

UTAH RATE CASE WELL UNDER WAY

Railroad Witnesses Seem to
Think Freight Tariffs
Are Fair to State.

MILEAGE A SMALL FACTOR.

They Say, Declaring Topography
To Cut More Freight When
Revenues Are Reckoned.

The testimony of J. A. Munroe, general traffic manager of the Union Pacific railroad, was concluded before Commissioner Prouty and Clark in the rate hearing case in the federal court building yesterday afternoon. The courtroom was, as in the morning session, crowded with interested spectators from this city and surrounding counties and there were people there from Idaho and Nevada.

When Mr. Munroe resumed the stand he declared in answer to a question that there was sometimes more money in short hauls than in long hauls on a railroad. Questioned as to the time schedule between Omaha and Ogden, he replied that the time required for the run at present is about 24 hours. He said that at one time an emergency schedule of 24 hours was maintained for a short time, but said that a reasonable time with regularity is better than a quick service poorly maintained. The witness said the Union Pacific had been greatly improved in recent years and that it was necessary for a railroad to renew its property every few years.

Mr. Munroe was asked whether his railroad's rates were not in excess of other roads. He said it is a rule to consult with others, but for each road to retain its own rights. Asked about the trans-Missouri freight bureau, he said the bureau simply exists to further matters in a business-like and orderly manner. He said the bureau expenses are paid by the railroads. No notice of the meetings are given to the public, and the meetings are not of a public character, but Mr. Munroe said the public gets information as to what is done.

MILEAGE QUESTION

During the course of his examination Mr. Munroe was asked by Commissioner Prouty to explain why mileage should not be the basis for freight rates, starting from the Missouri river west. Mr. Munroe answered: "We grade up rates as we move west. We start from the river with the same commission rates, both in Nebraska and Kansas. We adjust our rates to Cheyenne as we carry to Denver. When we get to Cheyenne our rates work commensurate, and we build up our rates as we move west. Our service over the line west of Cheyenne is very much more expensive than it is over the east, so that we do, all the way through, recognize mileage. Now as to the rates via Denver to Utah the general basis has been the commission rate to Denver, to a large part of the territory in Colorado. When we strike Grand Junction we strike the Utah common-point rate and apply that to the common territory, but mileage has not been lost sight of for a single moment in grading rates west from the Missouri river."

Commissioner Prouty—Your idea is that the rates east of the Missouri river ought to be lower than west of the Missouri river?

Mr. Munroe—I think so. Assuming that there is any reason why you should recognize the same thing in your through rates which is recognized in making your through rates less than the sum of the local rates west of the Missouri river as well as east of the Missouri river?

Mr. Munroe—I see no reason why a rate local in effect, fair and just in itself, should not obtain on through routes. We do not know any reason why we should not get as much money for hauling a shipment from Council Bluffs to Salt Lake City of Chicago as we get on a similar shipment from Council Bluffs proper.

Commissioner Prouty—The rate from

New York to Pittsburg is more than the rate from New York to Chicago? Mr. Munroe—Undoubtedly.

Commissioner Prouty—Why shouldn't you apply the same principle west of the Mississippi river you apply east of the Mississippi river?

THE U. P.'S PREROGATIVE
Mr. Munroe—I think we do, to a reasonable extent. Pittsburg is substantially half way between New York and Chicago, a little more than half way, as a matter of fact; Cheyenne is substantially half way between Omaha and Ogden, and we build up west of Cheyenne and get a rate to Utah, which has no relation.

Commissioner Prouty—That is true as to Missouri river, but I am talking now about the rate from Chicago to Salt Lake. Why do you add together the sums of the locals at the Mississippi river and Missouri river, when you do not do anything else?

Mr. Munroe—Simply this: I believe that the Union Pacific is entitled to its local revenue west of Omaha. Commissioner Prouty—When you transport traffic from Omaha to Salt Lake, why aren't you entitled to the sum of the locals from Omaha to Cheyenne and Cheyenne to Salt Lake?

Mr. Munroe—We are entitled to the combination of rates. In answer to questions by Commissioner Prouty: "Our revenue is being reduced. Our average revenue per ton per mile last year was substantially one cent, all through traffic. Utah was very much less than a cent. We have to apportion our rate the best we can. We are entitled to expand and build up, and there is a lot of sentimental requests for rate reductions which are very burdensome indeed to a common carrier, with no practical benefit to the community, and I think this savors of that class."

Mr. Babcock—Do you consider the present class and commodity rates generally fair to Utah common points reasonable and fair to the people of this state?

Mr. Munroe—I do.
Mr. Babcock—Do you think that the people of Utah are entitled to at least as low a rate to and from Mississippi and Missouri river territory as the people of California are given for a much longer haul?

HE THINKS NOT.

Mr. Munroe—No. Conditions in California are different. A large amount of the California traffic is business, in the language of railroads, and it is just a question of whether we take it or let it alone. Our taking it helps us and doesn't injure anybody in Utah, and there is nothing in common between a rate from the east on the one hand to Utah and a rate from the east to the coast. It is true, doubtless, that there is some competition between the merchants of Salt Lake on the one hand and the merchants of the coast on the other, and as I understand it, the rates are graded west from Ogden on the Southern Pacific as they are from Utah east, and they naturally strike the half-way line. I believe that to be a fair adjustment.

During the Rio Grande rate war we made a rate as low as 25 cents a hundred on grain from all points in Nebraska to all points in Utah, and there was a lot of barley raised up here in the Snake valley, and I recall a petition signed by nearly all of the prominent interests in Utah that came down to Omaha and said, "stop this rate war; you are bringing eastern grain in here for less money than we can produce it, and you will dry our country up." That petition was a very prominent factor and the information that followed it. Nothing so important to our mind as keeping these people busy, nothing so important as giving them an export market for their surplus. I do not mean foreign market, but outside market. Nothing pleases us more than to take Utah products to the east. We are taking their potatoes, as an illustration, their grain, taking it down to Texas at a differential above Colorado, which is particularly in my opinion, because we want these people busy. The controversy in the general conference has always been between the railroads on the one hand and the commercial interests on the other, to fairly apportion the rates, but many a man has said to me, "we don't care so much about the rates on merchandise."

A POOL WAS FORMED.

Dry goods men in Salt Lake City have told me that they do not care enough about a difference of 50 cents per hundred on a long line of domestic. They will sell their goods, for instance, in Omaha at Chicago prices, and are glad to do it. I do believe that this whole country depends for its prosperity on its natural resources, agriculture and mining. We have to consider rates as a whole. We can't single out any one article or any one direction of traffic without considering the whole fabric, and we think that the development out here—there is no city around this part of the country that has built up more rapidly than has Salt Lake in the last two or three years—is shown on every hand. There is an impression that freight rates cut a great deal more of a figure than they really do. I have no doubt that some of these men here in the jobbing business, getting what they believe to be a legitimate profit, are getting more money for their services in taking a package out of a carload of freight received from the east and throwing it into the hands of the consumer than the carrier gets from Chicago, and the whole question is, are we getting freight rates so high as to retard the development of the business and development of the country. It is a matter of history that there is not a common carrier known in the country that makes a profit equal to that which commercial interests return every year.

Mr. Munroe—Going back to that period when the Rio Grande first came into Utah that you refer to and following the rate demoralization, a pool was formed immediately after that rate was cut, was it not?

Mr. Munroe—That is what I did not at that time have much to do with the Utah business and only speak generally from recollection.

Mr. Babcock—Do you remember whether that pool was effective in accomplishing the maintenance of rates or not?

Mr. Munroe—That was in 1883, about two or three years prior to the interstate law of 1887. Why, naturally the object of a pool would be to get a fair return, and no doubt the rates were restored to the reasonable normal basis.

DOES NOT REMEMBER.

Mr. Babcock—Was the pool effective in accomplishing the maintenance, then, of tariff rates?

Mr. Munroe—I don't recall specifically. I would assume that it must have maintained rates for a time, but it was about three or four years prior to the interstate law.

Mr. Babcock—The pool was broken up upon the going into operation of the interstate commerce law?

Mr. Munroe—It may have. I don't recall the date of the expiration, but it did not continue thereafter. I am sure of that.

Mr. Babcock—What is the original basis of freight rates between Utah common points and California terminals, and how is it arranged?

Mr. Munroe—The California-Utah common point basis is 75 per cent of the river—substantially a mileage basis. There was a time when it was 55 per cent, based on mileage via Niles to San Francisco, and the readjustment was based on the river, and what was Omaha, on the river, and Sacramento in California. That 75 per cent basis is practically a mileage basis predicated on 14 miles from Sacramento to Ogden, and a thousand miles from Omaha to Ogden.

Mr. Babcock—The original basis was using mileage from Omaha to Ogden and Ogden to San Francisco?

Mr. Munroe—That is my recollection.

Mr. Babcock—Why did they change then, in using the nearest common point?

Mr. Munroe—Because in the system of common points and Omaha rates obtain from the other points on the river, notwithstanding the greater service. That being true, you could not ask for the application of a principle on the Missouri river and take the same principle in California, and hence it resolved itself between Omaha on the east and Sacramento on the west.

Mr. Babcock—As a matter of fact, wasn't the 75 per cent purely arbitrary and given at the demand of the Southern Pacific?

Mr. Munroe—That was not the reason. The Southern Pacific people gave for asking the lower basis?

Mr. Munroe—The Southern Pacific people felt that the 55 per cent was unfair to their interests.

Mr. Babcock—Do you know if this 75 per cent basis applies in both directions on both class and commodity rates?

Mr. Munroe—I think it does. There was a time when there was a difference in scale with the difference in direction, but I think it is uniform now.

Mr. Babcock—Do you consider these class rates profitable to the carriers—the 75 rate?

Mr. Munroe—Under the circumstances, yes.

Mr. Babcock—In your judgment are these commodity rates remunerative to carriers, so far as your line is concerned?

Mr. Munroe—That is a question of fact. You say that your sweetheart is drifting from you to go with a more attractive girl. Can you blame him when you confess that you have neglected to take proper care of your complexion? Try this if you want to win him back again. Get from your druggist 4 ounces of spemax, put in a half-pint of hot water and add a half-teaspoonful of glycerine. This makes a complexion beautifier that clears and whitens the skin without the use of powder. Apply to face, forehead and hair, rub gently. Use this cream twice a day. It gives a pink and youthful appearance.

Y. D. The best tonic I know for purifying the blood, arousing the liver and restoring lost appetite is made by dissolving an ounce of borax and a half-teaspoonful of sugar in a half-pint of alcohol, then adding enough boiling water to make a full quart of tonic. Take 1 tablespoonful five minutes before each meal and before retiring. It will strengthen and build up your entire system while relieving you of dizziness, languidness, liver blotches and pimples. It keeps the blood in excellent condition during winter.

Edith. Yes, most face creams contain oils or fats that may encourage growth of hair. Use this cream. It is a complexion cream and you need not worry. Get from your druggist 1 ounce of ammonia, put in a fruit jar and add half a pint of cold water and 2 teaspoonfuls of glycerine. Stir thoroughly. Let stand. If too thick, add water until it is of the consistency you prefer. Ammonia cream jelly most satisfactorily meets the requirements of beauty and economy. It is made of household materials and is inexpensive when made at home. It will keep the skin free from blackheads and thoroughly clear the pores, preventing them from becoming clogged and emitting odor. Good for chapped hands and face, too.

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Mr. Munroe—Not particularly. They contribute something to the general resources of the company, but there is a large amount of California business that we would be compelled to retire from if the basis in effect there was generally adopted. In other words, we handle more or less of that traffic as a business and do not in any way use it as a criterion for the other rates.

LUCE TESTIMONY.

Q. W. Luce, general freight agent of the Southern Pacific railroad, followed Mr. Munroe on the stand. In answer to questions by Mr. Babcock, Mr. Luce said he believed that class rates between Los Angeles and Salt Lake were the same in both directions, although Mr. Babcock said his impression was that the westbound rates were higher.

Mr. Luce was asked concerning rates on freight from California to the Missouri river and said it was \$1.15. The same rate applies to Salt Lake. He said he did not consider this a discriminating rate against Utah. The rate formerly was \$1.25 to New York and other eastern points and \$1.12 1/2 to Salt Lake. The rate to Salt Lake was raised 2 1/2 cents and the rate to the east cut 10 cents.

Mr. Luce was asked whether the existence of this rate was not accounted for by the fact that the Salt Lake people are helpless and can get the article nowhere else. He replied that he did not consider this the case. He was of the impression that the class rates between southern California points and Utah points on the Southern Pacific and the Salt Lake freight rates about the same, but knew of no understanding between the roads.

WANN NEXT WITNESS.

F. A. Wann, general traffic manager of the Los Angeles, San Pedro & Salt Lake railroad, was the next witness. Mr. Wann said that the passenger rate of fare between Salt Lake and Los Angeles was 28-10 cents per mile, which, the witness said, was no higher than rates existing on northern lines. He admitted that the freight rate was higher between Salt Lake and Los Angeles than in the opposite direction, but frankly said he thought the rate both ways should be the same.

Mr. Wann said that rates were made on his line without consulting the Southern Pacific, which had lines into the same territory, but notices of changes and reductions were always sent to the competing line.

Mr. Wann was the last witness of the day, and at the conclusion of his testimony the hearing adjourned until 10 o'clock this morning.

S. H. Babcock, commissioner of traffic of the Salt Lake traffic bureau, said that the bureau had made good progress in presenting its case, and it is probable not more than one or two days more will be required to complete the hearing of the side of the complainant, and perhaps a day or two for the railroads. Arguments against the case will be heard by the commission upon their return from the tour of the northwest.

Some comment has been caused by the notice of the absence of President Charles F. Quigg, of the Commercial club traffic bureau, at the hearings. Mr. Quigg, it is understood, left for the east a few days before the hearing began, and he may not return until some time next week.

KRUTTSCHNITT HERE.

Director of Operation and Maintenance of Way to be a Witness.

Julius Kruttschnitt, director of operation and maintenance of way for the Harriman line, arrived yesterday afternoon in this city for the purpose of appearing as a witness at the interstate commerce hearing in this city.

He said last evening, in response to a question, that the Oregon Short Line management has been authorized to extend the double tracks from Woods Cross to Farmington, and when this has been done, orders will be given to continue the double track to Ogden. Moreover, immense umbrella sheds are to be erected over the tracks in front of the Union passenger station, and other accommodations for travelers.

When the Union Pacific is double tracked for 109 miles further along the main line. There is double track now in actual operation 420 miles of the 1,009 between Ogden and Omaha, as follows: From Omaha to Waldman, 20 miles; from Waldman to Archer's, 20 miles; from Archer's to Cheyenne, 80 miles; and three-tenths miles from Cheyenne to Laramie, 55 miles. Lookout to Hannah, 50 miles; from Hannah to Alameda, 50 miles; from Alameda to Hildtown, 75 miles; from Hildtown to Granger, 80 miles; from Granger to Ogden, three miles; total, 420 miles. This with the 100 additional authorized, makes 520 miles of double track on the entire Union Pacific road. Then the Kansas Pacific road has a double track between Kansas City and Topeka, and there are many long sidings on the main line. Furthermore, double tracking is in progress on the Southern Pacific. In fact, the scheme includes double tracking the entire Harriman system to the Pacific coast. The work of construction and reconstruction includes the building of 20 miles of track through the difficult part of the Sierra, lowering the Southern Pacific from a high to a low grade, with the extension of the Short Line through various sections of Idaho. The Oregon Short Line is building a cut-off from Rupert to Bliss, Ida.

LAST MONTH OF REDUCED RATES TO THE EAST.

Via Nickel Plate Road.
New York and return, \$25.50. Boston and return \$25.00. Reduced rates to other eastern points. Liberal baggage. Tickets on sale daily until Sept. 30th, 20-day limit. Inquire of local agent, or address C. A. Melin, D. P. A., 811 11th St., Denver, Colo.

SUNDAY EXCURSIONS.

Via Denver & Rio Grande.
To Provo Canyon, 1:30 a. m., \$1.25. To Ogden, 10:25 a. m., 1:35 p. m., \$1.00. Returning on regular trains only.

Health and Beauty Talks

BY MRS. MAE MARTIN.

Sally Ann. Hot baths are weakening and should not be prolonged beyond a few minutes.

Alice. You say that your sweetheart is drifting from you to go with a more attractive girl. Can you blame him when you confess that you have neglected to take proper care of your complexion? Try this if you want to win him back again. Get from your druggist 4 ounces of spemax, put in a half-pint of hot water and add a half-teaspoonful of glycerine. This makes a complexion beautifier that clears and whitens the skin without the use of powder. Apply to face, forehead and hair, rub gently. Use this cream twice a day. It gives a pink and youthful appearance.

Y. D. The best tonic I know for purifying the blood, arousing the liver and restoring lost appetite is made by dissolving an ounce of borax and a half-teaspoonful of sugar in a half-pint of alcohol, then adding enough boiling water to make a full quart of tonic. Take 1 tablespoonful five minutes before each meal and before retiring. It will strengthen and build up your entire system while relieving you of dizziness, languidness, liver blotches and pimples. It keeps the blood in excellent condition during winter.

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We shall announce our great offer to Boys and Girls in a very few days.
Can you guess what it is?

CUTLER'S, 36 Main St.

Don't cool evenings remind you?
Of course you will need an overcoat.
Perhaps a new suit as well.

Buy one of the "Worldsmodel" style. We are the only house in Utah to carry these goods. Perfectly and thoroughly tailored. Young men, men and Little Fellows.

which will be 75 miles long and run through land put under irrigation by the Twin Falls North Side Development company. This district lies on the north side of the Snake river, between Rupert, on the Missouri-Southern railroad, and Bliss, on the main line of the Oregon Short Line. The new cut-off will make it possible for the Oregon Short Line to make through rates to points in this section, instead of the shipper being compelled to pay through rates to Gooding, over the Oregon Short Line, and then additional rates over the Idaho and Southern road to points between Rupert and Bliss.

Then one of the most important features of the Harriman program is the line which will be built from Twin Falls, Ida., to Wells, Nev., where it will connect with the main line of the Southern Pacific. The first section to Salmon Dam has been finished and trains will be running over it before snow flies from Twin Falls to Hollister.

There is also to be a new road from Moreland to Aberdeen, northwest of Pocatello, on the Snake Valley line. Already surveys have been made for a cut-off from a point 20 miles west of Ogden, on the Laramie cut-off, to Rupert, Ida.

Mr. Kruttschnitt further stated that the Southern and Union Pacific roads have contracted for 450 steel baggage mail and passenger cars—the largest order of the kind ever placed. Orders have also been given for 105 new locomotives for October and November delivery; also, 5,500 new freight cars, and 1,500 new refrigerator cars, thus giving the Harriman lines 8,100 refrigerators. This is due to the growing demands of Utah, California, and other western states, the 4,600 refrigerator cars which formed the total shipping capacity to that line of the system were not enough.

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