

CHARGES AGAINST THE SOUTHERN.

Vice-President St. John, of the Seaboard, declares that the Southern is trying to get control of all the railroads in the South.

Atlanta Constitution. Vice-President St. John spent only one day in Atlanta, but he stirred things up during his brief visit.

Mr. St. John replies in a long communication, in which he charges that the Southern railway full tilt and declares that company is trying to monopolize all the roads in the South.

MR. ST. JOHN'S REPLY. The letter is herewith given in full: Hon. L. N. Trammell, Chairman Railroad Commission of Georgia, Atlanta, Ga.

Dear Sir: Your esteemed communication in which you refer to the fact that the Southern Railway Company has had my most careful consideration.

THE SEABOARD'S POSITION. It is a matter of regret to me that the railroad commission of Georgia before publishing an intimation of a purpose to take action antagonistic to the Seaboard Air Line.

A clear understanding of the merits of this situation, and of our conduct in this matter, is a prerequisite of any fair and equitable settlement of the conditions existing between the Seaboard Air Line system and the other railroads in Georgia.

It is well known that the Southern Railway Company, a corporation of Virginia, holds each and every one of the lines formerly held by the Richmond and Danville Railroad Company, the East Tennessee, Virginia and Georgia Railroad Company, and the Central Railroad and Banking Company of Georgia.

present course is an effort to prevent it. At the time when the building of the Georgia, Carolina and Northern Railway was inaugurated the Richmond and Danville Railroad Company, the East Tennessee, Virginia and Georgia Railroad Company, and the Central Railroad and Banking Company of Georgia were three great competitive systems centering at Atlanta, Ga., and each under independent control.

How is it to-day? The Southern Railway Company, a corporation of Virginia, holds each and every one of the lines formerly held by the Richmond and Danville Railroad Company, the East Tennessee, Virginia and Georgia Railroad Company, and the Central Railroad and Banking Company of Georgia.

It is an easy step if the legislative branch of the government can be controlled, and the powers of a railroad commission absolutely null, and it is also to be apprehended that should the Southern Railway Company be given control of the political domination which it has in this State.

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been made in regard to the State road lease will apply, with equal force, to the Georgia, Carolina and Northern Railway which is an open secret that parties high in the councils of the Southern railway have stated that the rental paid for the Georgia railway is far in excess of what should be paid, and that as other railroad properties have reduced their fixed charges this rental should come down.

Whenever the Southern railway deems it has become sufficiently powerful, the holders of these securities may look forward to an attack being made upon the Georgia railway lease and to a destruction of the values of their present holdings.

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