

# The Thirteen Towns.

By A. W. FOSS.

The Office of THE THIRTEEN TOWNS is on Stephens Avenue, Opposite Postoffice.  
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## CALLS FOR AN ANSWER.

In 1891 a special law was passed for Polk County, fixing the salary to be paid each county officer. Under this law each officer was required to turn over to the county treasurer all fees received for official duties. Looking over the financial statement of the last three years, it cannot be found that Ole E. Hagen, present judge of probate, has ever turned over to the county treasurer a single dollar in the way of fees collected. His sworn statement at the end of each year shows certain amounts received and designated as emoluments and perquisites. Why were none of these moneys turned over as provided by law? Is the question that the people of Polk County would like our Judge of Probate to answer, if he can do so intelligently.

Senator Knute Nelson says that Van Sant will be elected governor of Minnesota by 20,000 majority.

In casting a ballot for every candidate upon the republican county ticket the voter makes not a single mistake. They are strong, capable men, every one of them.

The only way to reelect Senator Nelson is to put in a republican legislature. Vote for Opheim, and Krostue, good men and true, and in doing so you are assisting Hon. Knute Nelson to return to the senate.

Six years ago Gen. Jacob Coxe was leading an army of the unemployed. Washington to protest against the hard times; now, he is advertising for men to work on the immense steel casting plant which he is erecting at Mount Vernon, Ohio, at a cost of \$250,000. Before the Republican party came into power he had to lead men in search of jobs; now, he has a big job which is hunting for men.

Gov. Lind has announced in a certain speech that he is not a candidate for the United States senate to succeed Senator Nelson; whereupon a number of newspapers, not of the "reform" kind, are moved to remark that this is the first intimation that they have seen that Gov. Lind is a candidate for the United States senate. The last two occasions upon which he was a candidate for congress in the Second district he announced his candidacy by declaring that he was not a candidate. In 1896 he announced his candidacy for governor by declaring that, under no possible or conceivable circumstances, would he accept the nomination for governor; and he was nominated and accepted the nomination. In 1898 he declared that, under no possible circumstances, would he permit the use of his name as a candidate for governor, and that if nominated he would decline; he was nominated, he accepted, he made the race, and was elected. Last winter, in a speech at Minneapolis he authorized the publication of the distinct and specific declaration that he would never again permit the use of his name as candidate for governor, he was nominated and accepted the nomination. He now declares that he is not a candidate for the United States senate, and if elected governor he would serve out his term. Judging the future by the past, one must inevitably arrive at the conclusion that the governor has definitely and formally made up his mind to be a candidate for the United States senate.

## Brave Men Fall.

Victims to stomach, liver and kidney troubles as well as women, and all feel the results in loss of appetite, poisons in the blood, backache, nervousness, headache, dizziness, listless, run-down feeling. But there's no need to feel like that. Listen to J. W. Gardner, Idaho, Ind. He says: "Electric Bitters are just the thing for a man when he is all run down and don't care whether he lives or dies. It did more to give me new strength and good appetite than anything I could take. I can now eat anything and have a new lease on life." Only 50 cents at P. M. Mark's Drug Store. Every bottle guaranteed.

Do not get scared if your heart troubles you. Most likely you suffer from indigestion. Kodol Dyspepsia cure digests what you eat and gives the worn-out stomach perfect rest. It is the only preparation known that completely digests all essences of food; that is why it cures the worst cases of indigestion and stomach trouble after everything else has failed. It may be taken in all conditions and cannot help but do you good.—Ed. Ruud.

# DOUBLE DEALING OF THE RAILROAD COMMISSION

Deceives the People With the Pretense of Reduced Rates, but Makes no Actual Effort to Secure Reduction on Farmers' Produce.

## PROPOSED ORDER WOULD ONLY AFFECT SEVEN TOWNS

And the New Rate Would Apply Only to Articles Not Shipped Out of Points Where It Is Proposed to Put the Rate Into Effect.

## The Whole Thing a Deliberate Deception.

For the last six months, and, indeed, ever since John Lind determined to stand as the candidate of his party for governor, the railroad and warehouse commission has industriously employed itself in the work of making campaign capital for the Democratic party, and has made pretentious claims to the "saving" that it would accomplish to shippers in the lowering of freight rates. A great hue and cry has been raised by the Democratic press of the state concerning the commission's famous order to the companies to lower their rates upon certain classes of freight; or, in the event of their refusal to make such reductions, to establish terminal points at various of the smaller cities throughout the state.

This widely-advertised scheme was, as all well informed persons knew at the time, simply a political manoeuvre which it was never expected or intended to develop in the shape of an actual reduction of rates, or to actually bring about any substantial changes in the matter of tariff charges. It might be well, for a thorough understanding of the case, to give a brief history of the proceedings leading up to the late order of the commission.

In February, the commission called on the railroads to appear before that body and show cause why the distributing rates made by reason of the great shipment out from the distributing centers, should not apply between all cities in the state. The attorneys for the railroads appeared before the commission and asked if any complaint had been made, citing the law under which the commission was authorized, to order a revision of rates, "upon complaint being made." The commission admitted that no such complaint had been lodged. The matter ran on for some time, being carefully kept before the public by the commission through the medium of the press. The position was then taken, and has since been adhered to, by the attorneys for the roads, that the wholesale idea obtained in the matter of shipping, just as it would in the matter of barter and sale—in other words, that a point from which freight was shipped by the thousands tons should have a better rate than a point from which freight was shipped by the single ton. After repeated conferences between the governor and the commission, some time in the month of August, the commission served notice on the roads that it proposed to adopt rates on merchandise, and the rate to be adopted would be a reduction upon the then existing rates between all cities, to an extent approximating 15 per cent. This reduction, it will be observed, applied only to merchandise, such as was not included in the "commodity" rate.

(For a clear understanding of this term it should be stated that all freight is classified. The roads affected in this case coming under the classification, "Western," adopted by the commission for some time and recognized as a distinct classification at the present time. When the railroads make rates on different classes of freight lower than that fixed in the classification or distance tariff, that is what is known as a commodity rate. Wheat, flax, all kinds of grain, lumber, coal, binding twine and such articles, coming under the classification of "commodity.")

The commission distinctly stated in its order that "nothing herein shall be taken as proposing a cancellation or modification of any existing tariff." That means, in plain, unmistakable terms, that the proposed reduction could not, in any way, affect the rate on the following named commodities, which are specifically exempt under the order of the commission from the proposed reduction, namely: Bark, bran, mill stuffs, coal and coke, emigrants' movables, flour, hay and straw, ore, potatoes, wood, wheat, stone, corn, flax, grain, cattle, hogs, horses and mules. These are the things which were exempted from the reduced rate proposed by distinct specification of the order. The articles upon which the reduction should take effect were as follows: Paints, glass and oils, dry goods, clothing, boots and shoes, groceries, barbed wire, iron, nails, hides and pelts, machinery and castings and furniture (except emigrants' movables). It will be seen instantly that the value of commodities exempted from the reduction, as compared with those upon which the reduction would be in force, are as in the proportion of 100 to 1. Of course, the greatest shipping is that of wheat, live stock, corn, and other grains, lumber, flour and other articles contained in the list first named. Had the reduction originally ordered been made, the direct benefit to the consumer would have been very, very slight; but the reduction was never made, and was never even ordered.

The railroads, on receipt of the commission's notice, served a reply that they would not comply with the order; that the proposed rate was too low and could not be complied with without an actual loss upon every ton

of freight shipped, and that, therefore, the proposed rate was burdensome and confiscatory. Recognizing the force of the answer, and having known all along that the roads would refuse to comply with the order, the commission notified the southwestern roads to come into a conference, and agreed that they would abandon every effort in the direction of a reduction, and make no attempt at changing the rates or classification if the roads would agree to put in force, out of New Ulm and three or four other towns, which the commission named, a rate which would be the same as that then in force out of the distributing centers, St. Paul, Minneapolis and the Minnesota Transfer. In order that a clear understanding of the case may be had, it should be stated that the roads shipping out of St. Paul last year handled six billion pounds of out-freight. That which could be shipped out of New Ulm in any one year would not exceed five hundred thousand pounds. What the commission, therefore, asked, was not that there should be any general reduction in rates, but that the roads should agree to specify as distributing points a certain number of favored towns, New Ulm always being the first one named, and that those favored towns should be given the same rate on shipments out as that which was then in existence at the distributing points where freight was handled by the billion pounds.

The commission pleaded with these roads to make this concession, submitting the names of towns which they desired to have added to the list of distributing points. These towns were: Stillwater, Duluth, West Duluth, Fergus Falls, Moorhead, Crookston, Red Wing, Winona, Mankato, Albert Lea, Rochester, Faribault, New Ulm, Litchfield, Austin, Little Falls and Hastings. In the various discussions at the conferences between the commission and the representatives of the roads, the commission gradually withdrew name after name of the towns submitted, until it finally came down to the point where the commission had agreed to compromise upon the basis of an amended list of additions to the distributing points, as follows: New Ulm, Austin, Rochester, Red Wing, Albert Lea, Mankato and Winona. This revised list was the one upon which the commission made its final stand, and which the roads had substantially agreed to accept, with the distinct understanding that no further conditions be asked by the commission during the present fiscal year.

Now let the interested shipper get himself to the task of ascertaining just what benefit would accrue from the adoption of the exactions made by the commission. Let it be understood to begin with, that there is not a reduction of one cent in a million pounds of freight contemplated in the general plan of revision. All that is asked is that the roads add the seven towns of New Ulm, Rochester, Austin, Red Wing, Mankato, Winona and Albert Lea to the list of distributing points. That would give to the towns named the same rate on out-freight that is enjoyed by St. Paul, Minneapolis and the Minnesota Transfer, and it would not affect by one single penny the rate on freight shipped to those points from any other point. In other words, the shippers of the towns named would have the benefit of the reduced rate on brick, paints, oils, dry goods, clothing, boots and shoes, groceries, barbed wire, iron, nails, machinery and furniture, shipped from those points to other points within the state. How much of that class of freight would be shipped out of New Ulm, Rochester and the other towns included in the list? Not enough so that the difference would pay the postage on the correspondence between the shipper and the consignee in the ordinary course of business. All of the goods and merchandise upon which the reduced rate applied are shipped from the existing distributing points, namely, St. Paul, Minneapolis and the Minnesota Transfer, to the points which the commission named as additions to the list of distributing points. The shipments out of these towns are included in, and covered by, the express reservation in the commission's order, where it says, as above stated, that "nothing herein shall be taken as proposing a cancellation or modification of any existing commodity tariff;" almost every article shipped out of these towns is included under the commodity tariff, and, therefore, the rate on it is fixed and unalterable by the specific order of the commission itself.

With this clearly-stated showing of the case, the commission's grand coup collapses like a house of cardboard, and is swept away as completely as was the loud pretense of reform in the management of the grain inspection bureau and prison twine plant, when Auditor Dunn fell upon them in his Milaca speech. It was obviously the purpose of the commission to manufacture political capital for the campaign, and its cunningly-advertised programme was arranged as thoughtfully as any other detail of the Democratic campaign. The absurd pretense

that the shippers of the state would be saved any material out-of-pocket by the adoption of the commission's order is as bad as the other shallow pretense of the administration in connection with the inspection bureau and the prison twine plant. The commission started out with a tremendous bluff at a general reduction of rates; it then qualified this first bluff with another proposition for a classified reduction of rates; again, it proposed to substitute for the proposition to reduce rates, another proposition to apply certain existing rates to certain newly-named points; finally it comes down to a piteous appeal to make a special rate for New Ulm, the governor's home town, and three or four other small cities, under the pretense that it is going to lower the rates at these points, whereas, in fact, the articles upon which the reduction is ordered are not shipped in any large quantities from these points. It is safe to say that the difference in the cost of "shipments out" from the proposed new distributing points would not amount in any one year to a total of \$10,000. With one hand the commission orders a reduction of rates upon certain commodities from certain points, and with the other specifies the commodities upon which the reduction was to take effect, carefully excepting the articles shipped out from these proposed distributing points. Had there been an honest intention to accomplish an actual reduction of rates, the order would have been made to apply, for instance, to flour and beer, which are the principal articles shipped from New Ulm; it would have been made to apply to lumber, which is the principal article shipped from Little Falls; it would have been made to apply to stone, which is the principal article shipped from St. Cloud; to wheat and other grains, the principal articles shipped out of Fergus Falls, Moorhead and Crookston and other agricultural centers. Instead of that, it perpetrates the silly joke of saying that the brewers and millers of New Ulm may ship paints, glass and oils at a reduced rate; that the lumbermen of Little Falls may ship groceries, clothing, boots and shoes at a reduced rate; the quarrymen of St. Cloud and Mankato may ship hides and pelts and machinery at a reduced rate; and the farmers and grain men of Fergus Falls, Moorhead and Crookston may ship groceries, nails and lace curtains at a reduced rate.

The whole order is so cheap a piece of political pettifoggery, and so transparent a ruse to catch votes, that it only needs this explanation of its true character to expose it to the ridicule and contempt of every intelligent citizen in the state.

It is a singular thing, indeed, that Gov. Lind should be campaigning the state and taking to himself credit for the passage of the so-called Somerville law, to tax foreign corporations doing business within the state. In doing so the governor pays an unconscious, and therefore a sincere, compliment to the republican legislature which passed the bill, to the republican auditor and to the republican secretary of state, who recommended it in their biennial reports, and to the republican policy, which has consistently and continuously given itself to the adoption of just such measures ever since it came into power, forty years ago. If there is any political significance in the passage of the Somerville bill it is in the fact that the governor's recognized representative on the floor of the senate, Senator Stockwell, was the most violent and uncompromising opponent of the bill. Senator Stockwell is at present the fusion nominee for congress in the fifth district, having been selected for that place, like every other fusion nominee, at the direct instigation of Gov. Lind himself. Throughout the session of 1899 Senator Stockwell was admittedly and avowedly the governor's mouth-piece in the upper body of the legislature, and frequently chairman of the democratic caucuses, which were held to discuss and consider various measures pending. Had Gov. Lind been such an advocate as he now professes to be of the Somerville law it would have been an exceedingly simple and easy task for him to have called off the opposition of Senator Stockwell to the Somerville bill and to have given it the support of the democrats in the senate. Instead of doing so, however, he gave Senator Stockwell his moral support in opposition to the bill by at least refraining from interference, and the most violent attacks upon the bill when it was under discussion in the various stages of its consideration before that body were made by Senator Stockwell, who declared that "if this bill passed and became a law it will be a deliberate robbery of \$200,000 a year taken from the legitimate business men of the state." The democratic party must be hard up indeed for campaign material when it will take up a law that was originally recommended by two republican state officials, passed by a republican House of Representatives, concurred in by a republican senate, and forced to its enactment in spite of the opposition of the democrats, and parade such a bill as something distinctly democratic and something of which the governor himself is proud and for which he claims all credit. As a matter of fact the governor is entitled to the credit for the passage of the Somerville bill upon exactly the same theory that the little boy gave credit in his composition when he said: "Pins has saved thousands of people's lives by their not swallowing them."

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