

He Writes for a Correction.

St. Paul, Minn., Sept. 18, 1890.

G. H. Iseninger, Esq. Ed. Hope "PIONEER"
Home, N. D.

DEAR SIR:—

In your issue of the 12th inst, there appeared an unwarranted attack against the officials of the Great Northern Ry. Line, in regard to excursion rates for the Minneapolis Exposition.

In this article you contrast the policy of this Line with that of the Northern Pacific R. R., and the line of argument which you carry out shows one of two things; that you are either unjustly prejudiced against the Great Northern Ry., or that you have not investigated the facts in the case.

You state that these reduced rates for the Minneapolis Exposition are only applied from such stations as competition with the Northern Pacific railroad enforces.

This is untrue in every particular. The Northern Pacific does not apply these rates to any point in Dakota, west of either Grand Forks, Fargo, or Wahpeton, and I fail to see how you could write such an article without giving the matter at least some investigation.

After having considered the above facts, I think that your conception of fairness will prompt you to correct this misrepresentation, at an early date.

Your's truly,

F. L. WHITNEY.

The above letter was received by the editor last week. It seems that Mr. Whitney took exceptions to what we said in regard to the Great Northern not giving excursion rates on their branches to the Minneapolis Exposition, and says that there is no truth in our assertion that the Great Northern only sold excursion tickets at stations where they come in competition with the Northern Pacific. We had understood that the last mentioned railway company sold excursion tickets at several stations on their branches, and from this, and the fact that we had seen the mention of it in several of our exchanges, we made the assertion. If we were wrong, we are ready and willing to make the correction when the fact is proven to us to our satisfaction. As to the assertion that we are "unjustly prejudiced against the Great Northern R'y." we deny it most emphatically. But we do claim that the Hope branch gives the poorest accommodations of any road that bears the name of a railway, that it has been our unlucky lot ever to live near. And if Mr. Whitney will investigate the matter, he will find that this assertion will be confirmed by every person coming to this place on this branch. Only three trains per week, and when they happen to arrive on time once in a great while, the unusual occurrence causes comment of astonishment. Only Thursday of last week the train was so late that several parties wishing to go away had to drive to Clifford, a distance of sixteen miles, in order to make connection with the train at Casselton. Only think of being either waiting at Everest or on the road between this place and that for from four to eight or ten hours, a distance of forty miles. Is it any wonder that parties (strangers) who come here are disgusted, and are heard to make the remark that if they are ever so fortunate as to get out, they would never risk such a trip again, over such a railroad. No, Mr. Whitney, we are not "unjustly prejudiced," but we in common with all the people in the community who are dependent on this branch for their mail matter, freight, or who are obliged to patronize the road for passage to or from Hope, and disgusted, utterly so, with the accommodation which we receive at the hands of your company. There is nobody who would be more pleased to stand up for home institutions, and our local railway than we, if we could do so conscientiously, but we are not blind, and when we receive tenth class accommodations for first class rates, then we do not propose to remain silent, but will agitate the matter and show it up in its true light. If the comparison with other railway lines is unfavorable to the Great Northern, so much the worse for that railway. This we do know, that while other railway lines, the Northern Pacific for one, has been granting privileges at different points on their lines of buildings loading platforms from which to load cars, our citizens have been denied repeatedly, the privilege of the ground on which to build a platform, they offering themselves to furnish the material and do the work. Is this a very good showing for a railway corporation which asks the patronage of our people? Is that little boon asked, too much to comply with by a company which claims to accommodate its patrons? No, it is not prejudice but disgust which prompts us to show up matters as they really exist.