commission. Respectfully submitted, C. B. HIENEMANN, Sec. National Live Stock Exchange.

CHAUTAUQUAS

Former President William H. Taft rough handling of cars. Both of has written the following letter in-these causes are avoidable causes, and certainly the sipper should not the chautauqua people:

"I do not see any reason why the rates merely because the operating officials do not see fit to adopt sensi-ble and safe methods of handling the traffic offered. Live stock can be Stock Yards Station, Omaha, Nebraska Chicago, Illinois - Sioux City, Iowa

G. J. Ingwersen, Manager and Cattle Salesman

R. R. Keenan, Cattle Salesman

F. . Crone, Feeder Buyer

E. G. Smith, Hog Salesman

Prompt

F. E. Randall, Sheep Salesman

G. S. Campbell, Sheep Salesman

Jos. Krejci, Hog Salesman

Reliable

E. V. Keagle, Office

Orders for Feeding Cattle, Sheep or Lambs

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