

places that city on an equal footing with Galveston.

The commission's ruling is: The rates between Galveston and points in Texas shall be observed as maximum on shipments between Velasco and such points in Texas; observing the following exceptions:

1. Between Velasco and points on the Gulf & Interstate Railway of Texas south of Beaumont.

2. Between Velasco and Beaumont or Orange (intermediate points between Beaumont and Orange not affected by this exception).

3. Between Velasco and points between Houston and Galveston, including Texas City and points on the Gulf, Colorado & Santa Fe Railway south of Arcola.

4. Between Velasco and points on the Texas & New Orleans Railroad and Texarkana & Fort Smith Railway south of Beaumont.

The net result of this ruling is that shipments arriving in Texas by the Seaboard & Gulf Line and handled by the Houston & Brazos Valley Railway from the port of Velasco, will carry the same rates to interior points as similar shipments from Galveston, with the exceptions noted above, which give the advantage to the nearer port, where the shipments are destined for the immediate vicinity of either port.

Freight traffic officials of the International & Great Northern Railroad met on May 16 at the St. Anthony Hotel, San Antonio, to talk over matters. It was nothing more than one of the now and then get together meetings. There was no special program for the gathering.

The meeting was presided over by N. M. Leach, general freight agent of the road. In attendance were: H. Booth, assistant general freight agent, Houston; I. M. Griffin, division freight agent, Fort Worth; J. M. Ball, general agent, San Antonio; J. W. Daley, general agent, Galveston; J. W. Byers, commercial agent, Dallas; C. Hanson, commercial agent, Waco; J. H. Guyot, commercial agent, Austin; J. D. Decamara, agent, Laredo; J. Cobb, agricultural agent, Laredo; C. Fox, in charge of the general office solicitor's desk, Palestine.

#### WASHINGTON

—Discrimination against Seattle in the matter of buying supplies for the

Great Northern Railroad was intimated in an instructive report read before the Chamber of Commerce on May 2 by the mercantile committee. The report called attention in unmistakable intimation that the Chicago, Milwaukee & Puget Sound Railroad and the Northern Pacific Railroad are monthly spending thousands of dollars for supplies and equipment for the western divisions of the lines. This money goes to Western merchants who furnish freight for the roads, while the Great Northern has ignored the efforts of the Chamber of Commerce to have authority given that road's purchasing agents here to buy supplies at terminal cities instead of making the greater part of the purchases in St. Paul. The policy of the Milwaukee and Northern Pacific was commended and that of the Great Northern condemned by members of the Seattle chamber. It was intimated that shippers would patronize the roads that purchased supplies in this city.

The report in part follows:

"The Northern Pacific is already buying large quantities of supplies in Seattle and vicinity, especially for commissary uses, since the large commissary headquarters for the supply of the dining cars of all the Western portion of the line is maintained in Seattle.

"The purchases by the Northern Pacific in Seattle alone from jobbers and producers now range from \$30,000 to \$50,000 per month, and the road has, so we understand, issued instructions to its representatives to purchase as nearly as possible all supplies required for use in the West from jobbers and merchants of this territory.

"Louis Hill, president of the Great Northern, did not acknowledge the letter from the committee. He was in Seattle a few weeks after it was written, and during a brief visit to the chamber to discuss other subjects, had the question called to his attention. He replied in a very general way that his road had considered the matter, but found it hard to meet the request of Western dealers because of the advantage in price at the Eastern end of the line.

"The Chicago, Milwaukee & Puget Sound has for some time pursued the policy of buying as much as possible in Western cities. Undoubtedly this

business will increase in accordance with the instructions under which the representatives of the roads are acting."

#### WISCONSIN

—The contest between Western roads running out of Milwaukee and Eastern trunk lines over through rates between Milwaukee and Eastern trunk line territory has finally been settled. Charles N. Turner, chairman of the transportation committee of the Merchants and Manufacturers' Association, was notified on May 4 that an agreement had been reached between the two systems under which proposed rates which would have gone into effect on June 15, effecting local freight between this city and Chicago, will be withdrawn.

The contest which extended over several years was prompted by the Western roads, the Chicago & Milwaukee and the Northwestern roads, which advanced the claim that they were not getting a fair share of the rate on through freight to the East from Milwaukee.

As a result the Eastern roads announced that the through rate to the East from Milwaukee would be abolished and local rates between Chicago and Milwaukee become effective. This would have caused a heavy advance on freight. On first class freight there would have been an increase of 25 cents per hundred pounds and a 3 cent advance on the commodity rate.

A meeting of the western classification committee will be held in Milwaukee, Wis., in July. This will be the first meeting held since that of January, 1910, in San Antonio, Tex., the semi-annual meetings of last July and January having been postponed owing to the unsettled conditions created by the rate advance cases.

It is stated that at this meeting over 1,000 subjects, involving changes in the freight rate classification for the territory west of the Mississippi River, have been placed on the schedule, and more are coming in daily. Many articles will be given new rating. On July 11 a preliminary meeting to hear the arguments of the shippers for and against proposed changes will be held in Milwaukee. Owing to the nearness of the cities, a number of Chicago business men and shippers are expected to be present.

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