

AN OUTRAGEOUS DISCRIMINATION.

Kansas City has been the victim of a great many violently unjust discriminative acts of railroad corporations, but no railroad manager ever before attempted such a palpably outrageous discrimination as that which has just been ordered on the Burlington system.

The facts in this case can be plainly stated in a few words. There are so many different channels for the distribution of grain from Kansas City that prices here are maintained above the level of prices at any other prominent market in the country. As a result of this condition the merchants of Kansas City are able to buy grain throughout Nebraska and bring it here for distribution through the South and East. Thus far this year the Burlington road has brought 10,000 cars of grain to Kansas City. Most of this grain has been sent to consumers in localities not reached by the Burlington system. This is a perfectly natural and a perfectly equitable condition of trade. But the Burlington managers are not content with hauling this grain to Kansas City. They want to haul it to St. Louis or to Chicago. They

Kansas City by four cents per hundred pounds, leaving the balance for hauling from Kansas City to the Mississippi river, a merely nominal sum, in no case exceeding five cents, in few cases ever four cents, and in some cases making the rate to Kansas City and the rate to St. Louis identically the same sum. These new rates constitute a prohibitory tariff against Kansas City. The Burlington officials say, in effect, to the shippers of Nebraska: "We are not willing to take your grain to Kansas City. You must ship it to St. Louis or to Chicago, even though by so doing your grain nets you two cents per bushel less than if you could ship it to Kansas City."

From Amboy to Kansas City is about half the distance as from Amboy to St. Louis. The Burlington company proposes to charge sixteen cents a hundred pounds for hauling grain from Amboy to Kansas City and twenty cents from Amboy to St. Louis. That is equivalent to charging sixteen cents for the first 300 miles and four cents for the second 300 miles. There is the grossest injustice on the face of the proposition. This is a typical case. All the stations on the system in Nebraska and Kansas are affected in about the same way.

The Burlington system has in plain terms declared war against the Kansas City grain market, and the grain men are justified in using every weapon within reach to win the fight which is thus precipitated.