

# RAILWAYS AT WORK

## WILL TRY TO CONTROL REPUBLICAN STATE CONVENTION

### Hope to Secure a Mild Plank On the Pass Question so That Way Will Still Be Open to Influence Legislation

There is a belief among the republicans who are interested in the movement to secure anti-pass legislation that the railways are doing their best to place their henchmen on the delegations to the state convention so that the movement may be controlled. In support of this view it is pointed out that there are several men who have been notorious for their use of passes during the past, on delegations from counties advocating the reform. This tendency to choose railway henchmen to sit on the delegations is counted a menace to the successful achievement of legislation that will prevent the enactment of a pass law.

#### Hope For Moderate Plank

By controlling the delegations which come to the state convention in September, the railways will be able to moderate the tone of any resolution adopted and keep in full control of the political machinery throughout the state so that when the conventions are held next year they will be in position to dictate the choice of men for the legislature.

Political observers who have watched the growth of the popular sentiment against the use of the pass as a bribe and a discrimination against the paying railway passenger believe that the railway managers realize that the movement is borne along by such powerful and pervasive popular sentiment that it is useless at the present stage to seek to check it. This accounts for the belief that an effort is being made to control the movement.

#### There is a String to It

"I knew very well that there would be a string to the adoption of any anti-pass platforms out in the counties," said a well known state official discussing the composition of some of the delegations from counties where resolutions against the pass system have been adopted.

The railways have discovered that the conditions are such throughout the state and the country at large that any direct effort to check the sentiment against the use of the railway pass would be futile and simply add fuel to the flames. They have, therefore, made no protest against the conventions adopting resolutions, wherever the sentiment has been strong for it, but they have taken care to see that their friends predominate on the delegations. An effort will be made to secure the adoption of an anti-pass plank at the coming state convention and the railway politicians are dubious as to the outcome of their efforts to check the movement.

#### Sentiment is Strong

It is pointed out that it only needs the support of a few counties to secure the adoption of such a plank since the convention cannot afford to refuse to accept it in face of the strong sentiment among the people of the state.

It is pointed out that the uncontrolled movement would lead to the election of a state chairman from the anti-pass element of the party and the other machinery would be thrown in the same hands, which would spell disaster for the corporation politicians and greatly enhance the prospects for the nomination of legislative candidates who are sincerely in favor of the anti-pass legislation that will be effective. The records of the house

and senate will disclose to the electors of each district the attitude of their representatives and senators on the question when it came to a vote on the pass bills introduced during the recent session.

#### Railway Activity Significant

The activity of the railways in attempting to defeat legislation would save them from the necessity of giving away transportation of great value annually, and this is regarded as of considerable significance. Those who contend that the pass is a bribe say that the corporations have no desire to be deprived of the usual consideration with which they have been able to defeat railway legislation. During recent years, these ends have been accomplished through a lavish distribution of free transportation to members and employes of the legislature. So common has the practice been that the few legislators who have not availed themselves to such privileges have been marked men, and it is the regular thing for political observers to look forward to a great vacation exodus of legislators immediately after the close of each session. Men who never got further than the state capitol before their election to the legislature travel from coast to coast without let or hindrance as long as they have the means to pay the necessary hotel and hack bills.

#### RULES AGAINST WESTERN ROADS

##### The Interstate Commerce Commission Holds Corn Rates Unjust

Washington, Sept. 1.—The interstate commerce commission yesterday decided that the present freight charges on corn products and corn from Missouri river points to Pacific coast terminals insofar as the rate on corn products is more than five cents above the rates on corn, constitute a discrimination against corn products and producers thereof at places on the Missouri river.

It was shown by the decision that the differential rates on corn and corn products from Missouri river points to California terminals were for about one year after January 1, 1890, a differential of nine cents against corn products. Then for about one and one-half years it was nine cents in favor of corn products. The rates were the same between July, 1892, and March, 1895, when a differential of five cents against corn products was established. In December, 1897, the differential was increased to 10 cents and in July, 1902, it was reduced to ten cents and has since remained at that figure.

Changes in the relations of rates on corn and corn products from Missouri river points to north Pacific terminals were not greatly different from those mentioned.

A decision was rendered also in the matter of rates on corn and corn products from Missouri river points to points in Louisiana. It was held that prior to July 1, 1905, rates on 100 pounds from Missouri river points to points in Louisiana were five cents lower on corn meal than on corn, but on that date the differential was removed by respondents and the rate on corn and corn meal made the same.

#### TREASURY DEFICIT GROWS

The finances of the treasury are in such serious condition that experts estimate that the deficit at the end of the fiscal year will be around \$50,000,000. The forecast is based on the figures of the first two months of the fiscal year. Secretary Shaw's experts, who are not worrying about the political end of the question, but who deal with the figures as a business matter, assert that something must be done or the treasury will encroach so dangerously near the reserve fund that the financiers of the country will take alarm.

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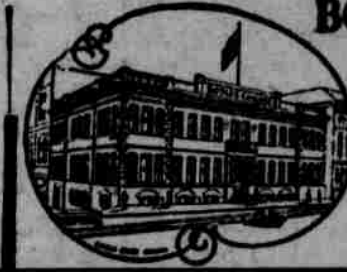
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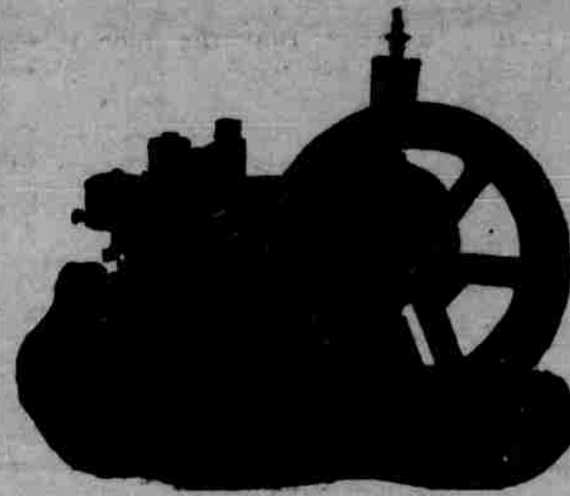
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