RATES ARE LOWER

State Board of Transportation Makes an Order.

HEEDS NORFOLK'S PROTEST

Rates on Freight of the First Class Reduced.

PROTRACTED MEETING OF BOARD.

Afternoon and Evening Taken Up With the Examination of Witnesses - Hearing | him. Held Before a Large Crowd of Interested Spectators.

From Friday's Daily'.

The state board of transportation, which has recently come into public notice from the fact that it has lately awakened from a Rip Van Winkle sleep lasting several years, and is now making a pretense of earning the salaries paid the members, arrived in the city at noon and at 2 o'clock opened the hearing of the case of the Norfolk Business Men's association against the C. St. P. M. & O. railroad company, on the charge of discriminations against Norfolk business men in the matter of freight rates.

The hearing is being held in the city hall, and there are present J. F. Cornell, state auditor, who is chairman of the board of transportation; J. B. Messerve, state treasurer; J. B. Wolfe, land commissioner: C. J. Smythe, attorney general; W. F. Porter, secretary of state and secretary of the board; J. W. Edgerton and G. L. Laws, secretaries; Miss Holland, stenographer.

As all roads entering Norfolk are equally interested in the outcome of the case, they are all represented at the hearing today. The C. St. P. M. & O. is represented by J. B. Barnes, attorney for the Nebraska division. The F. E. & M. V. is represented by A. H. Merchant, assistant general freight agent; B. T. White, general attorney; H. J. Ganson of General Manager Bidwell's office. The Union Pacific by C. J. Lane, assistant general freight agent.

The case was opened by R. A. Stewart, who stated the matter of complaint is squarely within the jurisdiction of the board, who are employed by the people and not by the railroads, and should see that justice is done every community. He cited several cases where business men had attempted to ship goods from Omaha to Norfolk via the C. St. P. M. & O., but that road would not accept such shipments. It was shown that Johnson had their sympathy. The Omaha is 142 miles distant via the C. St. P. M. & O., and 119 miles over the

F. E. & M. V. Other remarks were made, before the formal complaint was read, by F. H. Free, Dr. Bear, Herman Gerecke, R. B. Weller, L. Sessions, C. S. Bridge, C. D. Jenkins, N. A. Rainbolt and G. M. Thompson but the lateness of the hour synopsis of the remarks today, although a more extended report will be made for review of previous efforts made in the tomorrow.

At the time this report closes the formal complaint of the Business Men's association of Norfolk against the C. St. P. M. & O. railroad company is being read.

From Saturday's Daily:

The hearing given to the Norfolk business men yesterday by the state board of transportation was closed last night about 10 o'clock and at least two of the points contested for by the Business Men's association were honored with orders from the board. The first was that an order be issued to the M. & O. road reducing the freight rate charge from South Sioux City to Norfolk from 42 cents to 35 cents. The other was that the road be ordered to receive freight at Omaha for shipment to Norfolk. The board had some question regarding their jurisdiction in the matter of compelling the road to publish a tariff and keep it posted in a conspicuous place and ready of access and this, with other complaints, was allowed to stand

The first effort made by the representatives of the Business Men's association in the afternoon was to have the board listen to the statements and opinions of the merchants present.

Mr. Smyth thought that what the board first wanted was definite evidence and they did not care for the speeches until after the evidence was in.

Mr. Free and Mr. Johnsan considered that the statements of citizens was of considerable importance as the board had come to listen to the complaints, and the expressions on the part of citizens might have an important bearing on the

The board then expressed its willingness to stay here until the case was thoroughly presented and signified its readiness to hear what the citizens had

Mayor Simpson was the first to address the board and as usual was up to the occasion, stating that Norfolk felt that it had a fight for its existence on hands and called attention to the discrimination under which the city was laboring. I official notice been received by this

Simple justice was asked. The citizens are not after the railroads nor the state board of transportation but were after

Dr. Bear was called up for remarks. He said that the complaint was one of the said complaint as dismissed. the citizens of the town not an individhearty sympathy of the people in his

Herman Gerecke did not suppose the board was here to be harangued but opinion. Had been in business here since 1869 and if the conditions then prevailing could be returned he would state board of transportation and the interstate commerce law could be repealed those conditions might again effect if he had any complaint concerning freight rates he would go to Mr. Morehouse and he would always fix it for

R. B. Weller-Had no facts to present particularly, but was in hearty symentered into the question sufficient to give facts and figures.

Louis Sessions-Dr. Bear expressed with the movement.

C. S. Bridge is an outshipper and is treated about the same as other outshippers. Inshippers probably have some cause for complaint.

C. D. Jenkins-Would be satisfied to people. In hearty sympathy with Mr. Johnson.

N. A. Rainbolt-Not much of a shipper either in or out but had heard con- Minneapolis & Omaha Railway com- and Norfelk, so that no undue preference stant stream of complaints regarding pany does publish a tariff of rates from or advantage shall be given to the ship rates from both in and outshippers. In the neighbrhood of a dozen persons had endeavored to start wholesale houses a small switch, a little more than one here but were beat in freight rates mile from Norfolk, to be the last station The railroad facilities were ample to on the line and the only way to ship be made to the shippers of Norfolk as from Omaha over the Minneapolis & figured on a basis of discriminations give them control of a large territory Omaha would be to bill to Hope, and shown in favor of Hartington. Florence rates. Had II head of cattle at Plain- Hope, where there is no depot and no may be just and within the powers and view. Couldn't learn what it would hope of there ever being one, and rebill cost to ship them but was told it would be all right. Was charged \$18. Could have driven them down for \$3 to \$5. in open violation of section 6, chapter Had 34 head at Wakefield. Was told it 72, compiled statutes of Nebraska. would take two cars and cost \$44 to ship to Norfolk. Could drive them through for about \$10. Freight to South Omaha Paul, Minneapolis & Omaha Railway on same shipment only \$23 and three company at its freight house in Omaha, times the distance. The people are in Nebraska, to be sent to Norfolk over its that there was no published tariff kept hearty accord with Mr. Johnson. Some may draw their breath in on account of forced the shipment to be sent over the of the public as at other depots. The passes but their sympathy is with the novement

G. M. Thompson-Am a shipper from Omaha. Mr. Johnson voices the sentiment of the business men. Would like to see this a distributing point and a just rate made on carload lots.

Mr. Laws stated that the expressions of the people seemed to prove that Mr. public correspondence between him and Mr. Johnson was of a personal nature insofar as the board was concerned. He official capacity.

The complaint was here read by Chester A. Fuller, secretary of the Busisome direction and went on to recite the being 20 sections, as follows:

The Norfolk Business Men's Association against the Chicago, St. Paul, Minneapolis & Omaha Railway Company. The Norfolk Business Men's associa-

tion of Norfolk, Neb., respectfully represents to the honorable Board of Transportation of the state of Nebraska and for its complaint against the Chicago, St. Paul. Minneapolis & Omaha Railway company alleges:

First-That on the 13th day of De cember, 1898, the complainant filed with this board a written complaint against the Chicago, St. Paul, Minneapolis & Omaha Railway company, said complaint being prepared under and by the direction and suggestions of the secretaries of said board, J. C. Dahlman and G. L. Laws, and later on a similar complaint, verified under oath as required by law, was filed with this board and on the 27th day of June, 1899, this board by its secretaries, J. W. Edger-ton and G. L. Laws, held a meeting or hearing on said complaint at Norfolk,

Second-That the evidence there offered by this complainant, among other matters showed to this honorable board that the said Chicago, St. Paul, Minneapolis & Omaha Railway company did not at that time have and keep open for public inspection tariff sheets or schedules of its charges for the carriage of freight from South Sioux City to Norfolk, Neb., nor tariff sheets or schedules of freight rates from and be-tween Omaha and Norfolk, Neb., in a public place in its said station house in Norfolk, Neb., as required by section 6, chapter lxxii. Compiled statutes of Ne-

Third—That this honorable board, by its secretaries, G. L. Laws and J. W. Edgerton, at the said hearing promised this complainant that an order would issue immediately to the Chicago, St. Paul, Minneapolis & Omaha Railway company commanding them to publish such tariffs and at the same time the said secretaries decided that the question of discrimination or injustice in said rates could not be determined until the said railway company published the required tariffs, and the honorable

board did then adjourn. Fourth-That the period of eight calendar months has elapsed and determined since the date of said hearing and more for a like service from Sout's Sioux no official notice has as yet been received by this complainant that the mands or receives for a longer haul to promised order has been made to the towns in this state much more distant offending railway company, nor has any than Norfolk, Nebraska.

complainant of the final disposition of criminates against this complainant, the said complaint nor of any finding of although this complainant admits that certain daily papers of the state reported

Fifth-That this complainant does the citizens of the town not an individ-now for the third time allege that the ual complaint and that Mr. Johnson bas Chicago, St. Paul, Minneapolis & Omaha Railway company grossly discriminates against the city of Norfolk, Neb., by giving to other localities no more favorably situated and in some cases less favorably situated better rates, wanted evidence from which to form an and has done so for more than ten folk, Nebraska. years last past and in open violation of section 2, chapter lxxii, Compiled Statutes of Nebraska.

Sixth-That the said Chicago, St. be satisfied. If the law creating the Paul, Minneapolis & Omaha Railway company does not at this time keep posted in its station house at Norfolk Neb., a published tariff sheet or schedule of rates and classifications in a prevail. Before these laws went into public place of ready access to the publie and this complainant respectfully asks that this honorable board or a committee of the same make a personal inspection of the said station house at this time, as the said board is empowered to do under section 17, chapter Ixxii, Compiled Statutes of Nebraska.

Seventh-That the Chicago, St. Paul, pathy with the movement. Had not Minneapolis & Omaha Railway com- commanding it to publish its tariff pany publishes a tariff of rates from sheets and schedules of rates, Sioux City, Ia., to all stations on its Norfolk, Neb., in a convenient and line and also publishes joint tariffs to accessible manner for public enspection, all other Nebraska towns, and that as required by law, so that the public my views. Am in hearty sympathy while there is no material difference in may not be forced to make demand or the rates from Sioux City (Ia.) and South | special request for the same Sioux City (Neb.) to the towns along its line of railway, or to towns to which it quired and compelled to receive and publishes a joint rate, no such tariffs haul freight between Norfolk and are published giving rates from South Omaha. Sioux City (Neb.) and the said railway company by this means evades and escapes the jurisdiction of the Nebraska ing or entering into any pool, agreement receive same treatment accorded other Board of Transportation and will thus or contract by which business is diverted escape and evade the law as long as this from its lines and which is injurious to honorable board allows this condition to the rights of this complainant.

Eighth-That the Chicago, St. Paul. Omaha to all stations along its line of pers of Florence. Hartington or Wausa road except Norfolk, Neb., and examination of that tariff sheet shows Hope, Nortolk rates be just and equitable as into Norfolk, one mile, and the above mentioned failure to publish tariffs of

Ninth-That on the 5th day of Febrnary, 1900, a shipment of freight was offered and tendered to the Chicago, St. line of road and the said defendant refused to receive the same and thus Fremont, Elkhorn & Missouri Valley railway, which should be a competitor of this defendant.

Tenth-That on the 6th day of February, 1900, another and like shipment of freight was tendered to the said defendant from Omaha to Norfolk, Nebraska, and the same was refused.

Eleventh-That on the 6th day of February, 1900, the said defendant reclass freight from South Sioux City, Ne- labled "No admittance." braska, to a town on its line of road in board doesn't question it. Think no Nebraska, a distance of 115 miles, for proof to that effect is necessary. The 42 cents, and on the same day charged son's story, some of it being induced by the same shipper 46 cents for hauling cross questions from Mr. White and Mr. the same freight seventy-one miles.

Twelfth—That the Chicago, St. Paul.
Minneapolis & Omaha railway company had not entered the controversy in his owns and operates a line of railway and maintains and runs both passenger and M. & O. road, was sworn. He testified freight trains daily between Norfolk, that a tariff rate was posted in a con-Nebraska, and Omaha, Nebraska, in both directions and regardless of the precludes the possibility of giving a ness Men's association. This consisted fact that the morning passenger train of three type-written pages. It gave a of the said defendant brings into Norfolk the Omaha mail and papers two a preference to any other business. hours ahead of any other train running There was a door marked "no admitinto this place, and regardless of the several complaints in detail, there fact that the same freight train which would carry freight to the town of Hope, marked and any one was readily adprovided always that there was any town there, would and must run on into Norfolk and would bring the said freight in so that the same could be delivered to the shipper at 7 o'clock in the morning. said defendant absolutely refuses to bring freight to Norfolk from Omaha, but forces the business to the Elkhorn and Union Pacific roads, and Norfolk merchants must wait the pleasure of the Elkhorn people and receive their freight about the middle of the day. and if the freight is received over the Union Pactfic they are obliged to wait until the day after.

Thirteenth-That this complainant believes, and has reason to believe, that there has been, and now is, an uniawful pooling, contract, agreement or understanding between this defendant and the Fremont, Elkhorn & Missouri Valley Railway company and the Union Pacific whereby the said roads divide the proceeds of the business from Omaha to Norfolk, and by maintaining these conditions at their Norfolk terminals the said roads receive benefits at the expense of the public which would not otherwise accrue to them and in direct vio-

ing this complainant is deprived of its and suffering through which she must natural advantages of competition and pass while bringing the little one into its short line to the Missouri river is of the world. An indescribable fear of the no advantage to it for the reason that danger attendant upon the ordeal soon the rates are dictated by the longest

Fifteenth-That this complainant is discriminated against by the said defendant, in that it demands and receives more for the carriage of freight from South Sioux City, Nebraska, to Norfolk, Nebraska, than it demands and receives for performing like and corres-pondining service from South Sioux City to other towns equally or more distant, as Hartington and Wausa in this state, regardless of the fact that the shipment to Norfolk is along the main line of said defendant's line and that in pecially expectant mothers who for the pecial pecially expectant mothers who for the pecial pec performing such service to the other towns mentioned such freight would be diverted to branch lines of the same road

Sixteenth-That this complainant is discriminated against by the said defendant, in that it demands and receives

Seventeenth-That the defendant dis

that, in connection with other roads, facts as required by section 16, chapter hauls freight from South Sioux City to lxxii, Compiled Statutes of Nebraska, points more than double the distance to Norfolk and within the state of Nebraska for less than it demands and receives from the seventy-one miles to Norfolk.

Eighteenth-That the said defendant discriminates against your complainant, in that it hauls freight to a station on its line of road 116 miles from South Sioux City for 37 cents and charges this complainant 42 cents for hauling the same freight seventy one miles, to Nor

Nineteenth-That a rate of 42 cents first class, for a haul of seventy-one miles is unreasonable and excessive, a compared with the rates charged by other roads in the state of Nebraska for a like haul from Fremont, Omaha or Lincoln to points seventy-five miles distant from said points.

Twentieth—That the facts set forth in paragraphs 14, 15, 16, 17, 18 and 19 are violations of sections 2 and 3, chapter lxxii, Compiled Statutes of Nebraska. Wherefore the complainant prays:

First-That this honorable board take due and official notice of the facts herein set forth.

Second-That it make and cause to be issued an order to the defendant

Third-That the said defendant be re

Fourth—That the said defendant be enjoined and prevented from containu

Fifth-That a readjustment of rate be ordered between South Sioux City as compared with Norfolk, and that compared with other rates quoted.

Sixth-That restitution be ordered to be made to the shippers of Norfolk as but could do nothing with prevailing then hope that some agent would go to and Wausa and for such other relief as jusisdiction of your honorable board.

> The complaint was taken up by sec rates to every point on its line of road is tions and testimony regarding each was taken. The first complaint was in regard to there being no published tariff kept in a conspicuous place and ready of access in the depot at this place.

C. H. Johnson was the first witness sworn. His testimony went to show in the waiting room for the convenience rates were furnished by the agent or other employes when asked for, but were then not readily secured. Could get a tarrif sheet but no ordinary person could figure what the rates to and from certain points were without consulting the employes of the road. The tariff sheets were kept in the ticket office. ceived and bauled a shipment of first Was a door leading into it but was

Free and the same policy was pursued

F. W. Juneman, local agent for the spicuous place in the ticket office and was always ready to answer questions regarding freight rates, giving this duty ance" but there were two others not so mitted to the office. There were notices concerning the tariff posted in the waiting and baggage rooms. The rates were not posted in the waiting room because they were torn down and destroyed.

The testimony further went to show (Continued on page 4.)

THE FIRST BABY.

Its Coming is Looked Forward to With Both Joy and Fear and its Safe Arrival is Hailed With Pride and Delight by All.

The arrival of the first baby in the household is the happiest and most important event of married life. The young wife who is to become a mother delights to think of the happiness in store for her when the little one shall nestle upon her lation of section 5, chapter 1xxii, Compiled Statutes of Nebraska.

Fourteenth—That by such unlawful agreement, contract, pool or understandishes when she realizes the terrible pain

dissipates her joyfulness.

Thousands of women have learned by experience that there is absolutely the trying hour, expectant mothers can so prepare themselves for the final hour that the pain and suffering of the dreaded event are entirely obviated and

first time have to undergo this trial, in such a remedy; for they know the pain and suffering, to say nothing of the danger, which is in store for them. "Mother's Friend" is woman's greatest blessing, for it takes her safely through the severest ordeal of her life. Every woman should be glad to read the little book "Before Baby is Born," which contains information of great value to all. It will be sent free to any one who sends their address to The Bradfield Regu-lator Co., Atlanta, Ga.

FROM ECZEMA

No Torture Equal to the Itching and Burning of This Fearful Disease.

first symptoms of Eczema, but it is not long before the little redness begins to itch and burn. This is but the beginning, and will lead to suffering and torture almost unendurable. It is a common mistake to regard a roughness and redness of the skin as merely a local irritation; it is but an indication of a humor in the blood-of terrible Eczema-which is more than skin-deep, and can not be reached by local applications of ointments, salves, etc., applied to the surface. The disease itself, the real cause of the trouble, is in the blood, although all suffering is produced

the blood, Mr. Phil T. Jones, of Mixersville, Ind., writes: "I had Eczema thirty years, and after a great deal of treatment my leg was so raw and sore that it gave me constant pain. It finally broke into a running sore, and began to spread and grow worse. For the past five or six years I have suffered untold agony and had given up all hope of ever being free from the disease, as I have been treated by some of the best physicians and have taken many blood medicines, all in vain. With little faith left I began to take S. S. S., and it apparently made the Eczema worse, but I knew that this was the way the remedy got rid of the poison. Continuing S. S., the sore healed up entirely, the skin became clear and smooth, and I was cured perfectly.



Eczema is an obstinate disease and can not be cured by a remedy which is only a tonic. Swift's Specific-

through the skin; the only way to reach the disease, therefore, is through

S. S. S. FOR THE BLOOD

-is superior to other blood remedies because it cures diseases which they can not reach. It goes to the bottom-to the cause of the disease-and will cure the worst case of Eczema, no matter what other treatment has failed. It is the only blood remedy guaranteed to be free from potash, mercury or any other mineral, and never fails to cure Eczema, Scrofula, Contagious Blood Poison, Cancer, Tetter, Rheumatism, Open Sores, Ulcers, Boils, etc. Insist upon S. S. S.; nothing can take its place

Books on these diseases will be mailed free to any address by Swift Spaeific Company, Atlanta, Georgia.



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