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W. R. ALLEN, ATTORNEY-AT-LAW, Goldsboro, N. C. Will practice in Sampson county.

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J. A. STEVENS, M. D., Physician and Surgeon, (Office over Post Office.)

H. E. FAISON, ATTORNEY AND COUNSELLOR AT LAW, Office on Main Street, will practice in courts of Sampson and adjoining counties.

W. S. THOMSON, ATTORNEY AND COUNSELLOR AT LAW, Office over Post Office.

E. W. KERR, ATTORNEY AND COUNSELLOR AT LAW, Office on Wall Street.

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How is this? We offer one Hundred Dollars Reward for any case of Catarrh that cannot be cured by taking Hall's Catarrh Cure.

We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions.

Strikes are increasing every day At very rapid pace; Even the lightning, so they say, Has struck in several places.

The transition from long, lingering and painful sickness to robust health marks an epoch in the life of the individual.

Fair woman doesn't hate the men—oh, no! That scarcely chimes in with her brain; But had she her way there wouldn't be in all the world a single man.

The Pulpit and the Stage. Rev. F. M. Shoat, Pastor United Brethren Church, Blue Mound, Kan., says: "I feel it my duty to tell the worlders Dr. King's New Discovery has done for me. My lungs were badly diseased, and my parishioners thought I could live only a few weeks. I took five bottles of Dr. King's New Discovery and am now sound and well, gaining 20 pounds in weight."

There is something annoying about a glass eye. The man wearing it may know it's a fraud and still he can't see through the fraud.

Bucklen's Arnica Salve. The best Salve in the world for Cuts, Bruises, Sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilblains, Corns, and all Skin Eruptions, and positively cures Piles, or no pay required. It is guaranteed to give perfect satisfaction, or money refunded.

"O, Clara, Tom's been expelled from Yale!" "You don't tell me so. What was the matter?" "He was found studying political economy when he should have been developing his muscle for the next boat race."—Life.

No pickpocket can expect to make success of his business until he gets his hand in.—Binghamton Leader.

THE CAUCASIAN.

Pure Democracy and White Supremacy.

VOL. VIII.

CLINTON, N. C., THURSDAY, JUNE 19, 1890.

No. 36.

THINK!

JUDICIOUS ADVERTISING. CREATES many a new business. ENLARGES many an old business. REVIVES many a dull business. RESCUES many a lost business. SAVES many a failing business. PRESERVES many a large business. SECURES success in any business. Therefore advertise in a popular paper, one the people are anxious to read.

THE EDITOR'S CHAIR.

HOW THINGS LOOK FROM OUR STAND POINT.

The Opinion of The Editor and the Opinion of Others which we Can Endorse on the Various Topics of the Day.

Hon. R. P. Flowers, of New York, offers an amendment to the Constitution in the House of Representatives not long since. The amendment is in regard to the appointment of postmasters by the Government. That 50,000 offices now filled by postmasters appointed, is placing too much power in the Government and disposing of a very important matter with the people in a way not satisfactory to them. He shows the growth and development of the post-office department. In its infancy, says he, it embraced only 75 offices scattered in a straggling line along the Atlantic Seaboard amounting to about 3,000,000 people. Now the number of offices is 59,000 and their population is 65,000,000. The matter at first so small is now becoming alarming. This great host of postmasters is to be replaced whenever by the smallest majority a charge is effected in the head of the Government. We see later in the Senate that Mr. Hoar has introduced a joint resolution, which was referred, proposing a constitutional amendment making the office of postmaster elective. The subject is a matter of interest to every one and hope the newspapers will freely discuss it.

That mammoth humbug and swindle, the Louisiana State Lottery, has already captured the majority of the State Legislature and only lacks four votes of having the requisite two-thirds vote to re-charter it. Two months ago no one had any idea that the Lottery had a ghost of chance of being re-chartered. The people of the State are against the gambling den. But the members of the Legislature, whom the people have elected to represent them are gradually one by one reaching the conscientious (?) conviction that the people don't know what they want, that the Lottery is a blessing to the people but they are too ignorant to see it. These same representatives will probably have the cheek to go home and be candidates for re-election and try to convince their constituents, the "dear people," that the Lottery is a god-send and that as true representatives they were bound to vote for it. An exchange says: The Louisiana State Lottery will doubtless be re-chartered. But few days pass over without reminding us of the power money has in legislation, and what a source of evil it becomes when used for corrupting voters either in legislative halls or at the polls.

The Georgia editor who took a trip and left his wife to dun delinquent subscribers, had no particular malice against the delinquents but he had unlimited confidence in her hustling properties, and knew that when she went for a delinquent he came, not always cheerfully, but he came all the same.—Wil. Star.

It will be fully six years, it is now said, before the Government is through with the publication of the Records of the Civil War. In all there will be 120 volumes. Thus far 45 have been distributed. The cost will of course be great—the annual expenditure being some \$300,000. It will be an important work when finished.—Wil. Messenger.

"Col. Shepard is an ass," exclaims a nearby journalistic neighbor of the Colonel. We object to this unkind comparison. It is an uncalculated and an unprovoked and an unjustifiable reflection upon the ass, which has never done anything mean enough to be subjected to such an odious comparison.—Wil. Star.

You can get 100 acres of land in Samoa for \$1.37 and the taxes will be only 39 cents a year.

SENATOR KERR'S DEFENSE.

He Tells Why He Voted Against the Railroad Commission.

On last Saturday, E. W. Kerr, Esq., according to previous appointment, spoke at Ingold, N. C., in the forenoon and at Clear Run, N. C., in the afternoon, defending his record in the last Legislature. He made the same speech at both places, to about fifty or sixty people, which in substance was as follows:

A great question, the Railroad Commission, is beginning to agitate the people, and it is for you to say where it will end. I voted against it and am willing to stand here and give my reasons. Some say that the Railroads paid me money to vote and work against a Railroad Commission. All I have to say to this is "evil to him who evil thinks." You can put me on oath if you wish to, and I will state that I was not bribed.

They say that I was instructed to vote for a Railroad Commission. I was not. I dare any man from Franklin to Mingo to say that he ever wrote to me asking me to support the Commission bill. The Alliance says that they sent me a petition with 1,500 names asking me to support that bill. All I have to say to that is I never received such a petition, and I don't believe there was ever any such petition. If there is any man in this audience who ever signed such a petition let him speak out. At one time when I was home during the session of the Legislature, I stopped at Ingold and there a dozen men, whom I asked if they wanted a Commission, said no. I asked a man who went to Raleigh during the session of the Legislature if he wanted me to vote for a Commission, he said no. The 7th article of the platform on which you nominated me in 1888, declared against creating any new offices, and your county by a majority of 45 voted against putting two more judges on the Supreme Court bench. But they say that I am a Railroad attorney and therefore am with the Railroads and in sympathy with what is for their interest. The Railroads are bound to have attorneys. In 1874 the Legislature passed an Act that you could sue a corporation by serving summons upon any agent or official. So you see that the Railroads are bound to have attorneys, and I just happened to be the man they selected for Sampson county. Suppose a horse was killed between Warsaw and Clinton and notice was served on the agent at the latter place that the case for damages would be tried at 4 o'clock the same evening. The agent would telegraph to Wilmington for counsel, the authorities at Wilmington would telegraph to some lawyer at Clinton, say Mr. Stewart, to appear for them, and he was on the other side; then they might telegraph to Mr. Faison and he too would telegraph that he was on the other side; what would they do? They must have a man to attend to their interest, so they make an arrangement with some man, so it is fair and just that they have attorneys.

There is a cry now for the farmer to have men who are friends to represent them in the halls of legislation. Let us see about that. I was raised on a farm, have lived on a farm, and married a farmer's daughter, so I am about as deep in the mire as you are in the mud. I control 1,700 acres of land and have five plows running. So I am the farmer's friend, and whatever I do for his interest is also for my interest. But because I am a farmer is no reason why I should vote for a law that would injure the State.

There are three classes of men: 1st. The emotional man. This class of men can go to a church on Sunday, hear a sermon and a few hymns, shout and hurray, but before Wednesday they lose the last dad-blamed bit of their religion. 2nd. There is the prejudiced man. He shuts his eyes like a snake at certain times of the year and is blind. He can't see the truth if it is thrust before his eyes. 3rd. There is the reasonable man, and he is the kind I wish to talk to. I believe you are reasonable men, so I will proceed to give my reasons for voting against this measure.

First let me ask you a question. Can a commission regulate passenger and freight rates here? No. It can do so in

Georgia and South Carolina, but not in North Carolina.

In 1790 North Carolina went into the Union and adopted a constitution, which stood till 1835. Then there were five or six amendments made, which are immaterial to the question under consideration. This constitution stood until 1868, when the Canby Constitution was adopted. During all this time, from 1790 to 1868, the word railroad or corporation was not in our Constitution. When I made my speech in Raleigh against the railroad Commission, Col. Fuller and Judge Strong both came to me and said that they were ignorant of the fact that such was the case till they heard my speech.

Now the Constitution of the United States says that no ex post facto law shall be passed. Therefore every road chartered in the State prior to 1868, of which there are ten, could not be controlled by the Legislature. In 1868 our people saw the defect in our Constitution of not giving the Legislature the power to regulate the passenger and freight rates of railroads and to prevent discrimination, etc., so they put in such a clause. The framers of the Constitution of Georgia showed more wisdom. When that State entered the Union the framers of the Constitution, in article 4, section 2, gave the Legislature that power over all roads in that State. North Carolina is the only State in the Union that did not have a clause in its constitution giving the Legislature this power over corporations. So the ten old roads, which are the strongest, cannot be touched. Then is it right to pass a commission that would throw a wet blanket on the new and weaker roads, in nearly all of which the State owns an interest, while the ten old roads are owned entirely by private parties who live in other States.

In the C. F. & Y. V. Railroad, which runs forty miles through your county, the State owns a \$150,000 interest. So why should you wish to cripple the interests of the State by putting a wet blanket on such roads? In the charters of these ten old roads the rates are fixed at 9 cents per ton per mile for freight and 6 cents per mile for passengers. And the Supreme Court says that such a charter is a contract and therefore a commission would have no power to regulate or prevent discrimination. You say that the Alliance wants a commission. Who voted with me against the Commission. It is true the Republicans voted against it for an evident purpose, but of the whole eight Democrats who voted with me all were members of the Alliance, with one exception, and he was a young lawyer. White and Hughes, both prominent men, in the last Legislature, said that a commission would injure the people.

I am not against the Alliance. The Alliance is more nearly with me than you suppose. If I see you about to make a mistake, it is not my duty to tell you about it? If I see you going a road and know a bridge is up, ought I not ask you to stop and look, and should you then say that I was an enemy? Now some one says that the Commission is doing fine in Georgia, but Texas, the home of the Alliance, has no commission. I stand here and dare anyone to contradict me when I say that the Commission is doing damage in Georgia. If any of you will take him around with me and make him tell the truth about the Commission. Yes, I can show you myself that a commission is grinding the grizzard of the people of Georgia. I can do it with the last report of the Railroad Commission of that State, and this is the thing that I mashed the life out of those who were in favor of a commission in the last Legislature.

Here railroad passenger fare is 3 cents per mile first-class, 2 cents per mile second-class. In Georgia there is no second-class, and the passenger rates are 3 cents per mile on the A roads, 4 cents per mile on the B roads and 5 cents per mile on the C roads. Now the A roads are those down in the eastern portion of the State, where it is level. There are only two roads down there. So there are only two roads in the State but what charge over 3 cents a mile. The B roads are those up in the central portion of the State and the C roads are up in the mountains. There are more of these two classes of roads than any other kind, so you see that nearly everybody in Georgia is forced to pay 4 or 5 cents a mile. So you see that they pay higher

rates there than we do here, where there is no commission. I boldly lay down this proposition, that a commission is against the people. In Georgia, under a commission, it cost a child from five to twelve years of age half price to travel on a railroad, here it will not cost him anything. How is it with freight? Without going into details, I say to you here, on my honor, that the Commission has raised freights in Georgia one-third higher than they were before. In Georgia the railroads are getting rich off of the Commission. In this State there are only two railroads that are paying expenses, that is the Wilmington & Weldon and the Richmond & Danville. The profits of the former is only 8 per cent, and the latter 5 per cent. Now do you object to anybody making 8 per cent. interest or profits. We all want to and ought to do so. In 1879, when Georgia passed the commission act, the railroad property was worth in round numbers only \$9,000,000; in 1888 it was worth \$29,000,000, or three times the amount. Where did this increase in wealth come from? It was ground out of the people by that God blessed commission that you say you want. Do you want it? No. I don't believe you do.

Now you are ready to ask if it helps the railroads why are they opposed to it? They are not opposed to it. They want a commission. Mr. Waters, who virtually owns the W. & W. railroad, went to Raleigh during the last session of the Legislature and asked me to stop fighting the Commission. I asked him if he thought I was fighting a commission for him. He said that he thought I might be doing so thinking it would be a favor to the railroads. I told him that I was fighting a commission because it would ruin my people. He said yes, your people would catch the patching if a commission was passed, so go ahead. Some say that there was a lobby of railroad men and their attorneys in Raleigh during the last Legislature fighting the commission. The man who says that tells a lie. I asked some of the railroad officials, who happened to be there, to go up to the capital with me, but they said that a railroad man was not a free citizen in North Carolina, that if they went up to the capital that every dabbled little newspaper in the State would raise a howl and yell.

I never saw in the Capitol but one railroad man, that was Maj. Winder. Gentlemen, here is the Railroad Commission bill [holding up the pamphlet] that I voted against, the god-blessed thing that they say will do so much good. There is more devil in this bill than in a Texas mole. Yes, gentlemen, it is the monkey that is so much-talked about and so little known about. There is not a man in this audience who has ever read it. So don't condemn me till you know what is in it. It provided for three commissioners, one of whom was to be a Radical. Did you send me to Raleigh to vote for a Radical? I never have done so, and so help me God I never will. It requires that no one of the three should own any railroad stock or bonds or know anything about railroads. In fact the bill required that they should all take an oath to that effect. Now is that right? Suppose that the next Legislature should be composed chiefly of lawyers and merchants and they were to take up a notion that all the troubles of the country were due to the laziness of the farmers, and they were to pass a commission to regulate the farmer and see that he worked better and got up earlier, and did not rest so long at noon, and did not go to town unless he had business, and that the bill should say that your bosses, the commissions, should not own any land, nor know anything about farming. Would you like that? Then don't put a cup to the lips of the railroads that you are not willing to put to your own.

Now you pass a Commission the convict will be taken off from the roads and put back in the penitentiary, and it will cost you \$250,000 a year more to run the penitentiary. That is half as much taxes as you pay. Now, therefore if you now pay \$10 tax you would then have to pay \$15.00.

What will a Commission cost? It will cost you \$45,000 a year. How is that? Well, the Commissioners would get \$2,500 each a year, making \$7,500. A clerk for them would cost \$1,200. Printing and other incidentals would sum it up to \$15,000. The fees allowed to the Solicitor and

Attorney-General in the Superior and Supreme Courts, would probably amount to \$10,000. Then each one of these roads would contest the Commission before the Supreme Court, and you could get no lawyer for less than \$2,000 a case, so that would be \$20,000, making in all forty-five thousand dollars.

Another objectionable feature to the Commission is that it would allow the Commission to give a man damages if he got a leg broken or had property damaged and then to allow him to go on into the courts and collect more damages before a jury if he was not satisfied with what the Commission allowed him.

But my last and greatest objection to a Commission is that it will cause social equality between the whites and the blacks. Where there is a Commission you can't have second-class cars, but the negroes can ride in the same cars with white people. I was travelling South not long since. I was asleep, when suddenly I was waked by the noisy and boisterous talking and laughing of a crowd of negroes who had just gotten into the car. I asked the conductor what was the matter? He said, oh, it is S. C. and the Railroad Commission. He went on to say what a great service I had rendered my State by saving them from so terrible a calamity as a Commission. I was going to Washington recently and stopped at Milford, Va., for a meal. When I went into the dining-room I saw a negro sitting at the table. I asked a man if good old Virginia had come to that? He said that since they had had a Commission they were getting used to a great many things.

The Atlanta Constitution is a good authority and here is a recent copy stating that negroes were invited into a Democratic meeting, showing already the bad effects of a Commission in Georgia. Gentlemen, feed a pig and he will make a hog, and if you put a Commission on this State there is no telling to what extent social equality will go. I will never vote for a measure that will have this effect. Now, please excuse a few words personal to myself. You nominated me for the Senate in 1872. Then I was a black-haired youth. To day I stand before you with gray hairs. Yes, I have grown gray, fighting the battles of Democracy for you, and if now you see fit to chop my political head, I have a dying request to make of you. Put on my political tombstone, "He died a white man and fighting for the white man's cause."

Some say that this commission question will be the rock on which the Democratic party will split. Well, if this is so, then we have come where the roads divide, and if the party splits there is no doubt on which side I shall go, it will be on the white man's side.

[See our answer to the above on second page.—EDITOR.]

BAD NEWS.

The Sampsonians Have Got the Blues Because There are No Blues.

D. B. Nicholson, Esq., who came up yesterday to be present at the meeting of the Democratic State Executive Committee, tells us that the outlook for a crop of Sampson BLUES is very poor, and that in consequence there is great mourning in the State of Sampson. He tells us that the crop of corn, cotton and rice are excellent, but that nothing compensates a Sampsonian for the loss of his who-beerries.—Raleigh State Chronicle.

Wrong, brother. We never worry over so small a thing as a whortleberry. We have too many other things to be proud of.—Ed.

A PREDICTION.

There is a track from every section of North Carolina that leads to the highest distinction that any of her sons can attain—the Executive or Governor of our State. Durham has furnished the Car that is heading that way and when the constitutional time allotted our present Governor expires, this Car will arrive in Raleigh and go into quarters for four years.—Daily Raleigh Chronicle. J. J. T.

Virginia's first woman physician is Mrs. C. L. Haynes, who has recently been elected assistant physician at the Western Lunatic Asylum after passing a successful examination before the State Medical Board.

"FRANKLIN" COMESTO "K'S" RELIEF AND ASKS THE EDITOR SEVERAL QUESTIONS.

The Questions are Easily Answered.

MR. EDITOR:—As you were unwell this week and pressed with a multiplicity of other matters you handed me the following communication, requesting me to answer the various questions asked therein. For convenience we have written our answer immediately after each one of the questions:

FRANKLIN TOWNSHIP, June 9th, 1890.

EDITOR CAUCASIAN. Dear Sir: In your issue of June 5th I see an article, editorially, "Answer to K," in which you say K "took a clipping, etc., for a pretext to appear in print on the Railroad Commission," and you give K a sound thumping for leaving the text given him by the editor and straying into legalities. I suppose that both the editor and K desire the public to pass upon this subject and in order that I, as one humble member of that public, so dear to every political heart, may understand the true issue to be submitted, beg to ask you a few questions suggested by your article, with the hope that your replies will be responsive to the spirit and letter of these questions and not subject to the charge of "sophistry" or an "intention to mislead the public."

To call your attention to the parts, I quote from your article, "A commission would stand as a vigilance committee not only to see that the law was executed and that there was no discrimination, but also to report charges that were too high." "What authority or legal power would the commission have to enable it to do this?" "Answer—A Railroad Commission would have just such authority and legal powers as the Legislature in its wisdom should confer upon it. Beyond doubt the Legislature could frame a bill that would confer unjust and unwise powers upon the commission. And they could also frame one that would be constitutional and of great advantage to the country."

2nd, "What Law would it enforce?" "Answer—Such laws now existing or which may hereafter exist or come within its jurisdiction. The question is absurd. As well object to Magistrates and ask what law they would enforce." "When and how would it enforce the law?" "Answer—As to the "when" our friend "Franklin" is exceedingly ignorant for a lawyer. When a law is enacted a clause is usually added to the effect that "this act shall be in force from and after its ratification" or the act itself fixes the date upon which it shall go into operation. If nothing is said as to when the act shall take effect, the C. C. section 2862, provides that it shall, in that case, go into effect thirty days after the adjournment of the Legislature. As to how the Commission would enforce the law we suppose they would do so with fairness to the people as well as to the railroads and just here is the secret of the great kick which the railroads are making, through their paid attorneys, against the Commission. They remind us of the Irishman who employed a lawyer to defend him for larceny. The lawyer told his client that he would see that he got justice. The Irishman replied: "Don't do that; faith that's just what I don't want." A fair Commission, I just what the railroads don't want.

4th, "Would the Commission go into the law courts or would these matters be tried before the Commission as a vigilance committee?" "Answer—The bill creating the Commission would provide for the manner of its operation. We may suppose that questions of law would be tried and determined by the Commission itself with the right of appeal to the Supreme Court. Should issues of fact arise in any case, proper to be tried by a jury, the Commission would frame issues covering the disputed facts and send them to the Superior Court of any county most convenient to the witnesses, and there the case would be tried, just like any other case, by a jury. What could be fairer than this? A similar practice prevails in cases tried before the clerks of the Superior Courts, and such was the practice in the old equity courts."

5th, "If tried before the committee would a jury trial be given?"

Answer—A jury trial would be given for all issues of fact, according to the method indicated under the fourth question, or in any other manner which the Legislature in its wisdom might provide.

6th, "Is not a trial by jury guaranteed by the Constitution of our State to every one in the trial of every question involving either personal liberty, personal security, or the enjoyment of private property?" "Answer—The Constitution, Article I, sec. 13, provides that "no person shall be convicted of any crime but by the unanimous verdict of a jury of good and lawful men in open court."

7th, "Who would constitute this Commission and how elected?" "Answer—We are not in the prophesying business and cannot possibly tell who will constitute the Commission. We suggest that "Franklin" turn a cup, as we have seen old women do, and try to find out by looking in that. The first set of commissioners would probably be appointed by the Legislature and after that elected by the people."

8th, "What would be the cost of the commission annually, and who would pay it?" "Answer—We suppose there would be three commissioners with a salary of about \$2,000 each. This would make \$6,000, and perhaps a clerk for about \$1,000 and incidental expenses. A very efficient commission need not cost more than \$15,000 annually. The cost would of course be paid primarily by the State, but the fines and penalties collected from the railroads for violation of the law, etc., would go into the State Treasury, and in our opinion would much more than defray the cost of the commission, so that the tax which the railroads would be compelled to pay would be clear gain to the State. The gain might be applied to the education of the people so that the corporation could not befool and oppress them as they have in the past."

9th, "How could the Commission know there was no discrimination?" "Answer—The proper form of the question is: How could the Commission know there was discrimination? Those injured by the discrimination would make complaint. The Commission could compel a system of published rates from which every man could know what he ought to be charged and if more was charged he could recover damages with such suitable fines and penalties as the law might impose. The same objection might be made against having any laws for the punishment of crime."

10th, "To whom would the reports be made when charges were too high, and would the Commission's say so be final as to what were too high?" "Answer—The report would be made to the Commission or any member thereof. Doubtless there would be proper legislation fixing freight and passenger rates or at least indicating the principles upon which such rates would be fixed, and such a "say so" would be final and be no greater hardship upon the railroads than is the "say so" "thou shalt not steal."

"Franklin" now proceeds as follows: "These questions all seem to me to be absolutely necessary ones in passing upon this issue by the people, and I confess suggest a number of others equally difficult for me to solve, but I do not wish to make my enquiries so lengthy that this article may go into the waste basket instead of the paper. I hope the editor can find both time and space to answer these questions fully for I am fully satisfied that the question of transportation is one of vital importance to one class of every community, viz: the farmer and the merchant, and I am also satisfied that there is now and always has been discrimination in favor of some and against others, not alone by the Railroad, but almost everywhere—these are sometimes intended and sometimes accidental—as an illustration, Mr. Editor, Do you candidly believe K. has a railroad? or that he knows

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6th, "Is not a trial by jury guaranteed by the Constitution of our State to every one in the trial of every question involving either personal liberty, personal security, or the enjoyment of private property?" "Answer—The Constitution, Article I, sec. 13, provides that "no person shall be convicted of any crime but by the unanimous verdict of a jury of good and lawful men in open court."

7th, "Who would constitute this Commission and how elected?" "Answer—We are not in the prophesying business and cannot possibly tell who will constitute the Commission. We suggest that "Franklin" turn a cup, as we have seen old women do, and try to find out by looking in that. The first set of commissioners would probably be appointed by the Legislature and after that elected by the people."

8th, "What would be the cost of the commission annually, and who would pay it?" "Answer—We suppose there would be three commissioners with a salary of about \$2,000 each. This would make \$6,000, and perhaps a clerk for about \$1,000 and incidental expenses. A very efficient commission need not cost more than \$15,000 annually. The cost would of course be paid primarily by the State, but the fines and penalties collected from the railroads for violation of the law, etc., would go into the State Treasury, and in our opinion would much more than defray the cost of the commission, so that the tax which the railroads would be compelled to pay would be clear gain to the State. The gain might be applied to the education of the people so that the corporation could not befool and oppress them as they have in the past."

9th, "How could the Commission know there was no discrimination?" "Answer—The proper form of the question is: How could the Commission know there was discrimination? Those injured by the discrimination would make complaint. The Commission could compel a system of published rates from which every man could know what he ought to be charged and if more was charged he could recover damages with such suitable fines and penalties as the law might impose. The same objection might be made against having any laws for the punishment of crime."

10th, "To whom would the reports be made when charges were too high, and would the Commission's say so be final as to what were too high?" "Answer—The report would be made to the Commission or any member thereof. Doubtless there would be proper legislation fixing freight and passenger rates or at least indicating the principles upon which such rates would be fixed, and such a "say so" would be final and be no greater hardship upon the railroads than is the "say so" "thou shalt not steal."

"Franklin" now proceeds as follows: "These questions all seem to me to be absolutely necessary ones in passing upon this issue by the people, and I confess suggest a number of others equally difficult for me to solve, but I do not wish to make my enquiries so lengthy that this article may go into the waste basket instead of the paper. I hope the editor can find both time and space to answer these questions fully for I am fully satisfied that the question of transportation is one of vital importance to one class of every community, viz: the farmer and the merchant, and I am also satisfied that there is now and always has been discrimination in favor of some and against others, not alone by the Railroad, but almost everywhere—these are sometimes intended and sometimes accidental—as an illustration, Mr. Editor, Do you candidly believe K. has a railroad? or that he knows

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