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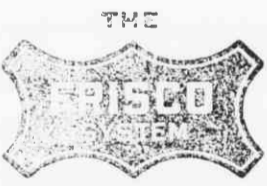
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REGULATION OF RATES

Legislation the Railroads Propose to Enact.

CONTROL OF TRANSPORTATION

Senator Elkins Hopes to Convert President Roosevelt to Magnates' Proposition—Democratic Plan Will Probably Be Indorsed by the Administration.

Senator Stephen B. Elkins has evidently been to New York to consult his friends, the Wall street railroad magnates, about the plan of campaign to prevent rate regulation. From New York Senator Elkins informs the public "that all the Republican members of the senate committee on interstate commerce have reached the conclusion that there must be railroad legislation this winter." "The president, I understand," said Mr. Elkins, "is as emphatic as ever in his judgment that the railroad rate and private car line problem must be dealt with decisively. I think there is no doubt that some sort of bill will be passed. Just what its provisions will be is, of course, a matter of conjecture.

"My idea is a measure for the reference of all rate disputes, passenger and freight, to a court of interstate commerce to be composed of nine judges, one for each judicial circuit of the United States, or for such disputes to be referred to the circuit court judges without the creation of a new court.

"I do not believe that the interstate commerce commission should be allowed to deal with the question. I would keep that body intact to discharge its duties as at present and would not give it the additional work of regulating rates. My idea for the reference of disputed rate matters to the circuit judges meets with general approval in Washington, and I hope to convert the president to my view."

That interview was evidently carefully prepared, so it is well to note the points made and the conclusions that Senator Elkins and the railroad magnates have arrived at. First, "the president is as emphatic as ever" for regulating railroad rates by giving more power to the interstate commerce commission, but "I hope to convert the president to my view." "My view," which is doubtless also the view of the railroad magnates, is that, as there must be "some sort of a bill passed," all the intrigue and craft of the corporation magnates and their attorneys are to be used to concoct a bill that, while pretending to legislate against unreasonable rates, will really enact nothing that will disturb the railroads from charging "all the traffic will bear."

Senator Elkins "does not believe that the interstate commerce commission should be allowed to deal with the question," which has been and is the opinion of the railroads, but they are willing to refer all rate disputes to a court of the nine circuit court judges. This indorsement of the judges of the United States courts by Senator Elkins and the railroads as the arbiters they would select to settle their disputes with shippers is really an indictment of the judges. If the shippers should declare they could not get justice in the circuit court because the judges traveled on railroad passes and were prejudiced on the railroad side of the rate question, they would probably be punished for contempt of court. But, leaving the matter of favoritism, what a poor show of settlement of a rate question there would be for a shipper in such a court.

The shipper, whether farmer or business man, who felt that a railroad was charging him an unreasonable rate, would first have to apply to the interstate commerce commission to have the rate declared unreasonable. That would take time, and when the evidence on both sides had been heard and the rate decided as unreasonable, then the shipper would have to begin an action in this court composed of all the nine judges of the United States circuit courts sitting in banco. How long would it take to get a majority of that court to assemble to hear the case? It might be years. Then the interminable delay that the railroad attorneys—the abject that money can hire—could produce.

And yet Senator Elkins and the railroad magnates hope "to convert" the president to such a proposition.

It is well to note that the Democratic senators are not included in this extraordinary plan for fooling the people. This is a Republican plan, as Senator Elkins distinctly informs us, and shows plainly the copartnership between the Republican leaders and the railroads. President Roosevelt's plan at the last session of congress was similar to the Democratic plan, which was known as the Davey bill, and there is no evidence that he or the Democrats have changed their minds.

The Davey bill, in short, provided that the interstate commerce commission be given power to fix a rate in place of one decided to be unreasonable and the rate to remain in force

until the courts decided that it was too low or confiscatory of the property of the railroads.

That is the plan that probably both President Roosevelt and the Democrats will abide by, and possibly the Democrats and the Roosevelt Republicans will have a majority in the senate.

Where Light Is Needed.

If that largest searchlight in the world had been installed at Washington instead of Pike's peak it might do better service by being turned on the Republican grafters who have possession of government departments than on the majestic scenery of the Rockies.

NEGROES TO THE FORE

TOWN IMPROVEMENT WORK AMONG SOUTHERN COLORED FOLK.

Plans of a Virginia Organization to Make Huntersville and Barboursville More Desirable Towns to Live In—To Wipe Out Mosquito Haunts.

To those familiar with the generally very insanitary and ugly nature of the negro quarters in the average southern town it will appeal as not the least wonderful of the achievements of the American Civic association that the colored people are being organized into local improvement societies.

From Norfolk county, Va., is reported the Huntersville and Barboursville Civic and Improvement league, from the constitution of which these extracts are made:

"Article 2.—Since men and women, and more especially children, are greatly influenced by their surroundings and since a love of order and neatness, the essential elements of thrift, is most readily acquired by habitual order and neatness in the home, we hereby form the Huntersville and Barboursville Civic and Improvement league, whose main object shall be to make Huntersville and Barboursville more desirable places in which to live.

"To that end we shall try to induce all persons owning or renting in our midst to do their utmost to see that all trash, such as waste paper, sticks, stones, tin cans and so forth, is gathered up on their premises; that vines and flowers, as far as possible, shall be planted to hide unsightly sheds and fences; that flowers shall be planted in front yards and flowers and vegetables in back yards; that all children shall be encouraged to engage in such planting and raising of flowers and vegetables, as by so doing they are taught at once to appreciate the beauty of nature and of utility, acquire habits of thrift and are kept off the streets and out of mischief.

"We further propose, in the interest of public health, to assist the authorities to keep clean and neat the streets and alleys and to break up the breeding places of mosquitoes and flies, which have been shown to be such active agents in the spread of disease; also to place receptacles for waste paper at the street corners and to encourage the general habit of picking up such trash and placing it therein and in general to do all in our power to make Huntersville and Barboursville more attractive and ready to take their place as a part of the city of Norfolk."

Croup.

A reliable medicine and one that should always be kept in the home for immediate use is Chamberlain's Cough Remedy. It will prevent the attack if given as soon as the child becomes hoarse, or even after the croupy cough appears. There is no danger in giving it to children for it contains no opium or other harmful drug.

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Removal of Ugly Poles.

How some ugly features of a town can be displaced is shown in the following article in the Municipal Journal and Engineer: The park commissioners of Harrisburg, Pa., are taking action against the unsightly electric light and other poles that are in the river front parks. Recently twenty of the ugly poles that fringed one park were cut down, the wires having been removed by the company owning them. This is only a beginning, however, and all poles of the same sort will fall. In the places of these will be erected ornamental iron poles with arms. New gaslight poles will also be erected and are of the same material. These will be placed along the banks and close to the walks. The electric light company is assisting in the work, and before long the substitution will be completed.

If you are troubled with indigestion, constipation, sour stomach or any other pain, Hollister's Rocky Mountain Tea will make you well and keep you well. 35 cents, Tea or Tablets.
—Z. W. Nichols.

William J. Bryan

IN FOREIGN LANDS

If you want to read Mr. Bryan's letters of foreign travel now is the time to subscribe for The Commoner.

William J. Bryan, editor of The Commoner, sailed from San Francisco September 27, for a year's visit abroad. In the course of his travels, Mr. Bryan will visit the following named countries:

- | | | |
|--------------|--------------|---------------------|
| HAWAII, | JAPAN, | BRITISH ISLES, |
| CHINA, | INDIA, | PHILIPPINE ISLANDS, |
| AUSTRALIA, | EGYPT, | PALESTINE, |
| NEW ZEALAND, | TURKEY, | GREECE, |
| SPAIN, | SWITZERLAND, | ITALY, |
| FRANCE, | NORWAY, | GERMANY, |
| DENMARK, | RUSSIA, | SWEDEN, HOLLAND. |

From each of the countries named, Mr. Bryan will write letters describing his observations and dealing particularly with the political life of the countries visited.

These letters will be published in The Commoner, and those who desire to read every one of these letters should lose no time in subscribing for Mr. Bryan's paper.

The Commoner is issued weekly and the subscription price is \$1.00 a year. By special arrangements with the publisher, we are enabled to offer for a short time only, The Commoner and Sylvan Valley News one year, both for \$1.50, to new subscribers. Those who are already subscribers to the News may have the Commoner one year for 60 cents.

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