

RAILROAD COMBINE

Pennsylvania-Vanderbilt Interests In Control of it in the Handling of Bituminous Coal

Philadelphia—The report which the Interstate Commerce commission will make to congress will, it is reliably understood, be along the following lines:

1. That the preponderating evidence is that the bituminous coal business in the East is controlled by the five great railroads handling the traffic.

2. That these great railroads virtually form a combination controlled by the Pennsylvania-Vanderbilt interests, and that among these interests the Pennsylvania railroad is the dominating factor.

3. That by a large minority stock ownership in the Baltimore and Ohio, Chesapeake and Ohio and Norfolk and Western, the Pennsylvania is able to control the management and so dictates the policies of these roads.

4. That this control, acquired in 1899, and the elimination of all real competition has been followed by a very material advance in bituminous coal rates, resulting in a consequent higher cost of fuel to all consumers, this adding appreciably to the operating expenses of all industries east of the Allegheny mountains.

5. That with this control there is nothing to prevent advance in coal rates, and that, therefore, the stock ownership which forms the basis of the combination becomes a public menace.

6. Upon these grounds, the commission will likely recommend to congress the enactment of a law which will prevent such ownership by one railroad of stocks of others, naturally competing lines, and compelling sale by the Pennsylvania railroad and other companies of such stocks now held.

7. That some of the bituminous coal roads, notably the Baltimore and Ohio, the Buffalo, Rochester and Pittsburgh, and the New York Central, have gone into the ownership of coal companies on their lines in a way that is dangerous to the public, and has tended in important cases to discrimination against independent operators.

8. That in the distribution of cars, the granting of sidings and in other ways the evidence has shown gross discrimination and favoritism, particularly on the part of the Pennsylvania and Baltimore and Ohio railroads, whose policy has been to foster the big coal companies and to restrict

the development of new coal operations.

9. That individual cars owned by coal shippers have been the vehicle of favors and unjust discrimination, and that while they exist the way will remain open for continuance of such unjust and hurtful practices.

10. The commission will recommend that the private car system in the coal business shall be eliminated and the railroads be required to furnish all the equipment; also that mine ratings and car distribution be made and records kept in such way as to give full opportunity to all coal operators to see and judge for themselves whether they are receiving just treatment.

11. That the revelations of graft on the Pennsylvania railroad are ample evidence that the practice common on that system, and found to lesser degree on the Baltimore and Ohio, of railroad officers being interested in coal properties on their lines, whether these holdings are by gift or purchase, are a source of possible if not actual favoritism, and should not be permitted.

FLAMES TOUCHED DYNAMITE

Six Men Killed by Explosion Near Evelth, Minn.

Evelth, Minn.—Six men lost their lives in a powder explosion at the Mohawk mine, between Biwabs and Aurora, last night. All were unmarried. It is supposed that one of the men was getting dynamite which is used in sticks and the flames of the candle touched it.

His Legal Right

Man of the House—Now I've caught you with the goods. What have you got to say for yourself?

Burglar—Aw—say! I dunno wot ter say! Jes' wait a minnit, boss, till I call up me lawyer an' find out.—Chicago Daily News.

First Catch Your Hair

"Here!" cried young Kallow, "can't you touch up my mustache a little?"

"I'll be glad to, sir," replied the barber. "When do you expect to get it?"—Catholic Standard and Times.

"This is the third time you have refused me," protested the young M. D. "Is there no hope?"

Oh, yes," answered the tantalizing

GETS GOVERNMENT AID

Washington—The Jamestown tercentennial exposition will receive government aid amounting to \$1,325,000 in addition to \$250,000 appropriated a year ago, as the result of the agreement by the senate and the house tonight on the sundry civil bill. An item of \$100,000 for the transportation of troops was struck out, but this expense will be paid from the appropriation of \$12,000,000 in the army appropriation bill.

THE GREATEST CHURCHES

There Are Only Nine that Can Come Under That Title

A Roman journal gives a list of the great churches of the world. The estimate allows four persons to every square yard of space available. Milan cathedral stands at the head with capacity for 37,000; St. Peter's holds 32,000; St. Paul's 25,600.

The capacity of San Petronio, Bologna, the Florence cathedral, and the Antwerp cathedral is about 24,000 a piece; that of St. Sophia, Constantinople is 23,000; that of St. John Lateran, Rome, about the same (22,900); that of Notre Dame, Paris, 21,008.

These are the nine great churches of the world. The Pisa cathedral comes tenth with a capacity of 13,000. The cathedral of the City of Mexico and that of Notre Dame in Montreal are the two largest churches in North America, though they belong to the second class; St. Stephen, Vienna (12,000), and St. Dominic, Bologna (12,000).—Everybody's Magazine.

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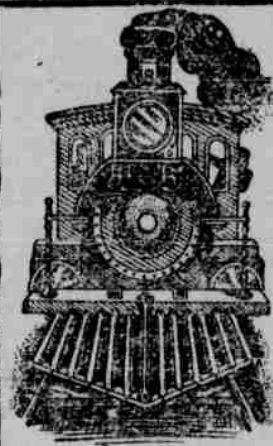
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WILL PROBE GRAIN TRUST

Senator LaFollette Secures Passage of Resolution of Inquiry Similar to Coal Investigation

Washington—The connection of stockholders and employes secured their holdings in these grain buying storing and forwarding companies, and to report the same to the congress at its next session.

Washington—The connection of railroads with the buying and forwarding of grain is to be investigated by the Interstate Commerce commission. The inquiry will be similar to that now being prosecuted regarding the close connections existing between the railroads and the mine operators. The elevator trust, the combination of grain elevators for securing a monopoly of grain buying, for fixing the prices and at the same time for cooperating with the railroads to control both prices and rates also will be investigated.

Senator LaFollette, as a radical reformer, today won his first notable victory in the senate by securing the adoption of a resolution offered by him June 5 providing for such an inquiry. All his previous remedial propositions had been promptly rejected by the senate.

The resolution adopted asks "that the president request the Interstate Commerce commission to make a thorough investigation of the elevator and grain buying and forwarding business of this country to determine to what extent special favors have been granted, the influence which the monopolizing of this branch of business has had upon the market, the injury it has worked to the grain producers, the extent to which the railroads, their officers, directors, stockholders and employes own or control the grain buying and grain forwarding companies, and the manner in which these railroads, their officers, directors,

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stockholders and employes secured their holdings in these grain buying storing and forwarding companies, and to report the same to the congress at its next session.

Senator LaFollette spoke at length on his resolution, declaring that while the country had been astounded at the facts disclosed by the investigation conducted under the Tillman-Gillespi resolution of the railroad and coal operators, the revelations concerning the alliance of the railroads and the grain elevator owners would be not less surprising.

It has been shown, he said, that graft and corruption extended in every direction in the relations existing between the railroads and the coal operators. It will be demonstrated, he said, that a similar situation prevails in the handling of grain.

The great grain producing districts, said Mr. LaFollette, have been parcelled out to elevator companies in alliance with the railroads, the arrangement producing a monopoly for buying all the grain in a given district. The elevators are identified with the railroads, giving every indication of joint ownership, to the great detriment of the farmers, who should have the benefit of an open market and the best prices for their products. There is absolutely no competition left the farmer for the purchase of his grain.

Mr. LaFollette read a letter from Railroad Commissioner Thomas, of Wisconsin, showing that nearly all the elevator stock in the state is owned by railroad officials and employes.

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