

5795

Dhananjayrao Gadgil Library



GIPE-PUNE-005795

REPORT  
OF THE  
INDUSTRIAL COMMISSION  
ON  
TRANSPORTATION,  
INCLUDING  
REVIEW OF EVIDENCE, TOPICAL DIGEST OF EVIDENCE,  
AND TESTIMONY SO FAR AS TAKEN  
MAY 1, 1900.

---

VOLUME IV  
OF THE COMMISSION'S REPORTS.

---

WASHINGTON:  
GOVERNMENT PRINTING OFFICE.  
1900.

X9.73.1985

10.4

5795

UNITED STATES INDUSTRIAL COMMISSION,  
*Washington, D. C., May 14, 1900.*

SIR: I have the honor to transmit herewith, on behalf of the Industrial Commission, a preliminary report to Congress on the subject of Transportation, prepared in conformity with an act of Congress of June 18, 1898.

The Commission is not prepared at present to make recommendations to Congress or to the State legislatures, but contemplates the making of such recommendations hereafter.

Respectfully,

JAMES H. KYLE,  
*Chairman.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

# REVIEW OF EVIDENCE.

## INTRODUCTION.

The Industrial Commission has taken the testimony of many witnesses on the subject of transportation, especially railway transportation. These witnesses include representatives of all the important organizations of railway employees, representatives of many organizations of shippers and commercial bodies, as well as other shippers, officers of railways and of railway associations, members of the Interstate Commerce Commission, and special students of transportation questions—college professors and others. Several witnesses have also testified as to lake, canal, and ocean transportation. While detailed and specific statements as to the conditions of labor and traffic have not usually been sought, many general statements as to these conditions have been obtained, and although there is, of course, not a little difference of opinion, certain conclusions as to facts emerge with fair clearness from the testimony. Naturally, there is even greater difference of judgment as to needed legislation; but here again it is possible to gather some fair conclusions concerning the preponderance of opinion among those most interested, as to some of the important problems now before the people. The Commission has not, however, completed its investigation of transportation. It is expected that additional testimony will be taken as to all phases of the subject, but more especially as to certain topics which have been investigated least fully, such as ticket brokerage, capitalization of railways, consolidation of railways, state railway commissions, taxation, conditions of water transportation, etc.

The wide-reaching social and economic influence of the means of transportation is indicated by the fact that questions relating to them have been discussed to a greater or less extent by the witnesses in connection with almost all the other investigations of the Commission—notably those on agriculture, trusts and industrial combinations, and capital and labor. The evidence in these investigations should be consulted in connection with the present volume.

### FREIGHT DISCRIMINATIONS BETWEEN INDIVIDUALS.

There is a general consensus of opinion among practically all witnesses, including members of the Interstate Commerce Commission, representatives of shippers, and railway officers, that the railways still make discriminations between individuals, and perhaps to as great an extent as ever before. In fact, it is stated by numerous witnesses that discriminations were probably worse during the year 1898 than at any previous time. It is admitted that there is great difficulty in proving individual cases where shippers have been given special rates or other favors, but the witnesses declare that it is common knowledge among all familiar with the subject that such concessions are largely granted.<sup>1</sup> The arguments pre-

<sup>1</sup> Knapp, pp. 129, 132, 139, 142; Prouty, pp. 150-152; Clements, p. 159; Cowen, pp. 313-316; Blanchard, pp. 683, 684; Ingalls, pp. 286, 297; Spencer, pp. 273, 279; Ripley, pp. 594, 596; Stickney, pp. 460-462; Bird, pp. 470, 471; Morton, pp. 490, 493, 494; Kelley, pp. 185, 186; Vanlandingham, pp. 194, 207; Dousman, pp. 353, 359; Neall, pp. 173, 174.

sented by many railway officers in favor of pooling assert directly or indirectly the existence of discriminating rates. The representatives of the railways declare that so long as competition exists the attempt to get traffic by secret rates must continue.

It is thought generally that there has been a considerable improvement in the situation during the year 1899. This is attributed in part to the exceedingly heavy traffic which rendered it unnecessary for railroads to secure shipments by discriminating rates, and in part to a better spirit among the railways themselves. In the latter part of 1898, Messrs. Cowen and Murray, receivers of the Baltimore and Ohio Railroad, addressed a letter to the Interstate Commerce Commission declaring that the practice of granting rates below the published tariffs was so general as seriously to reduce the revenues of the railroads. More than 50 per cent of the traffic, at least on certain roads, was affected. The receivers expressed a determination to cooperate in the enforcement of the law. Later, conferences were held between the Interstate Commerce Commission and railway officers, which led to a general attempt to reduce the extent of the evil. Many witnesses, however, including representatives of the railroads, think that the improvement is only temporary and that when the present rush of traffic has ceased discriminating rates will be granted more and more.

A few witnesses are inclined to think that discriminations are not at present a very serious evil and are not likely to become such, especially since the published freight rates are now so low that no considerable concessions can be made from them with profit to the railroads; but the evidence is preponderatingly strong on the other side.<sup>1</sup>

*Methods and forms.*—The methods by which discriminations are granted are stated by the witnesses to be very numerous. It is claimed by some that direct rebates and secret rates are still frequently granted; commissions are paid for securing freight; goods are billed at less than the actual weight; traffic within a State not subject to the interstate-commerce act is carried at lower rates; allowances and advantages are made in handling and storing, etc. Several witnesses refer to the practice of shipping goods under a false classification. Sometimes this is done without the knowledge of the railways, but in other cases they apparently connive. Thus, fine hardware may be shipped as some low-class kind of iron. A few specific instances of discriminations of different sorts were mentioned before the Commission, but no detailed evidence was taken to prove the exact character and amount of these discriminations.<sup>2</sup>

*Effect of discriminations.*—It is very generally acknowledged that discriminating favors are granted chiefly to large shippers at the expense of small shippers. This is natural, since the railways compete more actively for the traffic which a large shipper can furnish. It is claimed, also, that the effect of the penalties of the interstate-commerce act has been still further to limit the preferences to a few shippers, since this makes it more possible to secure secrecy. There seems, accordingly, to be weight in the suggestion made by several witnesses that railway discriminations tend to foster trusts and combinations; a position which was especially upheld by numerous witnesses in the investigation of the Industrial Commission on trusts. Mr. Blanchard and one or two other witnesses declare that it is in no way the purpose of railways to favor combinations or men of great wealth; in fact, they would prefer not to do so, since it gives these large shippers power to force still greater concessions. But the railways are in no position to refuse the demands of such shippers.<sup>3</sup>

<sup>1</sup> Tucker, pp. 553, 559; Callaway, pp. 231, 234; Bird, p. 471; Woffenden, p. 565.

<sup>2</sup> Gallagher, pp. 541-543; Fuller, pp. 442, 443; Prouty, pp. 149, 150; Snyderacker, pp. 398-400; Blanchard, pp. 625, 675; Knapp, p. 132; Kelley, p. 186; Vanlandingham, pp. 210, 211.

<sup>3</sup> Knapp, pp. 139, 142; Prouty, pp. 147, 148; Blanchard, pp. 683, 684; Reagan, p. 342; Bird, pp. 470, 471; Ripley, pp. 594, 596.

*Carload and part carload shipments.*—Witnesses on behalf of the railroads justify different rates on goods shipped in full carloads and in part carloads, and there appears no special objection to this practice on the part of other witnesses, so far as the differences are reasonable. It is claimed, however, that on shipments to the Pacific coast the rate on part carloads has been as much as 50 per cent higher than on carloads, the difference amounting to more than the possible profit of the dealer, and that this arrangement has practically prevented Eastern jobbers from selling directly to retailers in the Pacific States.<sup>1</sup>

*Private cars.*—It is the practice of the railways, as was brought out clearly in the evidence, to allow the owners of private cars a mileage rate of from 6 mills to 1 cent per mile for the use of their cars. A very large proportion of the shipments of fruit and of dressed beef is made in such cars. Although the same mileage rates and the same freight rates are perhaps open to all shippers, only those possessed of very large capital are in a position to furnish private cars in sufficient numbers to carry on an important business. It is claimed by nearly all witnesses testifying on the subject, including several railway officers, that the mileage is excessive and represents an exceedingly high profit on the cost of the cars, to that extent giving the owner of private cars an advantage over his competitors. Many of the railways apparently would be glad to supply the needed cars themselves and to refuse to haul private cars, but without an agreement on the part of all the competing lines it is impossible for them to do so.<sup>2</sup> One or two witnesses think that the peculiar character of these cars makes it unwise that the railways should own them, and that the mileage rate is probably not excessive.<sup>3</sup>

*Penalties for discriminations.*—Several witnesses, especially railway officers, incline to the opinion that the existing law prohibiting discriminations would be more effective if the penalty of imprisonment were abolished and a high fine, to be assessed primarily upon the corporation rather than upon individuals, made the sole penalty. It is also claimed that railway officers, who are most likely to have definite evidence concerning discriminations, will not testify against one another if the result may be imprisonment, but that they would have no such scruple if the punishment were pecuniary only.<sup>4</sup> It is suggested by some that each carload or shipment carried at a discriminating rate should be made the basis of a separate fine. Mr. Knapp, of the Interstate Commerce Commission, and one or two other witnesses, however, think that the threat of imprisonment is more effective than that of a fine, and especially urge that the mere granting of a right to sue for damages on account of discriminations is of very little effect in enforcing the law.<sup>5</sup> Other witnesses suggest the inspection of books and accounts as a means of obtaining evidence and as a remedy for discriminations. (See p. 23.)

#### THE ALLEGED ELEVATOR MONOPOLY.

A considerable amount of testimony has been taken concerning the practice of the large elevator owners, especially at Chicago, in buying grain, and concerning its effect upon commission merchants, country grain dealers, and farmers.

The evidence is clear that the great terminal elevators at Chicago, and to a less degree in other grain markets, are owned by a comparatively few men or firms; that the owners of public elevators, where grain may be stored at fixed charges by any holder, also control great private elevators; that they themselves buy a very large proportion of the grain which comes into the public elevators; and

<sup>1</sup> Vanlandingham, pp. 207, 210.

<sup>2</sup> Knapp, p. 141; Prouty, p. 151; Kelley, p. 187; Vanlandingham, pp. 209, 210; Greeley, pp. 373, 378; Dousman, p. 362; Callaway, p. 230; Ingalls, pp. 301, 302; Kennard, pp. 363-365.

<sup>3</sup> Bird, pp. 475, 476; Fish, p. 336.

<sup>4</sup> Ripley, p. 598; Morton, p. 496; Ingalls, pp. 296, 297; Hyland, pp. 351, 352; Carter, p. 585; Dousman, p. 361; Bird, p. 471.

<sup>5</sup> Knapp, p. 137; Spencer, p. 274; Reagan, p. 350.

that the business of handling grain on commission has been very greatly reduced by this practice. The elevator owners admit that they are very large buyers of grain. It is claimed by their opponents also, although the evidence is less definite, that these same owners of terminal elevators own or control most of the country elevators and warehouses; that in fact practically all the elevators along the lines and at the terminals of each railway system are in the hands of a single organization.<sup>1</sup>

The opponents of these large dealers admit that the elevator owners pay more for grain to the local dealers and farmers than the commission merchants and small dealers can pay, but they declare that this is due to various unfair advantages. Thus, the elevator owners themselves are exempt from the terminal storage and transfer charges which must be paid by other persons—three-fourths of a cent for transfer and the first 10 days storage—which is alleged to be much more than the actual cost. It is further declared that the elevator owners receive great advantages from the railways in the forms of allowances for handling grain and of direct freight discriminations. In fact, it is held by many witnesses that the railway companies or their officers are largely interested in the elevators and in grain buying. The evidence as to discriminations in favor of the elevators is chiefly indirect, based either on general belief or on the known fact that the elevator owners often pay more for grain at country stations than the price at Chicago, Kansas City, or Milwaukee, minus the full freight rate, would warrant. The excess in the price offered was shown to be sometimes as high as 2 or 2½ cents on both wheat and corn. It was also stated that in 1890 a rebate of 5 cents per hundred was proved before the Interstate Commerce Commission to have been granted to certain elevator owners.<sup>2</sup>

It is also alleged that the Eastern railways have largely leased their transfer elevators, for transferring grain from Western to Eastern cars, to private companies which also deal in grain, and that the charges made by these companies are excessive, so that they have an advantage over competitors.

The elevator owners deny that the charge of ¼ of a cent for handling grain is excessive; the law permits 1½ cents to be charged, while the actual charge is the lowest known anywhere. They deny also that the railways operate elevators directly, or, in the cases where they own them, have given special favors in leasing them to the present operators; though no very detailed evidence is presented. Mr. Webster, of the Armour Elevator Company, claims that that company actually owns most of its numerous elevators and pays high rentals for the remainder, while Mr. Counselman declares that the elevators on the Rock Island were built and paid for by his own firm. Mr. Webster also denies that the elevator owners receive discriminating rates from the railways.<sup>3</sup>

In view of the quite general acknowledgment among railway men that discriminations in favor of large shippers are still conspicuous, there seems to be a considerable probability that the claim that these large elevators receive favors from the railways, in one way or another, has some basis.

The elevator men explain further the reasons for their buying grain and for their advantages over competitors. They claim that the establishment of through rates on grain from the Mississippi River and other Western points to the seaboard lower, than the sum of the local rates from those points to Chicago and from Chicago east, gave an advantage to Eastern commission merchants and buyers, and Chicago elevator owners found it necessary to buy grain on a large scale and handle it in the same way, on through rates, in order to keep their ware-

<sup>1</sup> Vanlandingham, p. 199; Carter, pp. 583, 584; Greeley, pp. 371, 373; Dousman, p. 354.

<sup>2</sup> Barry, p. 250; Bookwaite, pp. 573-576; Gallagher, p. 545; Vanlandingham, pp. 198-200; Greeley, p. 373; Dousman, p. 355; Carter, p. 584; Bacon, p. 427.

<sup>3</sup> Webster, pp. 413-416; Counselman<sup>3</sup> pp. 385-388.



houses from standing idle. Moreover, the competition of the newer markets of Minneapolis, Duluth, Kansas City, and elsewhere forced these men to buy grain to protect Chicago as a market. The advantages which have made it possible for them to compete successfully with other markets, and largely to take business away from commission merchants, arise from their large capital, which enables them to carry large quantities of grain in anticipation of favorable markets, from the elimination of commission and other intermediate charges, and from the ability to forego a part or all of the normal charge for actual elevator service. The elevator owners have the same advantage over commission merchants that any business man has who furnishes himself with all accessory materials and facilities, instead of obtaining them from others, especially from his competitors.<sup>1</sup> One or two witnesses, however, claim that, as regards local buying, the small dealer, who has perhaps other business during the season when there is little grain buying, can handle the grain business more cheaply than a great concern.

*Effect on prices.*—The opponents of the elevator owners declare that there is a growing monopoly of the local elevators, those on each line of railway being largely controlled by a single firm. While there is still sometimes competition and while in such cases the large buyers pay the higher prices, sooner or later all competitors will be driven out and the farmer will be at the mercy of the great elevator owners. It is maintained, moreover, that where different elevator owners operate along the same line of railway they do not actively compete. On the contrary they meet daily on the Chicago Board of Trade and agree as to the prices which they will pay, at least as to certain territory. No evidence is presented to show specific cases where prices have been depressed by elevator owners.<sup>2</sup>

To these charges the elevator owners<sup>3</sup> reply that, at least along many railroads, they do not control any large proportion of the local elevators. They buy largely from the local dealers, who compete among themselves; and there is nothing to check the competition of the different elevator concerns. There are few railroad stations which do not have two or more buyers. No agreement exists for limiting competition or fixing prices, except that certain leading Chicago elevator men do discuss daily the prices which they will pay in Kansas and other parts of the West, where the Chicago market comes into severe competition with other grain markets. The purpose is to agree upon a price high enough to bring the grain to Chicago. At practically all stations local dealers receive daily bids for their grain from a large number of buyers—often from 5 to 20. The existence of these competing bids is admitted by some of the opponents of the elevators.

Two country grain dealers from Iowa and Nebraska also testify that in their towns there are competing grain buyers, and that each of the local dealers receives bids directly from various elevator owners at Chicago and also from other markets, there being often a considerable range in the prices offered.<sup>4</sup>

The elevator owners maintain that the farmers are not only not injured by the existence of these large buyers, but that they are benefited by the elimination of various commissions and profits which were formerly paid by grain in its progress from the producer to the consumer, and by the many economies which elevator owners are able to effect. The elevator owner is satisfied with a little profit on a large business.<sup>5</sup>

The two local grain dealers referred to above also declare that the farmer benefits by the elimination of middlemen under the present practice. Moreover

<sup>1</sup> Webster, pp. 400-411; Counselman, pp. 382-389; Bartlett, p. 393.

<sup>2</sup> Dousman, p. 355; Greeley, pp. 371-376; Bookwalter, p. 576; Gallagher, p. 545; Vanlandingham p. 200; Sager, p. 451; Carter, p. 538.

<sup>3</sup> Counselman, pp. 384, 387; Bartlett, pp. 393-395; Webster, p. 416.

<sup>4</sup> Burke, pp. 465-467; Hulbert, pp. 488-489.

<sup>5</sup> Counselman, p. 394; Bartlett, pp. 393, 395; Snyder, p. 396; Webster, pp. 405-415; Bookwalter, p. 574.

the reduction of the risk borne by the local dealer, from the fact that he receives bids for his grain on the track every day, enables him to work on a narrower margin.

*Quality of grain.*—It is claimed by certain witnesses that the owners of public warehouses have an unjust advantage over competing grain dealers from the fact that they are able to deliver to those who hold storage certificates the poorest quality of grain which will meet the official grade, while the owners themselves can take the best quality, for which they are able to obtain a higher price. The representative of a prominent milling company especially declares that millers are forced to disregard official inspections in order to prevent the warehousemen from giving them inferior qualities.<sup>1</sup> The elevator owners, on the other hand, declare that their practice of mixing and cleaning grain for the purpose of improving the grades is beneficial to all concerned; that there are no instances proved where unjust discriminations as to the quality of grain have been made, and that it is absurd to expect them to furnish to the public grain better than the official inspection requires.<sup>2</sup> There seems little doubt, however, that opportunities do exist for the warehousemen who store grain for the public and who are also grain owners to get an advantage in the way suggested. This seems the more probable from the fact, brought out in the testimony of one or two witnesses who are especially familiar with grain inspection, that the official grading of grain is necessarily imperfect.<sup>3</sup>

#### EXPORT GRAIN RATES AND FLOUR SHIPMENTS.

It appears clearly from the evidence that the railways have of late made specially low rates on grain hauled to the seaboard for export, while higher rates have been maintained on grain intended for domestic use and on flour, whether for domestic use or export. The chief complaint as to this practice comes from the American millers. Although the evidence is not entirely clear on this point, it is stated that these special export rates have been granted for the most part only since February 1, 1899. The discriminations were so great at times during 1899 that, while the Chicago miller would have to pay 21 cents per 100 pounds to get his flour to New York, the English miller could take wheat from Chicago to New York for 13 cents. The discrimination on shipments from points on the Mississippi and Missouri rivers to the Eastern seaboard and to the Gulf ports was even greater. The Interstate Commerce Commission investigated this subject, and issued an order on August 9, 1899, that the difference between export rates on wheat and on flour should not exceed 2 cents per hundred from Chicago, although the commission admits that it doubts its power in the matter.

It appears that some slight changes in rates were made soon after this order, and that on November 1, 1899, the export rates on grain were raised so that the difference from Chicago to the seaboard was 2 cents, as suggested by the Commission. The through grain rates from the Mississippi River, however, were changed to a less extent, so that it would still cost from 3 to 7 cents more for a miller at Chicago, Milwaukee, or Indianapolis to carry grain from the West to his mill and flour from the mill to the seaboard than it would cost the English miller to take grain from the Mississippi River to the coast, while there were differences of about the same amount between export wheat and domestic wheat, putting the miller on the seacoast at a like disadvantage as compared with the English miller.<sup>4</sup>

The evidence seems conclusive that the effect of this discrimination has already been disastrous to our milling interests, and that probably, even with the dif-

<sup>1</sup> Carter, pp. 582, 583; Sager, pp. 450-452; Dousman, p. 356; Greeley, p. 371.

<sup>2</sup> Webster, pp. 411, 413; Vanlandingham, pp. 200, 201.

<sup>3</sup> Clark, pp. 431-433; Evans, p. 440.

<sup>4</sup> Knapp, pp. 134, 142; Prouty, p. 146; Vanlandingham, p. 195; Barry, p. 249; Bacon, pp. 422-425; Sager, pp. 446, 447; Evans, pp. 435, 436; Gallagher, pp. 539, 540.

ference in rates reduced as already shown, it will continue to be injurious. Although very large flour shipments continued to be made early in 1899, in order to meet previous contracts or to dispose of stocks on hand, there was later in the year a great decrease in the demand for American flour. The exports from Minneapolis during September, 1899, were one-fourth less than during September, 1898, while exports from Duluth decreased more than one-half. At present American flour has a reputation which tends to keep up the demand, but when it is found that European millers are able to secure the same quality of grain and, owing to lower freight rates and cheaper labor, to turn it into flour at a reduced price, the American millers will probably find it very difficult to export, especially since the margin of profit in milling is very low.<sup>1</sup>

*Justification of discriminations discussed.*—The representatives of several railways, as well as one or two shipping merchants, declare that it is justifiable to make lower rates on grain for export than on grain for domestic use. The price of grain in foreign markets is determined by the competition of sources of supply all over the world, and American grain can be sold there only if it meets the market price. At times the conditions of competition are such that only by making a very low freight rate could American wheat be sold at all. The low export rate relieves the country of a surplus and is beneficial to the farmers; it is similar to the practice of manufacturers in selling their surplus abroad at lower prices than at home. If the railroads were compelled to make an equally low rate on grain for domestic use, they would be unable to make any profit whatever.<sup>2</sup>

One or two representatives of the railways also assert that the competition of Canadian carriers is more severe as to export grain than as to domestic grain, and that lower export rates are thus forced upon American railways.<sup>3</sup>

On the other hand, Mr. Prouty, of the Interstate Commerce Commission, declares that the investigation of that body showed that the market conditions in Europe during 1899 did not necessitate low export rates, but that the reduction in these rates was due primarily to the bitter competition of the American trunk lines. Several other witnesses hold the same opinion, and especially contend that these low export rates scarcely existed prior to 1899, and that no special change in conditions has arisen to necessitate them. America can produce grain as cheaply as any country, and lower export rates are less justifiable on grain than they would be on manufactured products.<sup>4</sup>

Railway officers also defend the making of lower rates on grain as compared with flour. The chief argument is that grain is easier and cheaper to handle, both as regards the weight which can be loaded into cars and as regards terminal services. Moreover, water competition is stronger in the case of wheat than of flour, especially because of the greater convenience with which grain can be loaded and unloaded from vessels. It is claimed also that railways can get full train loads of grain, and can get them at times when shipments are especially desired. Railways always charge higher rates for more valuable and more elaborated products than for cheaper crude products.<sup>5</sup>

Other witnesses,<sup>6</sup> however, declare emphatically that the railways can handle flour as cheaply as wheat. Flour for export, which is always in bags, can be piled up so as to make the load quite as heavy as that of wheat, and equal to the

<sup>1</sup> Barry, pp. 243, 246; Vanlandingham, p. 196; Sager, pp. 447, 448, 453; Gallagher, pp. 539, 545, 546, Evans, pp. 436-437.

<sup>2</sup> Neall, p. 166; Kelley, p. 188; Callaway, p. 234; Spencer, pp. 276, 281; Fish, pp. 336, 337; Tucker, p. 563; Snydacker, p. 397; Blanchard, pp. 628, 629; Gallagher, p. 543.

<sup>3</sup> Blanchard, p. 628.

<sup>4</sup> Prouty, pp. 146, 147; Vanlandingham, p. 196; Morton, p. 490; Barry, pp. 247, 248; Bacon, pp. 424, 425.

<sup>5</sup> Callaway, pp. 232, 233; Bird, pp. 473, 474; Tucker, pp. 563, 564; Blanchard, pp. 672, 673.

<sup>6</sup> Barry, pp. 244-250; Vanlandingham, pp. 197, 203-205; Bacon, p. 424; Evans, pp. 435-438; Sager, pp. 449, 450; Gallagher, pp. 540, 541, 543; Neall, pp. 164-166.

full capacity of the car. If the actual weight of carloads of flour averages less than that of wheat, it can be due only to the fault of railways, which often furnish small, old-fashioned cars for flour shipments. The expense of handling at terminals is not to be considered, since the cars are loaded by the miller and unloaded by the consignee. Grain shipments tend to concentrate themselves during a short period after harvest, when they interfere with other shipments and prevent the securing of return loads. The gradual shipment of flour throughout the year is an advantage to the railways. It should be to the interest of the railways also to favor milling interests because of the traffic in mill supplies and in the goods consumed by mill employees. One or two witnesses think that the reason for discrimination is that railways are interested in grain elevators and are themselves dealers in grain (see above, p. 8), while others believe that the officers of railways are interested in the terminal elevators and transfer facilities at the seaboard ports, especially at New York, and derive a profit from handling grain. This last argument is specifically denied by the representatives of the railways.<sup>1</sup>

*Import rates.*—It appears also from the testimony that railways sometimes make lower rates on goods imported from other countries than on the same goods produced in this country. Indeed, instances were mentioned in which the through rates, including ocean transportation, from European countries to inland points, or to the Pacific coast, have been considerably lower than the rates from points in this country, over the same routes, to the same destination.<sup>2</sup>

*Remedy.*—In view of the discriminations which are thus shown to have existed between the rates on goods exported or imported and goods of domestic origin and destination, it is urged by several witnesses that the power of the Interstate Commerce Commission be specifically extended to cover export and import traffic. It is claimed by some that the commission already has such power, but this is denied by many railway men, and the courts have held, as regards import traffic, that the commission has no power.<sup>3</sup>

#### DISCRIMINATIONS BETWEEN PLACES.

Many witnesses presented evidence concerning what they considered to be unjust discriminations in rates as between different places. Mr. Knapp points out that such discriminations are not secret, but result from unfairness of published tariffs.<sup>4</sup>

*Long and short haul.*—The form of place discriminations which is most conspicuously recognized in the interstate-commerce act is that of higher rates for a shorter distance over the same track than for a longer one. The so-called long and short haul clause of the act, however, declares such differences illegal only where conditions are similar, and it has been held by the courts that dissimilarity of conditions is caused by water competition, and even by competition among railways themselves. The witnesses point out that terminal points are naturally subject to such competition to a far greater degree than intermediate points. In the Southern States, largely on account of water competition along the Atlantic and Gulf coasts, and in the Western States also, on account of ocean transportation, the rates to terminal points are often conspicuously lower than those to intermediate points. The policy of the railways is stated by the members of the Interstate Commerce Commission to be to charge a gradually increasing rate to local points according to distance, until the rate becomes such that it would cost no more to ship the goods through to the terminal point and back to the local station.

<sup>1</sup> Blanchard, p. 673.

<sup>2</sup> Vanlandingham, p. 205; Prouty, p. 146; Reagan, pp. 340, 349; Morton, p. 493; Kindel, p. 260; Kelley, p. 188.

<sup>3</sup> Vanlandingham, p. 213; Gallagher, p. 539; Sager, pp. 447, 453; Barry, pp. 246; Reagan, p. 349.

<sup>4</sup> P. 133.

Since terminal charges are an important factor in rates, the intermediate rate may thus be materially higher than the through rate.<sup>1</sup>

Numerous specific instances were submitted by a witness residing in Colorado to show that the rates for the shorter haul from Chicago and other Eastern points to that State were much higher than those for the haul to Pacific coast points. Moreover, the rates on various commodities from Colorado to the Pacific coast and other Western points were shown to be often higher than those from Eastern points to the same destination. Thus the freight on books from Chicago to San Francisco was \$1.75 per hundred pounds, and from Denver to San Francisco \$3. The rate on boots and shoes from Chicago to Denver was \$2.05, and from Chicago to San Francisco \$1.50, etc. The witness claimed that the jobbing and manufacturing interests of Colorado have been very greatly injured by these discriminations.<sup>2</sup>

Other instances of higher rates for shorter hauls over the same road were mentioned by witnesses in connection with more general complaints as to differences in rates, often by separate roads, in favor of one market as against another.

A few witnesses think that the provision that dissimilar conditions may justify lower rates to competitive than to intermediate points should be repealed, or at least that the Interstate Commerce Commission should be given final authority to decide as to the justice of rates to different places on the same line.<sup>3</sup>

Several representatives of the railroads, however, declare that discriminations between long and short hauls are made only under stress of necessity, and that if the rates for the shorter hauls are themselves reasonable, there should be no objection against lower rates to through points. At least one of these witnesses thinks that the entire long and short haul clause should be dropped from the interstate-commerce act.<sup>4</sup>

*Other place discriminations.*—Most of the discriminations between places of which complaint was made are between different terminal points or central markets, as distinguished from discriminations between terminal and intermediate points. Frequently the rates complained of are not made by the same railway system, but by different ones, with or without agreement among themselves. Thus the trunk lines from the West to the Eastern seaboard compete actively, especially for the export traffic in grain and grain products. It is a matter of indifference often to grain shippers whether their goods go by way of New York, Philadelphia, Baltimore, or other ports. Each railroad and each terminal point considers itself entitled to a certain proportion of traffic, and naturally the opinion of each differs from that of the other. In the particular case referred to an agreement was reached more than 20 years ago permitting railroads reaching Philadelphia to charge a rate 2 cents less per hundred pounds than those reaching New York, and granting those reaching Baltimore and more southern ports a similar "differential" of 3 cents. Each of the ports is inclined to complain that this adjustment of differentials is unfair.<sup>5</sup>

Similar adjustments of rates have been made with a view to putting the leading cities of the central West more or less on a par as distributing points for goods shipped from the East and as marketing points for grain and other products. Railway officers point out the immense difficulty of adjusting rates so as to do justice to different sections and cities, and the practical impossibility of satisfying all. They declare that the attempt of each railway, each section, and each city to get the largest possible proportion of traffic has been the chief cause of rate wars and disturbances, especially in the Northwestern States.<sup>6</sup> Since repre-

<sup>1</sup> Knapp, pp. 134, 137; Clements, pp. 154, 155; Vanlandingham, pp. 202, 206.

<sup>2</sup> Kindel, pp. 251-264.

<sup>3</sup> Dousman, p. 361; Bacon, p. 420; Clements, pp. 154, 155; Reagan, p. 342; Hyland, p. 352.

<sup>4</sup> Spencer, pp. 275, 281, 284; Blanchard, p. 628; Tucker, p. 560.

<sup>5</sup> Kelley, pp. 185, 186; Neall, p. 173; Callaway, pp. 224-226; Blanchard, p. 673.

<sup>6</sup> Blanchard, pp. 630, 631; Bird, p. 472; Ripley, pp. 597, 598.

representatives of each of the leading cities are prepared to make complaints against each of the others, a large number of such conflicting complaints being actually made before the Industrial Commission,<sup>1</sup> it becomes very difficult for any public authority to decide as to the justice of the rates in any particular case.

Special reference was made by several witnesses to the effect of transportation by way of the Gulf of Mexico and the railways of the central West upon rail rates between that section and the Eastern seaboard. Some witnesses think that an undue proportion of traffic is diverted to Kansas City, St. Louis, New Orleans, and Galveston, and that the rail rates favor those points, while other witnesses think that the natural conditions—distances, grades, etc.—would justify the Southern ports in demanding a much larger proportion of the traffic than they actually receive.<sup>2</sup>

#### POOLING.

A large number of witnesses discussed the question of permitting railways to make pooling and other agreements. It was pointed out that pools were to be distinguished from other agreements as to rates or as to other matters. In the pool an agreement is made as to the proportion of business to be allotted to each of the roads entering the arrangement. Either tonnage is diverted from the roads receiving more than the agreed proportion or a money payment representing the profit on the surplus tonnage is made. Pooling agreements seldom fix rates, although, of course, rates are in practice greatly affected by them.<sup>3</sup>

The interstate-commerce act specifically prohibits pools, while the antitrust act of 1890 has been interpreted as prohibiting associations and agreements among railways with a view to fixing rates. It is now advocated by many witnesses that railways should be permitted to make agreements of any kind, and that pooling contracts should be not only legalized, but made enforceable by law. The chief difficulty, it is said, with the pools which formerly existed was that they were outside of the pale of the law, and that there was no way of punishing a railway belonging to a pool which should attempt to divert traffic to itself or should refuse to divide returns. The advocates of pooling include nearly all of the railway officers who appeared before the Commission. A number of shippers, representatives of commercial bodies, members of the Interstate Commerce Commission, and other expert students of transportation also favor pooling, but usually only with the proviso that much more effective governmental control than at present be exercised over rates and over pooling contracts. It was declared by two or three witnesses also that a very general consensus of opinion in favor of pooling exists on the part of other persons throughout the country.<sup>4</sup>

Arguments against pooling are vigorously presented by Mr. Stickney, of the Chicago Great Western Railway, by two officers representing the Chicago Board of Trade, by Mr. Vanlandingham, the commissioner of the St. Louis Traffic Bureau, and by one or two others; their general position being that the practice would tend to maintain high rates by checking the legitimate competition between railways. Mr. Vanlandingham, however, would permit railways to agree as to rates.<sup>5</sup>

<sup>1</sup> Complaints regarding discriminations against Chicago, Kennard, p. 365; Mallory, p. 588; discriminations against St. Louis, Vanlandingham, pp. 194-199, 206; against Kansas City, Book-walter, pp. 570-578; Mallory, p. 588; against Milwaukee, Bacon, p. 418; against La Crosse, Dickson, p. 549; against Norfolk, Nebr., Fuller, pp. 442-446; against Grand Rapids, Musselman, p. 566.

<sup>2</sup> Vanlandingham, pp. 197, 206; Knapp, p. 133; Callaway, p. 225; Fish, pp. 321-330.

<sup>3</sup> Newcomb, p. 97; Cowen, p. 314; Blanchard, pp. 677, 643, 665; Ingalls, pp. 286, 297.

<sup>4</sup> Public officers, etc.: Knapp, p. 138; Prouty, p. 150; Newcomb, pp. 96-98; Johnson, p. 62; Reagan, p. 345; Seligman, pp. 614-617. Railway men: Blanchard, pp. 640-649; Woffindin, pp. 565, 566; Callaway, pp. 235-238; Ingalls, pp. 286, 296-300; Spencer, p. 280; Cowen, pp. 314, 315; Bird, p. 474; Tucker, pp. 538-561; Morton, pp. 491, 495, 499; Ripley, p. 588. Shippers: Neall, p. 173; Evans, p. 441; Kelley, pp. 190, 191; Counselman, pp. 380, 391; Bacon, pp. 420, 426.

<sup>5</sup> Hyland, pp. 361, 353; Vanlandingham, pp. 214, 216; Stone, pp. 532-535; Stickney, p. 463; Carter, p. 585.

*Pooling and competition.*—The argument in favor of pooling rests on the position, as stated by several witnesses, that competition between railways is abnormal and destructive, tending to reduce rates to an unprofitable figure, to cause sudden fluctuations injurious to the stability of business, and to induce discriminations between individuals. Several witnesses maintain that the conditions of competition in the railway business are entirely different from those in the production and sale of ordinary commodities; that the poorest railway, such as one which is in the hands of receivers, and therefore not forced to pay dividends, can cut rates with a view to diverting traffic unduly, and can thereby force other railways to make unprofitable rates. The experience of the past with rate wars is referred to as evidence of the destructive character of railway competition. It is pointed out that the control which the Government can and does exercise over railway rates makes competition unnecessary, in a way which would not be true as to other business.<sup>1</sup>

At the same time the defenders of pooling claim that pools would not absolutely prevent competition and would not permit railways to charge excessive rates. The competition of water carriers, not only those immediately parallel to railways but often those far distant, would in many cases keep down rates. The chief influence affecting rates is the competition of different markets, frequently of markets all over the world. If the railways in one section should attempt to maintain excessive rates, products of that section could not compete with those of another section, perhaps far removed. Reasonable competition, moreover, still exists among pooled railroads themselves, especially in the way of offering greater facilities and conveniences, for the sake of justifying a claim to a larger proportion of the business. The experience of the country with pools in the past is cited as showing that rates have not been maintained at excessive figures, but have actually been reduced under pools. It is also asserted that pooling is recognized in all leading European countries as a necessary remedy for excessive rate cutting and discriminations, government roads even entering pools with private lines, and that it has not tended toward excessive rates.<sup>2</sup>

On the other hand, it was claimed by two or three witnesses that competition is as natural, necessary, and beneficial in the railway business as in any other; that pooling would mean nothing else than monopoly, and that pools in the past have had injurious effects, tending toward excessive rates, and not preventing other evils.<sup>3</sup>

*Pooling and discriminations.*—Pooling is especially advocated by railway officers and others on the ground that it would tend to check discriminations between persons and between places, which it is claimed are the natural result of excessive competition. It is urged that the only method by which discriminations can be prevented is by interesting the railways themselves to prevent them.<sup>4</sup>

A few witnesses, however, maintain that railways would still be inclined to grant discriminating rates for the sake of increasing their proportion of traffic, in order to secure a larger allotment when the proportions of the roads in the pool should be fixed for the next time.<sup>5</sup>

To this it is replied that as a matter of fact the proportion of business allotted to each road is determined by other considerations than temporary changes in tonnage.<sup>6</sup>

*Control of pooling by the Interstate Commerce Commission.*—All of the members of the Interstate Commerce Commission, general students, and representatives of

<sup>1</sup> Knapp, p. 138; Seligman, p. 615; Blanchard, pp. 635-640; Ripley, pp. 593, 594; Tucker, pp. 560, 561.

<sup>2</sup> Blanchard, pp. 643-647, 651-656, 664; Ripley, pp. 593, 595; Cowen, pp. 314, 315; Ingalls, p. 299; Callaway, pp. 235-238; Newcomb, p. 96.

<sup>3</sup> Stone, p. 532-537; Stickney, p. 460.

<sup>4</sup> See especially Blanchard, pp. 644, 675, 683; Ripley, pp. 594, 596; Tucker, p. 558; Musselman, p. 557, and other witnesses already referred to generally.

<sup>5</sup> Vanlandingham, pp. 214, 216; Hyland, p. 351; Greeley, p. 374; Stone, p. 535.

<sup>6</sup> Ripley, p. 596.

shippers who favor pooling think that the Interstate Commerce Commission should be given a very great degree of control over the terms of pools, and especially over the rates on pooled roads. Otherwise it is feared that extortionate rates may result from the removal of competition. Mr. Clements, of the Interstate Commerce Commission, is disposed to doubt the possibility of proper regulation, and hence the wisdom of permitting pooling at all. The majority of the railway officers who testify on this subject also express themselves as willing to concede such control to the commission, and there is no specific opposition to it. The degree of control suggested by the various witnesses of course differs. Many go so far as to favor giving the commission absolute power to approve or disapprove a pooling agreement or to discontinue it at any time, and also to fix rates finally so far as they apply to pooled traffic.<sup>1</sup> A few railway men think that the commission should be given little more power over the rates under pools than over rates in general.<sup>2</sup>

#### REASONABLENESS OF FREIGHT RATES.

There is comparatively little complaint on the part of witnesses before the Industrial Commission concerning excessive freight rates, aside from the complaints regarding discriminations between individuals and places.

On the other hand, many witnesses, including both representatives of railways and others, maintain that American freight rates are reasonable, and are, in fact, remarkably low. Some of these witnesses point out the great complexity of the influences affecting the carrying of freight, and the consequent difficulty of determining whether a particular freight rate is just. The justice of rates can be judged only by comparison between different commodities and different places, and by considering the profits of the railway. It is insisted that it is ordinarily impossible for freight rates to be excessive upon any railway or in any section of the country, on account of the competition of products and markets themselves. Rates must be made such that goods can be produced and marketed, and this fact not only is of prime importance in determining relative rates on different commodities, but also practically prevents unfairly high rates.<sup>3</sup> For this reason the proposition<sup>4</sup> that railway rates should be made strictly uniform on the basis of mileage is declared to be neither feasible nor necessary to secure justice. The differences of conditions, both as to the expenses of transportation and as to competition for markets, necessitate different charges in different parts of the country.<sup>5</sup>

It is shown further by the testimony that freight rates in the United States have decreased steadily and with considerable rapidity during the past 30 years. Numerous specific statistics concerning the decrease in rates are presented. For example, it is stated that the average rate per ton per mile in 1873 was 2.21 cents, and in 1895, 0.839 cent. At the same time it is claimed that the profits of the railway business have declined, the present returns on securities being, on the average, exceedingly low. Opinion as to the last matter will, of course, depend on the belief as to the extent to which railway securities represent actual investment of capital. (See p. 19.) It is also stated by many witnesses that the freight rates in this country are materially lower than in foreign countries, although it is admitted

<sup>1</sup> Knapp, pp. 138, 141; Prouty, p. 150; Clements, p. 157; Ingalls, pp. 287, 299; Cowen, p. 315; Counsellman, p. 391; Kelley, pp. 190, 191; Bacon, p. 421. See also statements of witnesses above named.

<sup>2</sup> Morton, pp. 491, 495, 499; Blanchard, pp. 640, 643, 678, 682.

<sup>3</sup> Blanchard, pp. 636, 627, 630; Newcomb, pp. 96, 99-101; Callaway, pp. 223, 226, 235; Stickney, pp. 460-463; Tucker, p. 559.

<sup>4</sup> Dousman, pp. 359-361.

<sup>5</sup> Morton, pp. 498, 499.



that some of our local rates are as high as those abroad, the average being reduced by our low through rates on long hauls. No detailed comparisons of American and foreign freight rates have been thus far submitted.<sup>1</sup>

#### CLASSIFICATION OF FREIGHT.

There is a movement of considerable strength in favor of a uniform system of classifying freight over the entire country. This is advocated by many shippers, and some of them are inclined to believe that the Interstate Commerce Commission should be given power to establish such a uniform classification, or at least to require the railways to do so. There are at present three different systems of classification—the Official, applying north of the Potomac and east of the Mississippi (with certain exceptions as to traffic west of Chicago); the Southern, applying south of the Potomac and east of the Mississippi, and the Western. It is claimed by shippers that great inconvenience occurs on account of the differences under these systems. It is impossible for shippers to ascertain accurately the rates on any particular commodity where it passes from one region to another having a different classification. The differences also give rise to discriminations between shippers. Thus goods shipped from Eastern points through Chicago to points in Wisconsin and Illinois come under the Official classification, while similar goods shipped directly from Chicago, from Mississippi River points, or other points in that section, come under the Western classification, by which the rates are likely to be higher, putting the Western shipper at a disadvantage in competition.<sup>2</sup>

A number of railway officers also expressed themselves in favor of uniform classification, and some of these believe it to be feasible to make the classes absolutely alike in all sections.<sup>3</sup>

Others, while admitting the desirability of more uniform classification, think that absolute uniformity is out of the question, and that the railroads should be left to approach more and more toward uniformity as their experience and interests may dictate. It is pointed out that the number of classifications, and the number of classes in each, have been greatly reduced in recent years, and that the railways themselves some time ago actively sought to secure a single classification, although the attempt failed on account of the opposition of certain railways in different sections to the assignment of particular commodities. It is urged by some witnesses with considerable force that the conditions of different sections necessitate differences in classification. In each section the goods which are most largely produced there must be given favoring rates in order that they may compete in the world market; while it would be unjust to require similarly low rates on railways in a section where little of such commodities is carried. It is declared that these differences in conditions have necessitated the adoption of special "commodity rates" outside of the regular classifications, and that even if a uniform classification should be established as regards most articles, these special rates on the more bulky commodities would still be necessary.<sup>4</sup>

There is evident a desire, however, on the part of both railways and shippers, that a greater degree of uniformity should be secured, and many favor conservative action of Government to further the movement. Most railway officers think that the railways themselves should frame the classification, even if uniformity be required by law, and comparatively few witnesses favor giving a Government commission entire control of classification.<sup>4</sup>

<sup>1</sup> Newcomb, pp. 101, 108; Blanchard, pp. 630, 631; Callaway, p. 223; Cowen, pp. 315, 318; Clements, pp. 153, 161; Morton, p. 498; Ripley, p. 568; Vanlandingham, pp. 201, 204; Spencer, pp. 276, 279; Stone, pp. 536, 538; Seligman, p. 614; Lewis, p. 733.

<sup>2</sup> Newcomb, p. 100; Knapp, p. 142; Kelley, p. 191; Emerson, p. 483; Dickinson, pp. 548, 550.

<sup>3</sup> Ripley, pp. 568-570; Morton, pp. 491, 496, 497; Ingalls, p. 300.

<sup>4</sup> Blanchard, pp. 628, 627, 632-634, 676; Vanlandingham, pp. 202-204; Spencer, p. 277; Cowen, p. 217; Callaway, p. 237; Kelley, p. 191.

## PASSENGER TRAFFIC.

*Reasonableness of fares.*—Little complaint has been made by witnesses on the ground that passenger fares are excessive or discriminating, although two or three declare that our fares are considerably higher than those in European countries.<sup>1</sup> Representatives of the railways, on the other hand, especially defend the reasonableness of American passenger charges. They think that satisfactory comparisons with other countries are impossible because of the European practice of establishing different classes with widely different fares. It is claimed, too, that the average service in America is very much superior in comfort, speed, and other regards to that in Europe. So far as differences in fares exist in different parts of the United States, these are justified chiefly on account of the differences in the density of traffic and in the consequent cost of transportation, while other special reasons account for particular variations in rates.<sup>2</sup>

*Passes.*<sup>3</sup>—There seems to be a general agreement among all classes of witnesses that the issue of free passes is carried to a degree which makes it a serious evil. It is generally claimed that fewer passes are issued now than ten or fifteen years ago, and that the railways themselves are more and more inclined to reduce the number. It appears, however, that passes are still frequently granted to the members of State and national legislatures and to public officers of many classes; that they are sometimes issued to shippers and thus may constitute a form of freight discrimination; while they are largely issued in exchange for newspaper advertising and for other services and to employees of railroads. Some witnesses think that the revenues of railways are reduced appreciably by granting free transportation, and that thus indirectly the fares of paying passengers are increased, but others think that the extent of the practice is not sufficient to have this effect. Stress is often laid on the opinion that the issue of passes to public officers and legislators involves an element of bribery; although some witnesses claim that this is not true, but that the practice is simply a conventional one due to respect for public authorities.

Most of the witnesses believe that practically no passes should be issued except to the employees of the issuing railway themselves, although some would favor issuing them to employees of other railways traveling on official business. Perhaps a majority of the witnesses consider legislation on the matter unnecessary, but not a few believe that laws would be helpful in aiding the railways to check the evil. Several States already have laws prohibiting the issue of passes to public officers, but one witness maintains that the effect of such laws is really to increase the number of passes, since officers, being unable to use them personally, demand them for their friends and supporters.

*Ticket brokerage.*<sup>4</sup>—Most witnesses so far heard on this subject are representatives of railways, and these almost uniformly favor legislation prohibiting the sale and purchase of unused parts of passenger tickets. This position is also taken by several other witnesses. The witnesses who discuss the subject most fully declare that ticket "scalping" usually consists in the purchase and sale of parts of tickets which have been issued by railways at less than the regular rates for some justifiable reason, with the understanding that the entire ticket shall be used by the original buyer. For example, round-trip tickets are sold at reduced rates. So, too, through tickets

<sup>1</sup> Weyl, p. 753; Lewis, p. 733; Seligman, p. 614; Johnson, p. 61.

<sup>2</sup> Blanchard, pp. 618-620; Callaway, p. 223; Ingalls, p. 292; Spencer, p. 275; Morton, pp. 490, 498; Cowen, p. 310; Johnson, p. 61.

<sup>3</sup> Knapp, pp. 135, 136; Pronty, p. 152; Reagan, pp. 341, 342; Ingalls, pp. 293-295; Fish, pp. 334, 335; Spencer, p. 270; Callaway, p. 229; Bird, pp. 463, 469; Morton, p. 490; Cowen, pp. 310-313; Blanchard, pp. 620, 621, 669; Stickney, pp. 456, 457; Dickinson, pp. 552-554.

<sup>4</sup> Blanchard, pp. 621-623, 666-671; Morton, pp. 489, 500; Spencer, pp. 269-272; Ingalls, pp. 293, 294; Cowen, pp. 309, 310; Stickney, p. 457; Callaway, p. 227; Bird, p. 469; Reagan, p. 350; Johnson, p. 61; Wilson, p. 768; Fish, p. 333; Vanlandingham, p. 214.

are often issued over connecting lines, making a trip considerably longer than the shortest possible railway route; these tickets must necessarily be sold at the same price as those over the direct line, so that there is opportunity for scalping the separate coupons. It is maintained that the railways already usually provide for the redemption of unused parts of tickets at a rate such as to make the fare for the distance actually traveled the same as that which would have been paid if the ticket for that distance had been bought in the first place. At any rate, the witnesses would be willing that a law prohibiting scalping should include a requirement that unused tickets be redeemed in this way. It is claimed that the fear of unauthorized use of reduced-fare tickets has a material effect in preventing the sale of such tickets by the railroads. The general public suffers more from this effect, perhaps, than from the increase of ordinary fares necessitated by loss of revenue to the railways through scalping.

These witnesses claim also that ticket brokerage leads to many fraudulent and illegitimate practices, such as the alteration of dates, the forging of signatures, the counterfeiting of tickets, and the stealing of tickets by railroad employees. Moreover, railways themselves have often connived with ticket brokers by selling them tickets at reduced rates with a view to secretly drawing a larger proportion of traffic than they could secure under open and equal rates. Opinions differ as to the extent of this latter practice at present, although most witnesses think it is not so common as formerly. Some believe that if the railways should cease to patronize the brokers they would be driven out of business, but the more common opinion seems to be that a large part, perhaps the most, of their business comes from other sources.

Although various methods have been proposed by which the railways themselves should check the sale of unused parts of tickets, it is claimed that none of them is thoroughly effective and that the only sufficient remedy is to be found by direct legislation, either by Congress or by the States.

#### CAPITALIZATION OF RAILWAYS.

It has been suggested that judgment as to the reasonableness of rates and fares from the standpoint of the earnings of railways will depend largely upon the question whether or how far their capital is inflated. Several witnesses declare, in general terms, that the amount of the stocks and bonds of most railways is far greater than their original cost or the cost of reproduction, and that even the bonds in many cases exceed the actual cost of construction. No detailed investigation of this subject was made. Some of the witnesses advocate that hereafter the issue of stocks should be controlled carefully by State authorities or, so far as constitutionally possible, by Federal authorities.<sup>1</sup>

Most of the arguments in opposition to this view are also of a general nature, pointing to the great increase in the value of terminals and of rights of way, to the large expenditure of earnings for improvement of properties, etc., as indicating that American railways, whether at first overcapitalized or not, are not now overcapitalized. It is also urged that overcapitalization in any case has practically no effect on rates, which are determined by competition (a statement which is questioned by one or two other witnesses), and that it does not deceive investors, since the market value of the stock is dependent on actual earning power.<sup>2</sup>

One witness presents detailed comparisons, showing that during the past decade the capitalization of American railways has increased only in proportion to the increase of mileage, while the capitalization of British railways has increased much more rapidly and is now fully four times as great per mile as that of American lines.<sup>3</sup>

<sup>1</sup> Reagan, pp. 341-345; Knapp, pp. 144, 145; Clements, p. 160; Johnson, pp. 60, 62; Seligman, pp. 608, 610.

<sup>2</sup> Callaway, pp. 227, 228; Ingalls, p. 238; Cowen, p. 318; Newcomb, pp. 100, 101; Morton, p. 501.

<sup>3</sup> Fish, pp. 326-332.

## CONSOLIDATION OF RAILWAYS.

Several witnesses refer to the recent well-known tendency toward consolidation in the ownership of railways. These consolidations take the form either of the establishment of long connecting systems, or, in some cases, of the common ownership of parallel and previously competing lines. Little detailed evidence as to the extent of this process of consolidation was presented. Members of the Interstate Commerce Commission declare that, although consolidation may result in certain advantages, it also necessitates more effective supervision.<sup>1</sup>

Railroad officers assert that consolidation has been forced in certain cases by the prohibition of pooling. It is also justifiable, they say, on account of the great economies in management and the improved facilities which are thus made possible. It is claimed that rates have been reduced, service improved, and discriminations checked by the consolidations hitherto made.<sup>2</sup>

The only representative of railway labor who mentions this subject sees nothing in consolidation to which to object.<sup>3</sup>

## PROPOSED INCREASE OF POWERS OF INTERSTATE COMMERCE COMMISSION.

There is a very general feeling shown by the witnesses representing shippers, by members of the Interstate Commerce Commission, and others, that the interstate-commerce act should be amended so as to increase the powers of the Interstate Commerce Commission in one way or another. It is asserted that the commission has found its powers constantly decreased, especially by the interpretations of the courts, and that its influence is at present chiefly an educational one.<sup>4</sup> The evils of railway management, these witnesses claim, are still many. The public character of railways, their great influence upon the general welfare, and their dependence on the State for their privileges, justify a greater degree of Government regulation of railways than of almost any other branch of industry, and a degree materially greater than is at present exercised.

Several railway officers recognize the public character of railroads, and some are willing that a greater measure of power should be given to the Interstate Commerce Commission. These same witnesses and others, however, argue that the rights of railways must also be considered, and that legislation must not prevent the furnishing of proper service, the payment of proper wages, or the earning of a fair return on the investment. It is thought by some of these witnesses that the public is disposed to be unduly hostile to railways.<sup>5</sup>

*General power of commission over rates.*—It is proposed by two or three witnesses that the Interstate Commerce Commission should have power to prepare general freight classifications and schedules of rates in the first instance, instead of being confined as at present to action on complaints concerning established rates and to the mere ability to declare existing rates unreasonable without prescribing other rates.<sup>6</sup> Other witnesses think it would be sufficient to give the commission power to revise tariffs framed by the railroads, either on its own initiative or after complaint, and to reduce or change unreasonable rates, fixing the rate which shall prevail. Some of these witnesses hold that the decision of the

<sup>1</sup> Knapp, p. 141; Prouty, p. 153.

<sup>2</sup> Morton, pp. 490, 496, 497, 499; Spencer, p. 273; Ingalls, pp. 296, 298.

<sup>3</sup> Sargent, p. 70.

<sup>4</sup> Knapp, pp. 135, 139, 140; Clements, p. 159; Kindel, p. 261; Musselman, p. 557; and the same position is implied in the demand of many others for specific additions to the commission's powers.

<sup>5</sup> Ingalls, pp. 285, 288, 297; Ripley, pp. 594, 595; Blanchard, pp. 624, 625; Callaway, pp. 236, 237, 239; Bird, p. 479.

<sup>6</sup> Reagan, pp. 339, 345, 348; Woffindin, pp. 566, 567; Clements, pp. 155, 158, 161.

commission in these cases should be final and not subject to appeal to the courts. They urge that the commission has technical knowledge of railway matters which is wanting in the judges. Others would be willing to have the courts review the decision, although they would have it enforced pending appeal. Detailed arguments are not presented in favor of this position, but it is claimed generally that many unjust rates still exist, both rates excessive in their amount, and open rates which discriminate between different places or classes of traffic. The power simply to declare a given rate unreasonable is very ineffective.<sup>1</sup>

A few representatives of the railways would be willing to give the Interstate Commerce Commission power to revise rates or to fix them after complaint, but none of them thinks that the commission would be competent to fix rates generally in the first instance, and most believe that it should be confined, as at present, to declaring existing rates unreasonable.<sup>2</sup> It is argued that the making of rates even for a single railway or section of the country is an exceedingly difficult task, and that no body of men, even though all were experts, could fix rates for the entire country. The influences affecting freight traffic are so numerous and complicated, and so constantly changing, that only the highest skill can fix rates even approximately fair to all interests. Some witnesses claim that even to fix a comparatively limited number of rates, under the power of revision, would in many cases be beyond the competency of a body of five men not especially trained by actual experience in railway management.

It is urged especially in this connection by Mr. Blanchard that the power to fix rates is essentially a legislative one, and that it would be contrary to our principles of government to give one body the power to fix rates in the first instance, to investigate as to compliance with them, by inspecting the accounts of railways and otherwise, and to judge concerning their reasonableness and application. In England, which is appealed to as an example, rates are not fixed by the railway and canal commission, but by act of Parliament; the railway and canal commission is restricted, for the most part, to purely judicial functions, and acts only in case of complaint. Moreover the English commission is composed partly of life members, and partly of judges who, as judges, have life tenure. This gives the body a judicial spirit not found in the Interstate Commerce Commission, which is subject to political influences, and which changes frequently in its membership. For these reasons this witness especially opposes the suggestion that the Interstate Commerce Commission be given final power.

*Enforcement of commission's orders pending appeal.*—Those who favor an increase of the powers of the Interstate Commerce Commission often lay even greater stress on the desirability of making its orders binding on the railways pending appeal to the courts than on that of giving it more extended power as to fixing rates in the first instance.<sup>3</sup> The two positions are not always clearly distinguished, nor is issue always clearly drawn as to them between those witnesses who favor an increase in the regulation of railways and those who on the whole oppose it. Some railway officers are willing that the decisions of the commission should remain binding until declared unjust by the courts, although part of them apparently would wish to make this only as a concession in exchange for the privilege of pooling.

<sup>1</sup> Vanlandingham, pp. 212-214; Kennard, p. 367; Bacon, p. 419; Kelley, p. 192; Dousman, pp. 358-361; Stone, pp. 537, 538; Wilson, p. 767; Ronemus, p. 771; Dickinson, p. 549.

<sup>2</sup> Blanchard, pp. 661-665; Ripley, pp. 596, 597; Morton, pp. 492, 495, 496; Stickney, p. 463; Spencer, pp. 276, 282; Cowen, pp. 314, 315; Callaway, pp. 236, 237, 239; Bird, p. 479.

<sup>3</sup> Clements, pp. 155, 158, 161; Moseley, pp. 41, 43; Newcomb, pp. 108, 104; Bacon, pp. 419-422; Vanlandingham, p. 212; Dousman, pp. 358-361; Mallory, pp. 587, 588; Baker, p. 592; Barry, pp. 246, 247, 250; Carter, p. 585; Musselman, p. 557; Stone, pp. 537, 538; Ingalls, pp. 299, 300; Cowen, pp. 314, 315; Evans, p. 439.

Those who favor the enforcement of the decisions of the Interstate Commerce Commission pending appeal declare that at present the railways very frequently, perhaps usually, disregard the orders of the commission, and that the commission is compelled to bring suit before a court to enforce them. The court takes up the matter *de novo*, considering not merely the law, but also the facts, and often taking entirely new evidence. The case may then be appealed from one court to another, and it may be years before a final decision is reached. Meantime the rates complained of have remained in force, and the injury may easily have become irreparable, or the occasion for the complaint, being of a temporary nature, may have disappeared. The right of the shipper to collect damages in view of a past injury is decidedly ineffective, especially since the burden of excessive or discriminating rates may have been shifted in part by him upon the general community. It is claimed that on this account, as well as because of the expense of pushing a case to final conclusion, persons injured by the action of railways have almost ceased to appeal to the Interstate Commerce Commission for relief. Much more is accomplished by the action of associations of shippers in influencing railways directly.

Some representatives of the railways oppose also this increase of the power of the Interstate Commerce Commission, presenting similar objections to those mentioned above. It is argued that the railways may be injured just as truly as the shippers by being compelled to make rates unjust to themselves pending appeal, and that they have no such recourse in damages as the shippers have. The courts may not have the technical knowledge possessed by the commission, but their proceedings are subject to fixed rules and the judges are trained to consider the principles of law and the rights of property, while their tenure of office makes them much freer from political and personal influences.<sup>1</sup>

The conclusion seems clear from the testimony that the powers of the Interstate Commerce Commission at present are decidedly limited, probably somewhat more limited than was the intention of the framers of the interstate-commerce act. The suggestion is made by certain witnesses that some changes in the character of the commission itself, tending to make it more a judicial body, would make more justifiable an increase of its powers.

#### OTHER PROPOSED LEGISLATION.

Aside from the proposed legislation specially mentioned elsewhere, such as that regarding pooling, powers of the Interstate Commerce Commission, the issue of passes, ticket brokerage, railway labor, etc., various other suggestions have been advocated by one or more witnesses. The most important are the following:

1. *Membership of the Interstate Commerce Commission.*—It is thought that the Interstate Commerce Commission should be increased in number on account of the increase of railway business. A representative of the railways also urges that a certain proportion of the members should be railway men, familiar with the actual conditions of the business.<sup>2</sup>

2. *Conferences with railways.*—It is also suggested that special provisions should be made in the interstate-commerce law for conferences between the commission and representatives of the railways, with a view to promoting mutual understanding and harmony.<sup>3</sup> Such conferences already held are said to have proved very useful. In this connection it is also recommended that the commission should issue a monthly bulletin stating all complaints, without the names of the railways or the complainants.

<sup>1</sup> Blanchard, pp. 659-665; Spencer, pp. 232, 233; Tucker, pp. 558, 560; Stickney, p. 463.

<sup>2</sup> Blanchard, pp. 664, 665, 678.

<sup>3</sup> Blanchard, p. 665.

3. *Publicity of accounts.*—Numerous witnesses urge that all of the affairs of railways should be made much more public than at present. Publicity will tend to prevent excessive and discriminating rates on the one hand, and, on the other hand, will often dissipate prejudice against the railways by giving knowledge of actual facts. Indeed, it will promote mutual understanding and good feeling. For the sake of securing this publicity it is suggested that the Interstate Commerce Commission should have power to appoint inspectors to examine the books of railways, and also that reports should be required from the railways in much greater detail than at present. The public character of railway service is held especially to justify such publicity.<sup>1</sup> The advocates of publicity include several railway officers. On the other hand, two or three prominent railway officers think that little would be accomplished by the inspection of books, etc., and that perhaps some injustice would be done to the railways.<sup>2</sup>

4. *Construction of railways.*—Two or three witnesses representing the railways think that the United States and the separate States should restrict the construction of competing railroads as a protection to the existing lines. Additional railroads often involve a needless duplication of facilities, waste of capital, and excessive competition.<sup>3</sup>

5. *Control over water transportation.*—It is suggested by one or two witnesses that the absence of control by the Interstate Commerce Commission over water transportation results in unwarranted cutting of rates and unjust discriminations between persons and places, and it is thought that the power of the Commission should be extended to water carriers so far as regards coastwise, lake, and river traffic.<sup>4</sup>

6. *Control of shipments within States.*—It is urged, from both the standpoint of shippers and that of railways, that, if this were possible under the Constitution, it would be desirable that the National Government should have control over traffic within States as well as over interstate traffic. Much traffic moving wholly within a State is essentially interstate in character. Discriminations are often granted, it is claimed, on traffic within a State with a view to influencing shipments of interstate traffic; while inequalities as between different places easily arise from the absence of control over intrastate railways.<sup>5</sup>

#### GOVERNMENT OWNERSHIP.

*Railroads.*—Very few witnesses on transportation who have thus far appeared before the Commission have advocated government ownership of railways. Several witnesses in the trust investigation advocated public ownership of railways as the only effective means of preventing discriminations, and at least one witness in the transportation investigation suggests this as a sufficient ground for favoring public ownership.<sup>6</sup> Another witness submits a somewhat detailed argument in favor of the system, declaring that it will tend to reduce fares and rates, to develop the country more rapidly and equally, to improve the condition of railway labor, to prevent losses and wastefulness arising from excessive competition and from speculation, and to produce still other advantages. It is believed by this witness that satisfactory financial results could be obtained from the railroads by the Government, as has been the case with the government railways of Prussia. He does not believe that there would be as serious political evils as those

<sup>1</sup> Knapp, p. 144; Stone, p. 538; Reagan, p. 349; Prouty, p. 151; Bacon, p. 490; Clements, pp. 159, 160; Newcomb, p. 100; Johnson, p. 62; Ingalls, pp. 287, 297, 301; Spencer, pp. 274, 278; Morton, p. 500.

<sup>2</sup> Callaway, pp. 237, 238; Cowen, pp. 317, 318; Stickney, p. 464.

<sup>3</sup> Blanchard, pp. 663, 680; Ingalls, p. 287; Morton, p. 492; Ripley, p. 594.

<sup>4</sup> Johnson, p. 63; Kelley, p. 189.

<sup>5</sup> Vanlandingham, p. 214; Morton, pp. 492, 501.

<sup>6</sup> Greeley, pp. 379-381.

which exist at present from the interference of private railways in politics, but he declares that thorough civil-service reform would be essential to the greatest success.<sup>1</sup>

Several railway officers, on the other hand, declare that under private ownership American railways are furnishing better service at lower rates than the government railways of Europe. This statement is denied by one or two other witnesses, but no detailed evidence is submitted on either side. These officers insist that all government enterprises in this country are extravagantly managed and that government management of railways would necessarily be less economical than private ownership. They urge especially the political danger of making so many persons dependent on government employment, as well as that likely to arise from sectional conflicts as to construction of railways, rates, etc.<sup>2</sup> Two or three other witnesses aside from railway officers express essentially the same opinions.<sup>3</sup>

Professor Seligman, of Columbia University, presents the argument against government ownership more fully and broadly. He declares that the large capital invested in railways and the great complexity of their management make them unfit for public control, at the present stage of American political development, although he approves government ownership in Germany. Individual initiative turns ability most strongly toward reducing the cost of service by improved methods.<sup>4</sup>

*Government ownership of telegraphs and telephones.*—On the other hand, Professor Seligman thinks that the comparatively small capital involved in the telegraph and telephone business and the relative simplicity of their management favor public ownership, while the widespread social interest in these facilities makes government ownership, as against monopolistic private ownership, especially desirable. The telegraph and telephone are becoming as necessary as the post, and the same arguments which justify government control in one case justify it in the other.<sup>5</sup> England and nearly all the continental countries of Europe have public telegraph and telephone systems. Several other witnesses complain of the high charges for telegraph and telephone service in this country, and express themselves in favor of putting these facilities under the Post-Office Department,<sup>6</sup> while one or two express themselves as satisfied with existing conditions.<sup>7</sup>

#### RAILWAY TAXATION.

The most detailed testimony concerning the subject of railway taxation is that of Professor Seligman.<sup>8</sup> He discusses the different methods of taxation, points out the great difficulty of avoiding double taxation as well as of preventing evasion, and reaches the conclusion that a tax based on net receipts is most equitable. Such a tax, however, would in practice be apt to result in evasions, unless there were a very thorough inspection of railway accounts by the Government. This difficulty has led many of our States to tax the gross receipts of railroads; a system which has many practical advantages, especially in view of the legal difficulties, under our Constitution, of the just taxation of stocks and bonds. The tax on gross receipts is also favored by Professor Johnson, of the

<sup>1</sup> Lewis, pp. 72-751.

<sup>2</sup> Cowen, pp. 819, 820; Fish, p. 338; Morton, pp. 492, 497-499; Spencer, pp. 279, 283, 284; Ingalls, p. 299; Ripley, p. 598; Callaway, p. 239.

<sup>3</sup> Knapp, p. 145; Newcomb, pp. 102, 103; Reagan, p. 347.

<sup>4</sup> Seligman, pp. 607-618.

<sup>5</sup> Seligman, pp. 610-612.

<sup>6</sup> Kennard, p. 306; Fuller, p. 446; Greeley, p. 381.

<sup>7</sup> Snyder, p. 400; Counselman, p. 332.

<sup>8</sup> Pp. 599-606.



University of Pennsylvania,<sup>1</sup> Mr. Callaway,<sup>2</sup> of the New York Central, and Mr. Fish,<sup>3</sup> of the Illinois Central. Mr. Newcomb, of the division of agriculture, United States Census, however, favors the net-receipts tax on the ground that a gross-receipts tax tends to produce high rates and fares.<sup>4</sup>

Two or three other witnesses prefer the system of assessment of the physical property of the railways for the general property tax. Mr. Reagan thinks that the assessment in that case should be made by the State railway commission rather than by any other authority.<sup>5</sup>

#### GENERAL RELATIONS OF RAILWAY EMPLOYERS AND EMPLOYEES.

The commission has taken the testimony of the chief officers of all the leading organizations of railway employees, as well as some testimony of representatives of the railways and of other witnesses, as to the conditions of railway labor.

*Qualifications.*—Some few complaints were made concerning the tests as to physical ability, eyesight, etc., and concerning the age limits fixed as conditions for employment on certain railways.<sup>6</sup> Railway officers state that somewhat strict conditions regarding the use of intoxicants are usually imposed.

*Union membership.*—It appears from the testimony that most railways make no discrimination against members of the various brotherhoods and other organizations in granting employment or in the conditions of work; but it is claimed that occasionally there is such discrimination, especially against prominent union leaders. Although the United States statute of 1898 prohibiting this practice is not perhaps openly violated, men can be refused employment, denied promotion, or discharged, on various pretexts, where the real ground is objection to union membership. Several witnesses think that for the sake of reaching these exceptional cases the law should be made even more stringent and the penalty more severe than at present. This subject connects itself closely with that of blacklisting.<sup>7</sup>

*Discharge and suspension.*—It is also claimed by several witnesses that injustice is sometimes done in the discharge of railway employees. Thus men are at times discharged on account of personal whims and prejudices on the part of their immediate superiors, and without proper hearing. Employees are also sometimes suspended for various periods of time on account of offenses or neglect of duty, and occasionally, it is held, the charges are unwarranted or the penalties unduly severe. A few witnesses think, accordingly, that some legal restriction should be placed upon the discharge and suspension of railway employees, such as a requirement that they be given a hearing, preferably before a high officer of the railway company, or even before a specially constituted court.<sup>8</sup> A prominent railway officer, however, urges that such a requirement would seriously interfere with effective discipline, and that it would be unjust in view of the responsibility of the employer for his servants,<sup>9</sup> while the chief officers of the leading railway orders, in a joint statement, express doubt as to the desirability of legislation, holding that these organizations themselves afford a considerable degree of protection against unjust dismissals.<sup>10</sup>

*Blacklisting.*—Testimony was submitted to show that the practice of blacklisting, in one form or another, has been quite extensive during the past decade, although it is admitted that since the prohibition of the practice by the United

<sup>1</sup> P. 63.

<sup>2</sup> P. 228.

<sup>3</sup> P. 332.

<sup>4</sup> Pp. 101, 105.

<sup>5</sup> Reagan, p. 348; Cowen, p. 819.

<sup>6</sup> Clark, pp. 110, 111; Arthur, p. 119. See comments of railway presidents: Callaway, pp. 217, 218, 221; Spencer, p. 265; Ingalls, p. 292.

<sup>7</sup> Sargent, pp. 90, 91; Arthur, pp. 123, 124; Moseley, p. 36; officers of railway orders, pp. 760, 763, 765, 768; Murphy, p. 777.

<sup>8</sup> Sargent, pp. 65, 88; Clark, p. 113; Arnold, p. 763; Murphy, p. 778; Wilson, p. 765; Ronemus, p. 768.

<sup>9</sup> Walker, p. 772.

<sup>10</sup> P. 760.

States arbitration act of 1898 it exists for the most part only in a secret form which is very difficult to reach. Railway officers, in fact, claim that the practice is largely dying out.<sup>1</sup> It appears clearly that men who took part in the Chicago strike of 1894 found it exceedingly difficult to obtain employment thereafter. Witnesses believe that there was an understanding among the railways that those who had taken part in the strike should not be employed. The letters which were given them by their former employers sometimes contained a statement of the fact that they had engaged in the strike. In other cases the very date of the letters gave a clue to employers. It is stated, also, that blacklists containing the names of strikers, and especially of leaders, were circulated among the railways.<sup>2</sup> Several witnesses think the requirement made at present by most railways, that applicants for employment must submit letters of recommendation from their former employers, has somewhat the effect of the former blacklists, especially since, as some believe, secret marks are at times attached to the letters to indicate that the person is not to be employed.<sup>3</sup>

Several witnesses accordingly urge that the existing penalties for the practice of blacklisting should be made even more severe with a view to checking these alleged secret practices.<sup>4</sup> One witness thinks that the employer should be required to give a discharged employee a copy of every statement sent, even though by request, to any other employer. Two or three others doubt the necessity of further legislation, one railway switchman especially declaring that the requirement of recommendations from former employers has a good effect in raising the standard of service and shutting out those not worthy of employment.<sup>5</sup>

*Railroad Y. M. C. A. and hospitals.*—Two or three railway officers testify that, at least on their own roads, considerable effort is made to provide for the improvement and comfort of the men by the establishment of Young Men's Christian Associations, and of hospitals, the expense being borne in part by the company.<sup>6</sup>

#### WAGES AND HOURS OF LABOR.

A number of witnesses testify concerning the wages of different classes of railway employees. There is little complaint on the part of men employed on trains. They are for the most part paid for the distance traveled, a certain distance constituting a day's work and any travel beyond that being paid for as overtime.<sup>7</sup> On the other hand, track hands, especially those of the lowest grade, claim that they are underpaid.<sup>8</sup> No special legislation in regard to wages is suggested.

On account of the nature of train service the hours of labor are necessarily very irregular. A certain distance must be covered before a train crew can be relieved, and the time required may be short or, under exceptional circumstances, may be exceedingly long. Trainmen are not inclined to complain, especially in view of the fact that they are usually paid extra wages when they travel more than a certain distance or when they are at work continuously for more than 10 or 12 hours. Laws have been passed in some States to restrict the number of hours which trainmen can work without being given rest, the main object being to protect the public safety. Most representatives of the railway employees are not disposed to advocate any legislation, beyond perhaps some provisions of this sort.<sup>9</sup>

<sup>1</sup> Cowen, p. 303; Spencer, pp. 264, 265; Ingalls, p. 268; Walker, p. 772.

<sup>2</sup> Strong, pp. 503-524; Moseley, p. 8.

<sup>3</sup> Clark, p. 112; Sargent, p. 65; Wilson, p. 52; Arthur, pp. 123, 124; Strong, p. 524.

<sup>4</sup> Joint answer of chiefs of railway orders, p. 760; Arnold, p. 763; Strong, p. 523; Murphy, p. 777.

<sup>5</sup> Wilson, p. 765; Ronemus, p. 768; O'Rourke, pp. 528, 529.

<sup>6</sup> Callaway, pp. 218, 220; Ingalls, pp. 289, 290.

<sup>7</sup> Sargent, pp. 64, 65; Arthur, pp. 117, 127; Callaway, p. 217; Ingalls, p. 267; Blanchard, p. 642.

<sup>8</sup> Wilson, pp. 46, 50; Spencer, p. 288.

<sup>9</sup> Sargent, pp. 66, 86-88; Clark, p. 110; Callaway, p. 218; officers of the brotherhoods, p. 761. For opposing views see Ronemus, p. 768; Arnold, p. 763; Murphy, p. 778.

These witnesses, however, favor, on the whole, as regards most occupations, the legal 8-hour day.

On the other hand, it is claimed by several witnesses that the hours of trackmen, stationmen, telegraphers, etc., are often unduly long, and that it is possible to shorten them by employing more men. The chief officers of the brotherhoods of locomotive engineers, locomotive firemen, railway trainmen, railway conductors, and railway telegraphers, in a joint statement, express themselves in favor of legally limiting the hours of employees not in train service to 10 hours, while some others urged 8 hours as the legal limit for these employees.<sup>1</sup>

It is claimed by representatives of the railways, and apparently conceded by representatives of employees, that there has been a material decrease in the running of trains on Sunday, and that it is the general purpose of the railways to relieve their men on that day as far as possible. It is pointed out, however, that a certain number of passenger trains are demanded on Sunday and that live stock and perishable freight must be carried through. An absolute prohibition of Sunday traffic, moreover, would often result in stopping trains at inconvenient places and in keeping men from getting to their homes. It is admitted that the laws which exist in several States, restricting the operation of Sunday trains, are often evaded in various ways.<sup>2</sup>

#### LABOR ORGANIZATIONS, STRIKES, ETC.

*The railway brotherhoods.*—Several witnesses testify concerning the organization, character, and working of the great railway brotherhoods and orders. It appears clear, both from the statements of the officers of these organizations and from those of the railway presidents and other persons, that these bodies are generally conservative and have been highly beneficial, not only to their members, but to the railway service generally. Much attention is paid by them to elevating the character and morale of the members. Mutual insurance is a prominent feature in nearly all the bodies, and it has apparently worked very successfully. The relations between the brotherhoods and the railways are usually friendly, although a few of the railways refuse to recognize them. In many cases contracts concerning wages and conditions of labor are made directly between railways and the brotherhoods, while in other cases the railways discuss these matters with the representatives of the brotherhoods although contracts are not made directly with them. It is claimed that the organizations do not seek to antagonize nonunion labor, although as a matter of fact on many railways very nearly all of the employees belong to the organizations. Two or three witnesses distinguish sharply between these standard brotherhoods and orders and such temporary organizations as the American Railway Union, which are claimed to be under the control of professional agitators.<sup>3</sup>

*Strikes.*—It is stated by certain railway employees that strikes are probably somewhat less common on railways than in many other employments. It is admitted that strikes upon railways are more serious in their effects upon the community than those in any other industry.<sup>4</sup> Several witnesses refer more or less incidentally to the great strike of 1894. It appears that it was formerly the rule of the organizations of railway employees, at least of the Brotherhood of Locomotive Engineers, to refuse to haul cars from any road upon which the mem-

<sup>1</sup> Wilson, pp. 50, 51, 766; Ronemus, p. 769; Arnold, p. 763; Murphy, p. 779; officers of brotherhoods, p. 761.

<sup>2</sup> Sargent, pp. 86, 88, 87; Cowen, pp. 303, 304; Ingalls, p. 288; Spencer, pp. 265, 266; Callaway, p. 218.

<sup>3</sup> Arthur, pp. 116-122; Clark, pp. 110, 113; Wilson, pp. 48, 50, 51-54; O'Rourke, pp. 526-527; Sargent, pp. 87, 88, 87, 91, 92; Moseley, pp. 36, 43, 44; Callaway, pp. 221, 222; Ingalls, p. 291; Fish, pp. 327, 328; Cowen, p. 307; Spencer, pp. 266, 268.

<sup>4</sup> Sargent, pp. 86, 71; Arthur, pp. 120, 126, 128; O'Rourke, p. 528; Strong, p. 506; Callaway, p. 221.

bers of the organization were engaged in a strike; but this practice having been enjoined by the courts it has been discontinued.

*Injunctions in strikes.*—Much testimony was presented concerning alleged abuses of the power of injunction by the courts in connection with railway strikes. Instances were mentioned in which injunctions have prohibited the most ordinary of acts connected with the carrying on of a strike, such as consultation by officers of organizations with one another and with the strikers, and requests, quite without any element of intimidation, to employees or to applicants for employment to refrain from working.<sup>1</sup> In other cases injunctions have been issued to restrain employees from performing criminal acts, such as destroying the property of employers. It is claimed by witnesses that this practice is unwarranted, since sufficient remedy exists under the criminal laws, and that, in fact, a person who is accused of violating an injunction of this class is deprived of the right of trial by jury, as well as of the ordinary protection of the rules of criminal procedure. Judges, moreover, it is held, are apt to be prejudiced against those accused of contempt in violating their orders. Several witnesses accordingly favor legislation restricting the power of the courts in issuing injunctions. Most of these suggestions are somewhat indefinite in their nature, but the chief officers of the leading railway orders, in a joint reply to a schedule of inquiries, declare themselves in favor of a national law, similar to that already enacted in Kansas, dividing contempts of court into two classes. Indirect contempts—those committed outside of the court—would under such a law be tried by procedure similar to that in criminal cases, and the decision would be subject to appeal.<sup>2</sup>

Especial complaint is made against the attempt on the part of the courts in one or two instances to compel specific performance of service on the part of employees. Thus, during the Northern Pacific Railway strike of 1894 an injunction was issued by a Federal district judge prohibiting the employees of that road from quitting or conspiring to quit employment in such a way as to cripple the property or hinder the operation of the railroad. This decision, to be sure, was afterwards reversed by the Circuit Court of Appeals on the ground that it was an invasion of natural liberty, although the court held that under certain circumstances a combination to quit employment in this way might be held an illegal conspiracy. In another case, when a strike was in force on the Toledo, Ann Arbor and North Michigan Railway, an injunction was issued restraining the employees of the Lake Shore and various other railways from refusing to handle cars and freight coming from the Ann Arbor road. The court held that an injunction could legally be issued not only against the railways themselves, but against their employees, in a case of this kind. Apparently this decision has remained in force. It is pointed out by the witnesses that the courts are especially inclined to issue injunctions regarding employees of railways in the hands of receivers, and, indeed, that sometimes without the previous issue of an injunction certain acts of employees upon railroads in the hands of receivers have been held to be in contempt of court.<sup>3</sup>

*Arbitration.*—The United States arbitration act of 1898 provides that either party to a labor controversy on interstate railroads may apply to the Commissioner of Labor and the chairman of the Interstate Commerce Commission to act as mediators. If mediation fails the parties may each appoint an arbitrator and a third shall be appointed by the Commissioner of Labor and the chairman of the Interstate Commerce Commission. It appears from the testimony that in

<sup>1</sup> Moseley, pp. 9-11; Sargent, p. 89; Arthur, p. 119.

<sup>2</sup> Moseley, pp. 12, 13; Johnson, p. 63; Sargent, pp. 65, 66; Wilson, p. 766; Ronemus, p. 709; Murphy, pp. 779, 780; officers of the railway orders, pp. 761, 762.

<sup>3</sup> Moseley, pp. 8-13; Sargent, pp. 65, 66, 71-74, 89; Arthur, pp. 119, 120.

only one case has there so far been any application for mediation, and the employers in that case refused to accept mediation or arbitration. Some of the officers of the railway brotherhoods, however, think that the act has had a beneficial moral effect and needs no amendment.<sup>1</sup> Several officers of railways are satisfied with the act, but express the opinion that railways will not arbitrate any really important question, such as the rate of wages or the right of the railways to employ and discharge whom they will. The question of wages is so vital to the financial interest of the railroads that they would be unwilling to trust it to the decision of outside authorities.<sup>2</sup>

Compulsory arbitration is deprecated by most of the representatives of the railway employees, as well as by the officers of two or three railways who testified concerning the matter.<sup>3</sup> A few witnesses, however, think that it should be compulsory upon the parties to railway disputes to submit their differences to the Interstate Commerce Commission or some other body, which should have full power to investigate. The decision should not, most of these hold, be enforceable at law, but it is believed that public opinion would compel the parties to conform to the recommendations of the arbitrators.<sup>4</sup> The influence of public opinion is chiefly relied upon also by those who think the existing statute sufficient.

#### EMPLOYERS' LIABILITY.

A large number of witnesses representing railway employees, as well as two or three general witnesses not connected with railways, express themselves strongly in favor of some extension of the liability of railway employers for injuries to their employees. The railway officers who appeared before the Commission presented little specific opposition to this demand.

The common-law doctrine concerning employers' liability, and the modifications made by existing statutes, are summarized with considerable care by two or three of the witnesses, a large number of court decisions being referred to. The employee, it is said, is supposed to assume the ordinary risks of employment as to which he has or may be presumed to have knowledge. On the other hand, the employer is liable for defects in machinery or appliances of any sort, of which, by taking reasonable care, he might have had knowledge, as well as for failure to provide such facilities and appliances as reasonable care would demand. It is not, however, necessary, in the opinion of most courts, that the very best appliances should be furnished by the employer, although it appears that the recent tendency of the courts has been toward making greater requirements of the employer, especially as regards railroads. The employer is also liable for failure to make proper rules for the conduct of work. Comparatively little complaint is made by the witnesses as to the extent of the liability of employers in these regards. No witness, in fact, demands that the law of employers' liability shall be made as broad as in Great Britain, where the employer is liable for a limited amount of damages on account of injury from any cause whatever, in the absence of contributory negligence on the part of the employee injured.

The chief demand of the railway employees is that railways should be made responsible for injuries arising from the acts of fellow-servants. The common-law doctrine is that the employer is not liable if he has exercised reasonable care in selecting his servants; he is ordinarily liable only for the acts of those having positions of superintendence, designated as vice-principals. With regard to rail-

<sup>1</sup> Sargent, pp. 68, 69, 94, 95; Knapp, pp. 129-131; Moseley, p. 37; Wilson, pp. 766-767; officers of railway brotherhoods, pp. 68, 69, 762.

<sup>2</sup> Ingalls, p. 291; Cowen, p. 309; Callaway, pp. 221, 222; Fish, p. 324.

<sup>3</sup> Officers of railway brotherhoods, pp. 68, 69, 762, 764; Callaway, p. 221; Walker, pp. 773-776; Knapp, p. 131.

<sup>4</sup> Arthur, p. 126; Wilson, pp. 766, 767; Ronemus, p. 770; Murphy, p. 780.

ways, the decisions of the American courts appear to be exceedingly conflicting in defining those who are considered fellow-employees as distinguished from vice-principals. Perhaps in the majority of instances, however, it is held that all persons not possessing the power of direction, although they are in an entirely different branch of the service, are fellow-servants. Thus, the railway company is not liable for injuries to men on trains arising from the negligence of switchmen or trackmen, and vice versa.

This common-law doctrine has been modified by statute in a number of States, at least to the extent of declaring that the railway shall be liable for injuries by acts of employees in a different branch of the service. Several witnesses, however, desire that laws of this nature shall be made uniform as far as possible, preferably by Federal enactment; and most of these think that the employer should be made liable for injuries to employees arising from the act of any other employee. It is declared that the employees have no choice whatever with regard to the fellow-servants with whom they are forced to work; whereas the employer picks out his men and should be responsible for his choice. It is said that where the liability of employers for the acts of fellow-servants has been extended by statute, they have become more careful in selecting their men, while, on the other hand, there has been no increase of carelessness on the part of the employees.<sup>1</sup> Mr. Callaway, president of the New York Central, thinks that railways would not especially object to being made liable for injuries to employees through negligence of fellow-servants, provided a similar liability were imposed upon other employers and provided a reasonable limit to the damages collectible were fixed.<sup>2</sup>

Complaint is also made by various witnesses on the ground that the Federal courts, before which a large proportion of suits for damages on account of injury are brought, do not conform in their decisions to the statute law or the decisions of the courts of highest resort of the State in which the injury occurs. Frequently, it is claimed, the railways by some device carry damage cases before the Federal courts for the express purpose of evading the statute or the rule of the State courts. These witnesses favor an act of Congress requiring the Federal courts to conform their decisions to those of the courts of last resort of the several States.<sup>3</sup>

#### RELIEF FUNDS OF RAILWAYS.<sup>4</sup>

It appears from the evidence that some half dozen of the leading railways of the country have established relief departments, supported mainly by assessments upon the men, while the railways perform the necessary routine business without charge and sometimes make regular contributions to the fund or supply deficits. Employees contributing to the fund are entitled to certain payments in case of death by accident or to weekly allowances during incapacity.

Complaint is quite general that contribution to these funds is practically compulsory on the part of the employees of the railways maintaining them. Three of the railways openly compelled their employees to join the relief departments up to the time of the enactment of the United States arbitration act of June 1, 1898, which prohibited such compulsion. It is stated by several representatives of the railway employees that excuses are still often given for refusing employment to those who are unwilling to become members of the relief department, or that they are not kept in the line of promotion, or are discriminated against in various

<sup>1</sup> Sargent, pp. 66, 74, 75, 89; Moseley, pp. 21-23, 31, 32; Wilson, pp. 53, 54; Clark, p. 115; officers of railway orders, pp. 762, 764, 769; Murphy, p. 780.

<sup>2</sup> Pp. 223, 228.

<sup>3</sup> Moseley, pp. 29, 30, 40, 41; officers of railway brotherhoods, pp. 762, 764, 769; Sargent, p. 93; Clark, p. 115.

<sup>4</sup> Johnson, pp. 57-60; Sargent, pp. 67, 89-91; Arthur, pp. 121, 122, 125; Wilson, pp. 47, 48, 767; Moseley, pp. 31, 32; Cowen, pp. 304-308.

ways. Witnesses claim that employees who are members of such departments often lose in independence, since they do not wish to forfeit their interest in the fund by striking or leaving employment. Mr. Cowen admits that on the Baltimore and Ohio Railroad the applicant for employment must consent to contribute to the relief department, although he says that this does not constitute compulsion, since no one is forced to apply for employment.

It is also declared that the railways maintaining relief funds require those who accept payments from them to release the company from all further liability for damages. This practice is opposed strongly on the ground that the employees pay a full, and in some cases an exorbitant, rate for their insurance in the relief department, and that the receipt of money from the fund should not therefore be any bar to the collection of damages. It is admitted by Mr. Cowen that this requirement exists, at least on the Baltimore and Ohio, although he declares that the fact that the men have the right to sue for damages if they are willing to run the risk, relinquishing their claim upon the insurance fund, is a sufficient answer to complaints. The act of June 1, 1898, declares that the employer shall not be released from liability beyond the amount of his own contribution to the relief fund, but Mr. Cowen says that on the Baltimore and Ohio an absolute release is still required from those accepting relief from the fund.

Most witnesses on this subject urge that the law of 1898 in these two regards should be made more stringent.

#### SAFETY APPLIANCES AND ACCIDENTS.

The United States act of 1893, requiring railways, on or before January 1, 1898, to equip their engines and cars with air brakes, automatic couplers, and proper handholds, was only partly complied with by the railways at that date, and an extension of two years was granted by action of the Interstate Commerce Commission. It appears from the testimony before the Industrial Commission, mostly taken before January 1, 1900, that the railways for the most part had met the requirements of the act, and there appears to be no general complaint. It is believed by witnesses, including several railway officers, that the use of these appliances will have a very material effect in decreasing injuries to employees. A few witnesses recommend that acts similar to that of 1893 should be passed by all of the States with reference to railways lying wholly within their borders.<sup>1</sup>

*Report of accidents.*—The members of the Interstate Commerce Commission think that railways should be required to report somewhat more in detail than at present concerning accidents, and this suggestion is upheld by representatives of the railway brotherhoods.<sup>2</sup>

#### OCEAN AND LAKE TRANSPORTATION.

*American merchant marine.*—The Industrial Commission has not sought thus far to make a detailed investigation on the subject of measures for developing an American merchant marine. Several witnesses in connection with other investigations of the commission have commented incidentally on the desirability of such measures. In the present investigation one witness, Mr. Neall, presents statistics showing the exceedingly small proportion of American ocean vessels, as compared with the total shipping of the world and as compared with the freight exported and imported by this country. The witness estimates that American-owned vessels actually suitable for transoceanic traffic have not over 300,000 gross tons register out of more than 27,000,000 gross tons for the world's shipping. Our

<sup>1</sup> Moseley, pp. 32, 38; Clark, p. 115; Arthur, p. 126; brotherhood officers, pp. 763, 767; Callaway, pp. 219, 220; Spencer, p. 268; Cowen, p. 308; Knapp, p. 131; Sargent, p. 93.

<sup>2</sup> Moseley, pp. 37, 38; officers of brotherhoods, p. 763; Sargent, p. 93; Clark, p. 114; cf. Stickney, p. 456.

American shipyards, he says, scarcely build any ordinary freight steamers, being entirely occupied with naval vessels and high-grade passenger vessels; and the cost of freight steamers here is very materially higher than abroad. Since he believes it would be impossible, even with the help of subsidies, for American shipyards to turn out within a reasonable time any large number of the kind of vessels specially needed, Mr. Neall advocates the passage of a law permitting Americans to buy vessels abroad and to place them under the American flag, these vessels to be prohibited from coastwise traffic.<sup>1</sup>

*Condition of American seamen.*—Only one witness, Mr. Furusetth, the secretary of the Sailors' Union of the Pacific, has been examined on this subject. He states the amendments to the navigation laws which are advocated by the Seamen's Union, and presents a detailed account of the existing conditions among seamen in defense of these demands. The chief proposals are that the practice of permitting sailors to make "allotments" of their wages in advance be prohibited on the ground that it promotes the evil of crimping; that masters be required to pay sailors the wages due at any port, so that they may quit employment and not be forced, as at present, to continue service for the full period of time agreed upon, usually 12 months; that the required air space in the forecabin for each sailor be increased; that the majority of the crew be given the right to demand a survey of the condition of the vessel to assure themselves of its safety; that a certain standard of skill and experience be established for "able seamen," to prevent the shipping of incompetent men, which not only depresses wages but endangers the safety of the vessel and increases the work and responsibility of the experienced men; and that there be required a standard number of men for vessels according to their tonnage and rigging, to prevent the common evil of undermanning.<sup>2</sup>

*Lake transportation.*—A considerable amount of testimony was presented showing the magnitude of the traffic on the Great Lakes, the importance of its influence on rail rates, and the rapid increase of shipping and of traffic. No special legislation was advocated for furthering lake navigation, aside from general improvements of the waterways from time to time. Some witnesses, as we have seen, favor putting water carriers under the interstate-commerce act. Improvement of the Erie Canal and the construction of a ship canal from the lakes to the Mississippi are advocated by some witnesses.<sup>3</sup>

---

<sup>1</sup> Neall, pp. 166-184.

<sup>2</sup> Furusetth, pp. 686-709.

<sup>3</sup> Keep, pp. 710-724; Carter, pp. 578-582.



# TOPICAL DIGEST OF EVIDENCE.

[Prepared by E. DANA DURAND.]

	Page.
I. Capitalization, construction, and consolidation of railways.....	35
A. Are American railways overcapitalized?.....	35
B. Effects of overcapitalization and government control.....	36
C. Government regulation of construction of railways.....	37
D. Consolidation of railways.....	37
E. Receivers.....	38
F. Palace car and other subsidiary companies.....	38
G. Land grants.....	39
II. Freight traffic generally.....	39
A. Policy in fixing freight rates and influences affecting them.....	39
B. Are existing rates unreasonable?.....	40
C. Publication of tariffs.....	42
D. Classification of freight.....	42
E. Miscellaneous questions.....	46
III. Discriminations between individuals.....	49
A. Existence of discriminations.....	49
B. Methods of discriminations.....	53
C. Mileage on private cars.....	55
D. Effects of discrimination on combinations, etc.....	57
E. Remedies for discrimination.....	57
IV. Discriminations between places. Long and short haul.....	59
A. Existence and causes of place discriminations generally.....	59
B. Long and short haul discriminations generally.....	61
C. Specific cases of place discriminations.....	62
D. Discriminating import rates.....	69
V. Export and domestic grain and flour rates.....	69
A. Existence of differences in rates.....	69
B. Effect of differences on American millers.....	71
C. Are lower export rates justifiable?.....	72
D. Are lower rates on grain than on flour justifiable?.....	74
E. Milling-in-transit rates.....	77
VI. Grain elevators and grain buying.....	77
A. Alleged monopoly of elevator owners.....	77
B. Interest of railways in elevators.....	79
C. Freight discriminations and allowances in favor of elevators.....	79
D. General explanation of business by elevator owners.....	81
E. Effect of grain buying by elevators on prices to farmers.....	83
F. Effect on speculative prices.....	85
G. Alleged discrimination by elevators as to quality of grain.....	86
H. Grain inspection.....	87
I. Grain markets and prices.....	88
VII. Railway pools, associations, and agreements.....	88
A. Forms and methods of pools—enforcement.....	88
B. Advocates of pools.....	89
C. Opponents of pooling.....	92
D. Railway competition—should it exist?.....	93
E. Effects of pooling.....	95
F. Control of pooling by Interstate Commerce Commission.....	98
G. Pooling in foreign countries.....	99
H. Traffic associations and other agreements.....	100

## LIST OF WITNESSES.

	Page.
Arnold, F. W., grand secretary and treasurer Brotherhood of Locomotive Firemen .....	763, 764
Arthur, P. M., grand chief engineer Brotherhood of Locomotive Engineers.	116-128
Bacon, Edward P., representative of the Milwaukee Board of Trade.....	417-431
Baker, Charles W., secretary of the Live Stock Exchange, Chicago.....	592
Barry, Frank, secretary of the Millers' National Association .....	240-251
Bartlett, William H., grain merchant, Chicago .....	392-396
Bird, A. C., general traffic manager Chicago, Milwaukee and St. Paul Railway.....	467-480
Blanchard, George R., late commissioner of the former Joint Traffic Association .....	618-685
Bookwalter, Joseph, representative of the Kansas City Board of Trade.....	570-577
Burke, William, grain merchant, Friend, Nebr.....	465-467
Callaway, Samuel R., president New York Central and Hudson River Railroad Company .....	217-240
Carter, Zina R., commission and produce merchant, Chicago.....	577-586
Clark, Charles S., secretary Grainers' National Association.....	431-435
Clark, E. E., grand chief conductor Order of Railway Conductors.....	109-116
Clements, Judson C., member of the Interstate Commerce Commission .....	153-161
Counselman, Charles, grain and stock merchant, Chicago .....	382-392
Cowen, John K., president Baltimore and Ohio Railroad Company .....	302-320
Dickinson, C. W., manufacturer of agricultural implements, La Crosse, Wis.	547-556
Dousman, Hercules F., grain shipper, Chicago .....	353-362
Emerson, C. C., produce dealer, St. Paul, Minn.....	480-485
Evans, Edgar H., representative of the Indianapolis Board of Trade .....	435-441
Fish, Stuyvesant, president Illinois Central Railroad Company .....	320-338
Fuller, Chester A., Norfolk, Nebr .....	441-446
Furuseth, Andrew, international secretary of the Seamen's Union .....	685-709
Gallagher, Augustine, representative of the Merchants' Exchange of St. Louis	539-547
Greeley, Samuel H., commission merchant, Chicago.....	370-382
Hulbert, J. H., farmer and grain dealer, Fontanelle, Iowa .....	486-489
Hyland, John J., traffic manager freight bureau, Chicago Board of Trade..	351-353
Ingalls, Melville E., president Cleveland, Cincinnati, Chicago, and St. Louis, and Chesapeake and Ohio Railroad companies.....	284-302
Johnson, E. R., professor in the University of Pennsylvania.....	56-64
Keep, Charles H., secretary Lake Carriers' Association.....	709-723
Kelley, N. B., president National Association of Freight Commissioners, freight commissioner Trades' League of Philadelphia.....	185-193
Kennard, Alexander A., vice-president Butter and Egg Board, Chicago....	362-370
Kindel, George J., manufacturer, Denver, Colo.....	251-264
Knapp, Martin A., chairman Interstate Commerce Commission.....	128-145
Lewis, David J., Cumberland, Md.....	724-757
Mallory, Charles A., chairman railroad committee, Chicago Live Stock Exchange .....	586-592
Morton, Paul, second vice-president Atchison, Topeka and Santa Fe Railway Company .....	489-503
Moseley, E. A., secretary Interstate Commerce Commission .....	7-44
Murphy, John H., attorney at law, Denver, Colo.....	776-780
Musselman, Amos S., president Board of Trade, Grand Rapids, Mich.....	556, 557
Neall, Frank L., shipping merchant, Philadelphia.....	161-185
Newcomb, H. T., chief of section of freight rates, division of statistics, United States Department of Agriculture.....	95-109

782 THE INDUSTRIAL COMMISSION:—TRANSPORTATION.

	Page.
O'Rourke, F. J., switchman, Chicago.....	525-531
Prouty, Charles A., member of the Interstate Commerce Commission.....	145-161
Reagan, John H., chairman of the railroad commission of Texas.....	339-251
Ripley, E. P., president Atchison, Topeka and Santa Fe Railway Company.....	593-598
Ripley, J. F., chairman Western Classification Committee.....	567-570
Ronemus, W. H., grand chief Brotherhood of Railway Carmen.....	768-771
Sager, H. M., secretary Northern Milling Company, Chicago.....	446-454
Sargent, Frank P., grand master Brotherhood of Locomotive Firemen.....	64-95
Seligman, Edwin R. A., professor in Columbia University.....	598-617
Snydacker, Joseph G., grain merchant, Chicago.....	396-400
Spencer, Samuel, president Southern Railway.....	264-284
Stickney, A. B., president Chicago Great Western Railway Company.....	454-465
Stone, George F., secretary of the Chicago Board of Trade.....	531-539
Strong, William J., attorney at law, Chicago.....	503-525
Tucker, Joseph F., chairman Central Freight Association.....	557-564
Vanlandingham, A. J., commissioner of the St. Louis Traffic Bureau.....	193-217
Walker, Aldace F., chairman board of directors, Atchison, Topeka and Santa Fe Railway Company.....	771-776
Webster, George H., president Armour Elevator Company.....	400-417
Weyl, Walter E., University of Pennsylvania.....	758, 759
Wilson, John T., grand chief Brotherhood of Railway Trackmen....	45-55, 765-768
Woffindin, John F., chairman Chicago East Bound Freight Committee....	664-567

## INDEX OF TESTIMONY.

	Page.
<b>Accidents</b> (see also <i>Employers' liability; Hospitals; Relief departments; Safety appliances</i> ):	
Personal injuries, statistics.....	Lewis, 735
In various countries.....	Lewis, 743
Interstate Commerce Commission, detailed reports to, advocated....	Sargent, 93; Clark, 114; Brotherhood officers, 763
Little effect of.....	Stickney, 456
Caused by long hours of labor.....	Lewis, 743
Reduction by improved appliances since 1893.....	Moseley, 34; Knapp, 131
Contribution by railway companies to injured employees.....	Johnson, 59; Spencer, 266
Light employment given to injured men.....	Callaway, 218
Pensions, hospitals, etc., New York Central.....	Callaway, 218
Passenger vessels, at what time most dangerous.....	Furuseth, 700
Loss of life due to deficient manning.....	Furuseth, 700
Liability for injuries to passengers, attitude of courts.....	Ingalls, 284
<b>Accident insurance</b> (see also <i>Labor organizations</i> ):	
Statistics.....	Lewis, 744, 745
Companies largely patronized, New York Central.....	Callaway, 219
Under Government ownership.....	Lewis, 724, 740, 744, 745
<b>Accounts of railroads:</b>	
Requirement of uniformity, advantage of.....	Seligman, 605; Blanchard, 679
Inspection of—	
Advocated.....	Johnson, 62; Newcomb, 100; Knapp, 144; Prouty, 151; Clements, 159; Ingalls, 298, 301; Reagan, 349; Bacon, 430; Morton, 500; Gallagher, 547; Stone, 538; Dickinson, 549; Baker, 592; Seligman, 605
Advocated under proper limits.....	Spencer, 274; Ripley, 597
Deprecated.....	Stickney, 464
Discrimination, remedy for... Prouty, 151; Clements, 159; Spencer, 273, 278	
Public character of railway service justifies.....	Knapp, 144; Clements, 151
Texas commission, powers regarding, and advantages.....	Reagan, 349
Little beneficial effect likely.....	Cowen, 317; Fish, 338
Private compilations of statistics chiefly consulted.....	Cowen, 318
Publicity, sufficient from existing reports.....	Callaway, 237, 238
Competitors given information by.....	Callaway, 238
<b>Advertising:</b>	
Saving by Government ownership.....	Lewis, 737
<b>Agreements between railways:</b>	
Existence of.....	Bookwalter, 577
Rates, fixing by, advocated.....	Vanlandingham, 214; Cowen, 314; Hyland, 351; Bird, 479; Tucker, 557, 559
Other agreements besides pools should be permitted.....	Ingalls, 286, 297; Blanchard, 664
Interstate Commerce Commission, supervision advocated..	Vanlandingham, 214
Impossibility of maintaining rates.....	Stickney, 461
<b>Agriculture:</b>	
Department of, advantage of statistical reports.....	Newcomb, 106, 107
Speculation, influence of statistical reports on.....	Newcomb, 107
Nature of live stock statistics.....	Mallory, 589-591
Education, need of.....	Newcomb, 107
Speculation, influence on prices.....	Newcomb, 107
Western States, premature settlement and development.....	Newcomb, 106

784 THE INDUSTRIAL COMMISSION:—TRANSPORTATION.

	Page.
<b>Agricultural products</b> (see also <i>Cattle, Grain, etc.</i> ):	
Colorado, effect of freight rates on.....	Kindel, 262, 263
Freight rates, decrease, statistics.....	Newcomb, 101, 108
<b>Air brakes</b> (see also <i>Safely appliances</i> ):	
Advantages in saving life and expense.....	Moseley, 34
United States act of 1893 and its effect.....	Moseley, 32-34
State laws requiring, advocated.....	Moseley, 39; Sargent, 93
No saving in labor by.....	Spencer, 268
Expense of applying.....	Sargent, 68
<b>American Barge Company:</b>	
Owner of whaleback boats.....	Keep, 714
<b>American Federation of Labor:</b>	
Seamen's Union affiliated with.....	Furuseth, 685
<b>American Railway Union:</b>	
Action in Pullman strike, 1894.....	Strong, 506
Antipathy of railroads to heads of.....	Strong, 516
Character of organization.....	Fish, 327
Members refused employment by railroads.....	Strong, 517
Officers and members, character of.....	O'Rourke, 527, 529
<b>Antitrust act of 1890:</b>	
Injunctions issued under.....	Moseley, 10, 11
Railways, application to, not intended.....	Cowen, 316; Blanchard, 637
<b>Apprenticeship:</b>	
Seamen.....	Furuseth, 686
<b>Arbitration:</b>	
Generally—	
Advocated.....	Sargent, 68
Favored by railway brotherhoods.....	Sargent, 94, 95
Voluntary submission necessary.....	Knapp, 130
Public opinion, influence in enforcing awards.....	Arthur, 125; Wilson, 766; Ronemus, 770
Instances of satisfactory settlement.....	Sargent, 95
Difficulty of securing competent arbitrators.....	Moseley, 15; Walker, 775
Employers unwilling to submit certain questions to.....	Callaway, 222; Ingalls, 291; Walker, 773
Discipline can not be maintained under.....	Fish, 324
Workingmen usually resort to, when strikes fail.....	Walker, 776
Impossibility of enforcing awards on employees.....	Callaway, 222; Cowen, 309; Walker, 775
Compulsory—	
Advocated in case of railways.....	Arthur, 125; Murphy, 780
Deprecated.....	Sargent, 69;
Brotherhood officers, 762; Arnold, 764; Wilson, 766; Walker, 773-776	
Contradiction of terms.....	Walker, 773
Absence of law and precedents for decisions.....	Moseley, 16
Interstate Commerce Commission, investigation of complaints advocated.....	Wilson, 766
Joint committees, engineers, organization and working.....	Arthur, 117, 127
Mediation, advantages of.....	Ingalls, 291
State boards, advocated by Royal Commission on Labor.....	Moseley, 19
Action of New York board, Buffalo sailors' strike.....	Keep, 712
United States act of 1898—	
Description and working.....	Knapp, 129-131
Approved.....	Arthur, 125; Arnold, 764
Probable beneficial effects.....	Brotherhood officers, 762
One instance of attempted application only.....	Knapp, 129
Resort to arbitration when mediation fails, unlikely.....	Knapp, 131
Railways, unwillingness to submit vital measures to.....	Callaway, 222; Ingalls, 291, 292; Walker, 773
Applies only to trainmen; extension advocated.....	Wilson, 766
<b>Architectural iron workers:</b>	
Large proportion sailors.....	Furuseth, 698
<b>Armour, F. D., &amp; Co.:</b>	
Barley, control of market, discussed.....	Dousman, 358; Greeley, 380; Counselman, 390; Webster, 413
Development of business.....	Webster, 405
Elevators, control of.....	Dousman, 358, 359; Webster, 413, 416
Private cars, ownership of.....	Greeley, 373; Mallory, 589

	Page.
<b>Army beef:</b>	
Discussion of, effect on market.....	Mallory, 590
<b>Ashtabula, Ohio:</b>	
Coal shipments.....	Keep, 716
<b>Asiatics:</b>	
Employment as sailors.....	Neill, 176; Furuseth, 688, 689, 708
<b>Atchison, Topeka and Santa Fe Railroad:</b>	
Discriminations by, referred to.....	Callaway, 238
Control of elevators on.....	Bookwalter, 575
<b>Australia:</b>	
Government ownership of railroads, good results.....	Lewis, 748
Reasons for socialistic tendencies.....	Seligman, 614
<b>Austria-Hungary:</b>	
Government ownership of railroads, good results.....	Lewis, 748
Passenger fares, zone system.....	Seligman, 614; Lewis, 733, 739
Pooling.....	Blanchard, 652
<b>Baltimore and Ohio Railroad:</b>	
Labor, condition on.....	Cowen, 302-308
Relief department, discussed.....	Johnson, 57; Cowen, 304-307
Receivers, attitude regarding discriminations.....	Knapp, 143; Cowen, 316
Savings fund, described.....	Cowen, 306
<b>Bankruptcy of railroads:</b>	
Conditions, 1893-1897.....	Fish, 321
<b>Barley:</b>	
Armour & Co., control of.....	Doussan, 358;
Greeley, 380; Counselman, 390; Webster, 413	
Grading by official inspectors, character of.....	Clark, 432
<b>Beef (see also Cattle, Live stock, Private cars):</b>	
Discriminations, except by private cars, denied.....	Callaway, 232
Consumption, reduced by high price.....	Dickinson, 555
Substitution of pork and mutton for.....	Mallory, 591
<b>Belgium:</b>	
Government ownership of railroads, good results.....	Lewis, 748
Extending.....	Seligman, 613
Pooling of government and private railways.....	Newcomb, 98; Blanchard, 651
<b>Bell Telephone Company:</b>	
Government should buy.....	Seligman, 612
<b>Bessemer Steamship Company:</b>	
Transports Carnegie ore.....	Keep, 714
Owned by John D. Rockefeller.....	Keep, 714
<b>Blacklisting:</b>	
Meaning of term.....	O'Rourke, 528
Existence of practice—	
Generally affirmed... Wilson, 52; Arthur, 123; Strong, 516; O'Rourke, 528	
Present forms of, described.....	Sargent, 65; Clark, 112
Enforced for any offense.....	Strong, 516
Practice among other employers than railways.....	Strong, 514
Brotherhoods, members blacklisted.....	Arthur, 123, 124
Philadelphia and Reading Railroad, instance of.....	Arthur, 123
Proposed agreement of General Managers' Association of Chicago... ..	Strong, 503, 509
Practice decreasing... Clark, 112; Spencer, 265; Wilson, 765; Ronemus, 768	
Imaginary grievance.....	Walker, 772
Baltimore and Ohio does not practice.....	Cowen, 303
Chesapeake and Ohio does not practice.....	Ingalls, 288
Effects and justification discussed—	
Adopted for the subjugation of labor.....	Strong, 514, 518
Combinations for vindictive injury unjustifiable.....	Strong, 513
Makes men afraid to present grievances.....	Strong, 516
Brotherhoods fear to proceed against.....	Strong, 525
Suffering produced.....	Strong, 513, 521, 522
Votes, a means of controlling.....	Strong, 514, 515, 518
Defended by railroads.....	Strong, 525
Proper to demand evidence of skill and ability.....	Strong, 521
Places premium on good conduct and character.....	O'Rourke, 528
Does not work against laboring men.....	O'Rourke, 528
Justified as to reporting drunken or careless employees.....	Strong, 513

<b>Blacklisting—Continued.</b>	Page.
Remedies—	
Common law broader than statute of Illinois.....	Strong, 515
Injunction will not be issued to prevent.....	Moseley, 10
United States arbitration act of 1898, effects.....	Moseley, 8
Penalties, severer, advocated.....	Strong, 523;
Brotherhood officers, 760; Arnold, 763	
Evidence to prove should be prescribed.....	Strong, 523
Employees should be furnished copy of all statements.....	Murphy, 777
Government ownership of railways.....	Strong, 513, 523
Strike, Chicago, 1894—	
Practice described.....	Moseley, 8; Strong, 506-513
Clearance demanded.....	Strong, 507, 508, 511, 512, 518
Evidence as to.....	Strong, 503, 519, 520
Number blacklisted.....	Strong, 523
Strikers reemployed, number of.....	Strong, 513, 522, 523
Character of men blacklisted.....	Strong, 511, 520
Illinois Central, list of names.....	Strong, 512, 513, 516
Change of name to evade.....	Strong, 511, 512, 518, 524, 525
Suits filed against railroads, character of.....	Strong, 503, 515
Fees and expenses of.....	Strong, 525
Origin of William J. Strong's connection with.....	Strong, 503
Damages awarded.....	Strong, 508, 509
Case of Andrew Stader.....	Strong, 519
Case of Fred R. Ketcham.....	Strong, 503, 506, 507-511
Employment given to get suits dismissed.....	Strong, 522
Increased caution of railways resulting.....	Strong, 519
<b>Block signals:</b>	
New York Central, employment on.....	Callaway, 220
<b>Bonds, railroad:</b>	
Rates of interest, payment.....	Lewis, 730
Quotations and variations in price.....	Lewis, 726, 727
Volume of sales.....	Lewis, 727
<b>Boston:</b>	
Ocean transportations, methods of.....	Neall, 161, 162
<b>Bounties to shipping, etc.:</b>	
Might increase American shipping business.....	Furuseth, 699
Would not affect condition of sailors.....	Furuseth, 699
Fishermen, not beneficial to.....	Furuseth, 700
Opposed by Seamen's Union.....	Furuseth, 700
<b>Boycotts:</b>	
Definition.....	Sargent, 68
Refusal to haul cars from roads under strike.....	Arthur, 120, 126
Illegality, Supreme Court decision.....	Arthur, 120, 126
Courts have no right to discuss justice.....	Moseley, 12
Injunctions to restrain, cases.....	Moseley, 9, 11
<b>Bridges:</b>	
Companies, reasons for existence.....	Callaway, 227
Tolls for use, largely abolished.....	Callaway, 227
Builders, large proportion are sailors.....	Furuseth, 698
<b>Brotherhood of Locomotive Engineers:</b>	
Arthur, P. M., methods and skill.....	Strong, 520
Benefit funds, description and working.....	Arthur, 117
Expense of insurance.....	Arthur, 121
Employers, relations with.....	Arthur, 117, 123
No dictation as to persons employed.....	Arthur, 118
Effects, beneficial moral.....	Arthur, 116, 117
Federation with other brotherhoods, reasons for refusal.....	Arthur, 122
Funds, sources and character.....	Arthur, 120, 121
Charity funds.....	Arthur, 121
Strike or contingent fund.....	Arthur, 121
History and working of organization.....	Arthur, 116, 117
Membership, proportion of engineers belonging to.....	Arthur, 118
Colored men excluded.....	Arthur, 118
Nonmembers, no interference with.....	Arthur, 118
Strikes, influence in checking.....	Arthur, 128

	Page.
<b>Brotherhood of Locomotive Firemen:</b>	
Benefits funds, low cost and advantages.....	Sargent, 91
Employers, attitude favorable in most cases.....	Sargent, 87, 91
Membership includes practically all firemen.....	Sargent, 92
<b>Brotherhood of Railway Trackman:</b>	
Benefits and funds.....	Wilson, 48, 49
Effects of organization, beneficial.....	Wilson, 50
History and growth.....	Wilson, 48-50
Members, character of.....	Wilson, 51
Relation to other railway organizations.....	Wilson, 48
Wages, increase through influence of.....	Wilson, 51
<b>Brotherhoods.</b> (See <i>Labor organizations.</i> )	
<b>Bucket shops:</b>	
Elevators, large stocks of grain, effect on.....	Greeley, 372, 377
Denied.....	Webster, 413
Grain, prices depressed by.....	Greeley, 377
<b>Buffalo:</b>	
Elevators, ownership, charges, combination.....	Webster, 410; Keep, 721
Coal shipments.....	Keep, 715, 716
Lake grain traffic.....	Keep, 715
<b>Buggies:</b>	
Classification of.....	Dickinson, 548
<b>Butter and cheese:</b>	
Export trade and transportation rates.....	Kennard, 367
Canada, advantages in exportation.....	Kennard, 368
<b>California</b> (see also <i>Pacific coast</i> ):	
Fruit transportation, discriminations in.....	Kennard, 363
Grain, export trade.....	Barry, 248
<b>Canada:</b>	
Butter and cheese, export trade.....	Kennard, 367
Coal, import and export by Great Lakes.....	Keep, 715, 716
Grain, competition of shipping routes.....	Webster, 412
Light-houses, Great Lakes.....	Keep, 709, 723
Lake vessels, few.....	Keep, 723
Railways, transit of goods in bond.....	Prouty, 151
Hauling of United States traffic by, deprecated.....	Morton, 492
Shipbuilding, Great Lakes.....	Keep, 718
Welland Canal, former rebates.....	Keep, 723
<b>Canadian Pacific Railroad:</b>	
Carrying of United States freight.....	Morton, 492
<b>Canals:</b>	
Great Lakes to Mississippi, estimated cost of.....	Carter, 580
Chicago drainage canal.....	Carter, 580; Keep, 717, 718
Erie Canal.....	Carter, 578, 579, 581; Keep, 721, 722
Hennepin Canal.....	Carter, 581
Illinois and Michigan Canal.....	Carter, 581
St. Mary's Falls Canal.....	Keep, 720, 723
<b>Capital:</b>	
Private ownership, advantages.....	Cowen, 319
Need of large, a reason against Government ownership.....	Seligman, 610
Railways, large amount required.....	Seligman, 610
Telegraphs, needs relatively small.....	Seligman, 610
<b>Capitalization of railways:</b>	
Amount and relation to actual investment—	
General estimate and discussion.....	Johnson, 61; Newcomb, 101; Clements, 160; Fish, 330-332; Dousman, 361; Seligman, 609, 610
Interest on bonds, rate and amount.....	Lewis, 729
Stock largely bonus for bonds.....	Vanlandingham, 210
Existing, usually not excessive.....	Cowen, 318
Property, increase in value of.....	Callaway, 228
Improvements, methods of paying for.....	Callaway, 228
Present, less than cost of reproduction.....	Ingalls, 297, 298
Reduced by reorganization.....	Ingalls, 298; Fish, 331
Germany, greater in.....	Seligman, 614
Great Britain, comparison with.....	Fish, 330, 331
Illinois Central, overcapitalization denied.....	Fish, 326



	Page.
<b>Capitalization of railways—Continued.</b>	
Amount and relation to actual investment—Continued.	
Southern railways.....	Fish, 332
Recent decrease in interest rates.....	Fish, 331
Bonds, statistics concerning.....	Lewis, 726, 727, 730
Effects of overcapitalization—	
Injurious.....	Wilson, 55; Sargent, 70
Value of securities depressed.....	Morton, 501
Sometimes deceives investors.....	Seligman, 609
Usually forces reorganization.....	Callaway, 227
Rates, effect discussed.....	Knapp, 144
Increased by.....	Johnson, 60
Wages, influence on.....	Arthur, 127
Little effect on rates or wages.....	Newcomb, 100, 101
Government control of stock issues—	
Advocated.....	Johnson, 62; Knapp, 144; Reagan, 341; Seligman, 610
Depreciated.....	Morton, 501
Massachusetts method approved.....	Seligman, 610
Taxation, not best means of checking.....	Seligman, 609
Texas, methods and control.....	Reagan, 341
Valuation of roads, methods of.....	Reagan, 341-343
Increase of, regard to.....	Reagan, 348
<b>Carload rates:</b>	
Lower than on part carloads.....	Vanlandingham, 207, 210; Spencer, 280
<b>Carmen, railway:</b>	
Conditions and wages.....	Wilson, 47; Ronemus, 770
<b>Carnegie Steel Company:</b>	
Ore transportation, Pittsburg, Bessemer and Lake Erie Railroad.....	Keep, 714
Lake transportation.....	Keep, 714
<b>Cars (see also <i>Flour and grain rates, Private cars</i>):</b>	
Charges for demurrage, excessive.....	Kennard, 364
Most cars now used are new.....	Sargent, 67
Pullman, handling of, during strike of 1894.....	Strong, 506
Shortage, existing.....	Callaway, 232; Spencer, 284
Supply, compulsory, discussed.....	Callaway, 232
<b>Car trusts:</b>	
Character and reason for existence.....	Vanlandingham, 209
<b>Cattle:</b>	
Alleged shortage discussed.....	Mallory, 589-591; Baker, 592
Consumption increased.....	Baker, 592
Marketed younger than formerly.....	Mallory, 590
Price, influences determining.....	Mallory, 589, 590
Time required to breed and prepare for market.....	Baker, 592
Live, chiefly shipped for export trade.....	Callaway, 231
<b>Cattle Growers' Association:</b>	
Composition.....	Mallory, 588
Desires removal of terminal on cattle at Chicago.....	Mallory, 588
<b>Central Freight Association:</b>	
Description.....	Tucker, 557, 558
Sources of information as to rates.....	Tucker, 559
Rates not fixed by agreement.....	Tucker, 557, 559
Tries to avoid any violation of law.....	Tucker, 559
<b>Charters of railways:</b>	
Variation in different States.....	Johnson, 62
<b>Chesapeake and Ohio Railroad:</b>	
Labor, conditions on.....	Ingalls, 287-291
Passes, practice regarding.....	Ingalls, 293-295
Passenger rates, referred to.....	Ingalls, 292
<b>Chicago (see also <i>Elevators</i>):</b>	
Discriminations against....	Knapp, 113; Vanlandingham, 193; Kennard, 364, 365
Grain—	
Discriminations in rates favoring....	Vanlandingham, 194; Bookwalter, 575
Competition of other markets.....	Webster, 404-406
Proportion passing through.....	Webster, 403, 414
Export trade, proportion controlled by.....	Vanlandingham, 198
World's price chiefly determined at.....	Gallagher, 541; Bookwalter, 577
Rates from.....	Webster, 412
Rate cutting from.....	Musselman, 557

	Page.
<b>Chicago Belt Line:</b>	
Discriminations made by means of .....	Vanlandingham, 207
Excessive charges .....	Greeley, 381
<b>Chicago Board of Trade:</b>	
Efforts to correct abuses in elevator system .....	Carter, 583
<b>Chicago, Burlington and Quincy Railroad:</b>	
Control of elevators on .....	Bookwalter, 575
<b>Chicago Butter and Egg Board:</b>	
Organization described .....	Kennard, 363
<b>Chicago Drainage Canal:</b>	
Size and cost .....	Carter, 580
Work should be developed by United States Government .....	Carter, 580
Benefit to Mississippi navigation .....	Carter, 580
Effect on lake levels and Chicago harbor .....	Keep, 717
Effect of making navigable .....	Keep, 718
<b>Chicago East-bound Freight Committee:</b>	
Nature and membership .....	Woffindin, 565
No power to make rates .....	Woffindin, 565
<b>Chicago Fruit Bureau:</b>	
Referred to .....	Kennard, 367
<b>Chicago Great Western Railway:</b>	
Labor, conditions on .....	Stickney, 455
<b>Chicago Live Stock Exchange:</b>	
Tries to get terminal charges on cattle removed .....	Mallory, 587
<b>Chicago-Omaha pool:</b>	
Establishment of .....	Stone, 532
<b>Chicago River:</b>	
Improvement of .....	Carter, 581; Keep, 718
<b>Chicago, Rock Island and Pacific Railroad:</b>	
Control of elevators on .. Dousman, 359; Counselman, 383, 386; Bookwalter, 575	
<b>Chinese:</b>	
Sailors .....	Neall, 176; Furuseth, 689, 708, 709
Railway trackmen .....	Wilson, 50
<b>Cincinnati Southern Railway:</b>	
Unsuccessful management .....	Spencer, 283
<b>Civil service:</b>	
Examination system on railways under Government ownership ...	Strong, 523; Lewis, 746
Improvement necessary with increasing government activities .....	Seligman, 612
Prussian and French contrasted with American .....	Seligman, 613, 614
<b>Classification of freight:</b>	
Committees of railways, methods of fixing .....	Reagan, 350; Dousman, 361; Bird, 478; Ripley, 567-570
Commodity rates, described .....	Morton, 496
Reasons for .....	Spencer, 277; Blanchard, 633
Extensive employment .....	Bird, 477; Ripley, 569
Western manufacturers dependent on .....	Dickinson, 550
Interstate Commerce Commission, fixing by, discussed .....	Dousman, 360; Ripley, 570
Railways should determine .....	Blanchard, 633
<b>Existing systems—</b>	
Adapted to conditions of sections .....	Blanchard, 634
Number .....	Ripley, 568
Characteristics .....	Vanlandingham, 203
Classes, reduction in number .....	Blanchard, 676
Official lower than Western .....	Ripley, 569
<b>Methods and principles—</b>	
Generally .....	Ripley, 567, 568
Basis, bulk, and value .....	Ripley, 569
Influences affecting .....	Spencer, 277; Blanchard, 677
Impossibility of fixing just relation between classes .....	Stickney, 461
Water competition as affecting .....	Vanlandingham, 203; Blanchard, 633
Foreign countries follow similar practice .....	Blanchard, 634
Importance as affecting rates .....	Newcomb, 99; Kelley, 190, 191
Official, reason for extending to Mississippi River .....	Bird, 478
<b>State laws—</b>	
Character and effects .....	Vanlandingham, 203
Commissioners, methods of fixing .....	Bird, 477

Classification of freight—Continued.	Page.
State laws—Continued.	
Illinois .....	Ripley, 569
Texas .....	Reagan, 350
Uniformity, proposal of—	
Differences, effect of .....	Knapp, 142; Ripley, 568, 569
Delay in delivery caused by .....	Ripley, 569
Place discriminations caused by .....	Ripley, 568, 569
Diversity produces injustice .....	Dickinson, 548
Rebiling of freight at marginal points .....	Ripley, 568
Advocated .....	Newcomb, 100; Knapp, 142; Kelley, 191; Ingalls, 300; Emerson, 483; Morton, 491; Dickinson, 548, 549; Ripley, 568
Discussed .....	Spencer, 277
Rate cutting, effect on .....	Gallagher, 547
Greater uniformity desirable .....	Blanchard, 633, 634
Desirability overestimated .....	Blanchard, 677
Undesirable .....	Vanlandingham, 203
Different systems, reasons .....	Newcomb, 100; Callaway, 237; Blanchard, 633
Difficulty of framing uniform .....	Ripley, 569
Should be based on existing classifications .....	Ripley, 570
Should be framed by the railroads .....	Ripley, 568
Railways, efforts to secure .....	Bird, 477; Morton, 496; Ripley, 568; Blanchard, 676
Tendency of railroads toward .....	Vanlandingham, 203; Cowen, 317; Ripley, 568
Compulsory adoption by railways .....	Blanchard, 676, 677
Rates might vary under .....	Ingalls, 300; Morton, 497
Western Classification Association, methods of action .....	Bird, 478; Ripley, 567-570
<b>Cleveland:</b>	
Coal shipments .....	Keep, 716
<b>Cleveland, Cincinnati, Chicago and St. Louis Railroad:</b>	
Labor, conditions on .....	Ingalls, 287-291
Passes, issue of .....	Ingalls, 287-295
<b>Cleveland Vessel Owners' Association:</b>	
History .....	Keep, 709
<b>Coal:</b>	
Freight charges, high proportion of, to value at mine .....	Gallagher, 543
Lake shipments and ports .....	Keep, 716
Not controlled by railroads in Illinois .....	Dickinson, 553
<b>Colorado:</b>	
Agricultural products, effect of freight rates on .....	Kindel, 262, 263
Discriminations against, instances .....	Kindel, 250-264
Reasons for .....	Kindel, 255
Jobbers driven out .....	Kindel, 254, 263
Manufactures destroyed .....	Kindel, 253, 255, 256, 261-264
Utah, rates compared .....	Kindel, 260
Oil production and refining, conditions in .....	Kindel, 258
Smelting works, prosperity, freight rates, etc .....	Kindel, 261
State railway commission, abolishment of .....	Kindel, 258
<b>Colorado Fuel and Iron Company:</b>	
Complaints concerning discriminations .....	Kindel, 252, 253
<b>Colorado Midland Railroad:</b>	
Joint track with Denver and Rio Grande .....	Ripley, 597
<b>Colored labor:</b>	
Employment for certain positions on southern railways .....	Spencer, 266
Wages lower than white labor .....	Sargent, 65; Spencer, 267
Brotherhood of Locomotive Engineers, exclusion from .....	Arthur, 118
<b>Combinations, industrial:</b>	
Advantages of large capital .....	Counselman, 390
Trusts, railway agreements not similar to .....	Blanchard, 646
Taxation a proper means of regulating .....	Seligman, 605
Destruction by Government ownership of railways .....	Lewis, 724, 748, 749
Only discriminations and overcapitalization need be feared .....	Carter, 583, 585
Effects discussed .....	Sager, 454
Railway discriminations, chief cause of .....	Prouty, 147; Dousman, 359; Greeley, 381; Blanchard, 684
Pooling, increased by prohibition of .....	Ripley, 594
Prices, difficulty of regulation .....	Knapp, 140
Employers and employees, equally proper for .....	Strong, 514; O'Rourke, 526
California fruit transportation .....	Kennard, 363

	Page.
<b>Commissions:</b>	
Payment to secure freight .....	Knapp, 132; Vanlandingham, 194
<b>Commerce, department of:</b>	
Establishment advocated .....	Kennard, 367; Evans, 439
<b>Competition:</b>	
Great advantage, forcing down cost of production .....	Seligman, 615
Good effects in general .....	Stone, 533
Impossible against railroad favorites .....	Carter, 583
Discrimination is the essence of .....	Knapp, 139; Seligman, 615
<b>Competition of railways (see also <i>Pooling; Rate cutting; Ticket brokerage</i>):</b>	
Injurious effects .....	Sargent, 69; Ingalls, 296; Ripley, 593; Seligman, 615; Blanchard, 635-638, 653
Wages, effect in repressing .....	Wilson, 46
Impossibility and disadvantages of .....	Knapp, 138-141; Lewis, 727
Opinions of authorities as to undesirability .....	Blanchard, 637, 638
Government service similar to railway service .....	Blanchard, 638
Good as to efficiency of service, bad as to rates .....	Seligman, 615
Methods, fair, impossible without pooling .....	Blanchard, 635-638
Discriminations promoted by .....	Newcomb, 95, 96; Knapp, 133; Prouty, 152; Ingalls, 286; Seligman, 615; Blanchard, 635, 636
Importance of reasonable railway earnings .....	Blanchard, 638, 642
Producing regions and markets, competition of .....	Newcomb, 96, 101; Clements, 159; Callaway, 235; Stickney, 462; Morton, 499; Tucker, 559; Blanchard, 630
Different rates on same traffic impossible .....	Tucker, 559
Insolvency does not check but increases .....	Blanchard, 636
Monopoly; comparison of advantages .....	Seligman, 615
Desirability and impossibility of preventing .....	Stickney, 461-463
Ultimately beneficial to railways .....	Stone, 536
Reduces freight rates .....	Stone, 533
Pooling and agreements as to rates do not destroy ...	Cowen, 315; Stickney, 463; Ripley, 593; Seligman, 616; Blanchard, 644-647, 650, 653, 656, 666
Government and private enterprises, competition undesirable .....	Seligman, 612, 613
<b>Complexity of management:</b>	
Makes Government ownership undesirable .....	Seligman, 610
Telephones and telegraphs .....	Seligman, 612
Railroads .....	Seligman, 611
<b>Conductors.</b> (See <i>Order of Railway Conductors; Labor; Wages.</i> )	
<b>Connors, W. J.:</b>	
Grain handling contractor, Buffalo .....	Keep, 712
<b>Consolidation of railways:</b>	
Advantages and economies .....	Sargent, 70; Morton, 490, 496
Banking houses, influence on .....	Morton, 498
Competition, effect on .....	Ingalls, 296
Competing roads chiefly tend to consolidate .....	Morton, 497
Discriminations, decrease by .....	Knapp, 141; Prouty, 153; Vanlandingham, 216; Spencer, 278; Seligman, 615
Eastern States, more advanced in .....	Ripley, 598
Employees, beneficial effects .....	Sargent, 70
Government ownership, tendency toward, promoted by .....	Ingalls, 299
Pooling, preferable to .....	Vanlandingham, 216
Necessary to prevent complete .....	Kelley, 190
Does not defer .....	Stone, 538
Rates, effect on .....	Knapp, 141; Prouty, 153; Spencer, 278; Blanchard, 620
Supervision, need increased by .....	Prouty, 153
Trunk lines, impracticable for .....	Ingalls, 298
<b>Conspiracy:</b>	
Refusal to handle cars from other roads treated as .....	Sargent, 72
<b>Construction of railroads:</b>	
Cost, unfairness of popular estimates .....	Newcomb, 101
Contracts seldom let to railway officers .....	Callaway, 227
Federal supervision advocated .....	Morton, 492, 503
England, restrictions on .....	Blanchard, 663
Government control, advocated .....	Ingalls, 287; Blanchard, 680
Deprecated .....	Stone, 537
Paralleling, prevention advocated .....	Ingalls, 287; Ripley, 594
Abolished under Government ownership .....	Lewis, 724, 727, 741
Government ownership, method of extending .....	Lewis, 742

<b>Contracts of railways</b> (see also <i>Agreements</i> ):	Page.
Right, recognition advocated .....	Ingalls, 286, 297; Bird, 479; Blanchard, 664
Rates, agreement as to, advocated .....	Vanlandingham, 214
<b>Cooperation</b> (see also <i>Profit sharing</i> ):	
Great Britain, extent of movement .....	Moseley, 15
<b>Corn.</b> (See <i>Elevators</i> .)	
<b>Corn products:</b>	
Discriminations and rates against .....	Evans, 436
<b>Corporations</b> (see also <i>Bonds, Capitalization, Stocks, Taxation</i> ):	
Law of New Jersey, advantages of .....	Seligman, 606
Securities, increased importance .....	Seligman, 599
<b>Cost of transportation</b> (see also <i>Freight rates</i> ):	
Influences affecting .....	Reagan, 346, 347
<b>Counselman, Charles</b> (see also <i>Elevators</i> ):	
Elevators, control of .....	Dousman, 359; Counselman, 383, 386
<b>Couplers, automatic</b> (see also <i>Safety appliances</i> ):	
United States act of 1893, terms of, etc .....	Moseley, 32-34
Extension of time for compliance .....	Moseley, 33, 34; Clark, 115
State laws requiring, advocated .....	Sargent, 93
Economy of labor .....	Moseley, 34
No saving in labor by .....	Spencer, 268
Expense of applying .....	Sargent, 67
Most cars now used are new .....	Sargent, 67
Blocking of frogs made less necessary .....	Clark, 115
Accidents, reduction by use of .....	Moseley, 34
Not decreased during period of transition .....	Callaway, 220
Master car-builders' coupler, advantages, general adoption .....	Moseley, 33
Great Britain, prospect of adopting .....	Johnson, 56
<b>Courts</b> (see also <i>Employers' liability, Injunctions</i> ):	
Uniformity of decisions, law requiring, advocated .....	Moseley, 17, 32; Sargent, 66; Clark, 115; Brotherhood officers, 762
<b>Cutters:</b>	
Classification of .....	Dickinson, 548
<b>Cutting of rates.</b> (See <i>Freight rates, Rate cutting</i> .)	
<b>Democracy.</b> (See <i>Government ownership</i> .)	
<b>Demurrage on cars:</b>	
Charges excessive .....	Kennard, 364
<b>Denver:</b>	
Chamber of Commerce, attitude toward place discriminations ..	Kindel, 261, 263
Discriminations in favor of, as against Pueblo .....	Kindel, 256
Discriminations between individuals in .....	Kindel, 252, 254
Long and short haul, unfairness in rates to .....	Kindel, 251-264
<b>Denver and Rio Grande Railroad:</b>	
Joint track with Colorado Midland .....	Ripley, 597
<b>Depression, business:</b>	
Part of natural order .....	Stone, 534
<b>Desplaines River:</b>	
Surveys made by United States Government .....	Carter, 581
<b>Detroit River:</b>	
Improvements .....	Keep, 722
Light-houses of Lake Carriers' Association .....	Keep, 723
<b>Differentials</b> (see also <i>Discriminations between places</i> ):	
Eastern trunk lines, history of establishment .....	Callaway, 224, 225; Blanchard, 673
Harbor facilities, not explainable by .....	Blanchard, 673
Effect of .....	Snydacker, 397
Injustice of system .....	Neall, 173; Kelley, 185; Callaway, 224
Practicability of removal .....	Callaway, 235
<b>Discharge of employees:</b>	
Injustice often done .....	Wilson, 765; Ronemus, 769; Murphy, 778
Notice not given .....	Strong, 522
New York Central, practice on .....	Callaway, 217, 218
Unwarranted, less frequent than formerly .....	Clark, 113
Reasons for .....	Sargent, 65
Labor organizations, effect in preventing injustice .....	Brotherhood officers, 760; Murphy, 778
Employees should be permitted hearing .....	Wilson, 765; Ronemus, 768

Discharge of employees—Continued.	Page.
Legislation restricting, advocated .....	Arnold, 763; Wilson, 765; Ronemus, 768; Murphy, 777
Deprecated .....	Brotherhood officers, 760; Walker, 772
<b>Discharge of freight:</b>	
Difficulties in produce business .....	Emerson, 481, 482
<b>Discipline, railroad:</b>	
Hardship and injustice of system .....	Strong, 504, 505
Fines and penalties, system largely abolished .....	Sargent, 65
Suspension, former practice .....	Clark, 113
Injustice .....	Sargent, 88
Provision for hearing and limitation of length .....	Sargent, 89
On Baltimore and Ohio Railroad .....	Cowen, 303
Records of merits and demerits .....	Clark, 113
<b>Discriminations (see also <i>Export rates, Import rates</i>):</b>	
Causes—	
Competition chief cause .....	Newcomb, 95, 96; Knapp, 133; Prouty, 152; Ingalls, 286; Cowen, 313; Seligman, 615; Blanchard, 635, 636
Motives leading to .....	Counselman, 390
Cutting of rates .....	Cowen, 313
Large traffic tends to check .....	Bird, 472; Stone, 534
Denied .....	Kelley, 185; Dousman, 358
Railways opposed to .....	Ripley, 594, 595
Power of large shippers to compel .....	Tucker, 558; Ripley, 594; Blanchard, 684
Place discriminations, offset by .....	Neall, 173; Vanlandingham, 208; Kindel, 252, 254
Effects—	
Evils generally .....	Knapp, 128; Prouty, 148; Kindel, 252; Cowen, 313; Blanchard, 625
Large shippers exclusively benefited .....	Knapp, 139, 142; Prouty, 148; Reagan, 342; Bird, 471; Gallagher, 544; Blanchard, 684
Confined to smaller number than formerly .....	Bacon, 430; Morton, 493
Producers and consumers generally, not benefited .....	Knapp, 139, 142
Farmers not benefited, usually .....	Gallagher, 541, 544; Carter, 586
Less between merchants in a great city .....	Stone, 535
Monopoly produced by .....	Carter, 586
Trusts and combinations, influence in fostering .....	Prouty, 147; Greeley, 381; Blanchard, 684
Would be destroyed by preventing .....	Dousman, 359
Importance of small differences .....	Prouty, 148; Bookwalter, 572
Existence and extent—	
Existence affirmed .....	Knapp, 132; Vanlandingham, 207, 208; Spencer, 273, 279, 280; Ingalls, 286, 295; Dousman, 353; Kennard, 363; Stickney, 460-462; Bird, 471; Morton, 493, 494
Baltimore and Ohio, letter to Interstate Commerce Commission .....	Knapp, 143; Cowen, 316
Not known to witness, but probably exist .....	Woffindin, 565
None known to witness .....	Tucker, 558, 559
Could not long be kept secret .....	Tucker, 558, 561
Not large at present .....	Stone, 534, 535
Less numerous than usually supposed .....	Bird, 471
Extent uncertain .....	Blanchard, 625
Interstate-commerce law, greater since .....	Ripley, 593, 596; Blanchard, 626, 657, 658
Chiefly by weaker roads .....	Woffindin, 566
Necessary evil under present conditions .....	Ripley, 595
East, probably less than in West .....	Gallagher, 545
Reasons for less complaint in .....	Ripley, 598
Variations in different periods .....	Ingalls, 295
Excessive during 1898 .....	Vanlandingham, 194; Cowen, 316
Decrease during 1899, and reasons .....	Knapp, 129, 143; Kelley, 185; Vanlandingham, 194; Ingalls, 286, 296; Cowen, 316; Fish, 336; Tucker, 559
Flour shipments, none in .....	Evans, 440
Oil, differences according to terminal facilities .....	Prouty, 149
Grain, export shipments .....	Vanlandingham, 214; Barry, 246; Counselman, 383, 384; Snyder, 398-400

	Page.
<b>Discriminations, etc.—Continued.</b>	
Existence and extent—Continued.	
New York Central, published rates maintained by .....	Callaway, 234
Southern Railway does not make.....	Spencer, 279
By receivers .....	Prouty, 152; Vanlandingham, 211
Rates so low as practically to prevent .....	Callaway, 230; Woffindin, 565, 566
Margin for concessions small.....	Knapp, 132
Diminished income of railways, effect in reducing .....	Knapp, 143
Europe, not a serious question in .....	Stone, 538
England, small extent of practice .....	Blanchard, 681
Impossibility of preventing .....	Greeley, 381, 382; Stickney, 462
Uniformity of rates unnatural.....	Stickney, 460
Transportation must be sold at any price.....	Stickney, 460
Not necessary to secure traffic.....	Hyland, 352
Justification discussed—	
Public character of railways renders unjustifiable.....	Knapp, 139; Clements, 159
In favor of men best able to pay, not right.....	Tucker, 561
Carload shippers should all have same rates.....	Morton, 493
None in Government service.....	Seligman, 615
Practice defended .....	Stickney, 460-462
Prevention would benefit railways .....	Tucker, 561; Ripley, 594, 595
Methods—	
Generally.....	Knapp, 132; Spencer, 273; Blanchard, 625
Classification, incorrect .....	Knapp, 132; Kelley, 186; Vanlandingham, 210; Blanchard, 644, 675, 676
Advancing money on shipments.....	Gallagher, 541
Chicago Belt Line.....	Vanlandingham, 207
Commissions .....	Knapp, 132; Vanlandingham, 194; Blanchard, 625
Elevators (see also <i>Elevators</i> ).....	Vanlandingham, 198-201; Bookwalter, 577; Carter, 583
Low rates from shipping points, Standard Oil Company.....	Prouty, 149
Rebates, direct payment, recent.....	Vanlandingham, 194
State traffic, special rates for.....	Knapp, 132; Morton, 502
Underbilling of weight .....	Knapp, 132; Gallagher, 541-547
Western States, prevention by inspection bureau.....	Vanlandingham, 210, 211
Vessels, ownership of.....	Kelley, 189
Prevention, means (see also <i>Pooling, Publicity</i> )—	
Railways themselves are proper agents.....	Ripley, 596; Blanchard, 676
Associations of railways.....	Blanchard, 641
Interstate Commerce Commission, increased powers .....	Carter, 584
Influence, present .....	Newcomb, 96
Conferences with railways, effects .....	Knapp, 129, 143; Kelley, 185, 186; Vanlandingham, 194; Ingalls, 286, 296; Cowen, 316; Fish, 336; Tucker, 558
Inspection of books and publicity of rates.....	Prouty, 151; Clements, 159; Spencer, 273, 278
Damages, impossibility of collecting .....	Newcomb, 99
Prohibition by law, effectiveness discussed.....	Newcomb, 98; Vanlandingham, 215; Ripley, 594, 596
Proof, difficulty of.....	Ripley, 596
Government ownership.....	Reagan, 347; Greeley, 379; Dickinson, 559; Seligman, 615; Lewis, 724, 732
Monopoly and consolidation.....	Knapp, 141; Prouty, 153; Vanlandingham, 216; Spencer, 278; Seligman, 615
Penalties—	
Difficulty of enforcing .....	Woffindin, 566
Excessive, cause evasion .....	Bird, 471
Imprisonment, abolition advocated, fines preferred.....	Ingalls, 286, 297; Dousman, 361; Bird, 470, 471; Morton, 495; Carter, 585; Ripley, 595
Abolition opposed .....	Spencer, 274
Felony, advocated .....	Reagan, 350
Criminal misdemeanor, advocated .....	Knapp, 138
Fines, high, advocated.....	Bird, 471
Enforcement, vigorous, advocated.....	Fish, 338
Corporations, punishment, advocated.....	Knapp, 138; Hyland, 351

Discriminations, etc.—Continued.	Page.
Penalties—Continued.	
Shippers, punishment advocated .....	Morton, 495
Punishment opposed .....	Vanlandingham, 214
Receivers, violations of law by .....	Prouty, 152
Baltimore and Ohio Railroad, attitude toward .....	Knapp, 143; Cowen, 316
State traffic granted on .....	Knapp, 132; Morton, 502
Uniform rates to all shippers, desirability .....	Carter, 585;
	Dickinson, 551, 552; Ripley, 594, 595
Desired by railroads .....	Ripley, 594, 595
Opposed by large shippers .....	Ripley, 594
<b>Discriminations between places (see also <i>Long and short haul</i>):</b>	
Character .....	Knapp, 133
Causes—	
Due to desire for added revenue .....	Vanlandingham, 208
Water competition .....	Knapp, 134;
	Clements, 155; Vanlandingham, 203; Kindel, 251
Result from different classifications .....	Ripley, 568, 569
Individual discriminations result in .....	Blanchard, 626
Commodity rates, discriminations by means of .....	Kindel, 258
Different rates for different directions .....	Knapp, 135
Southern States .....	Spencer, 275
Return haul, cheaper rates on .....	Kennard, 365
Differential rates, evils of .....	Dousman, 361
Effects—	
Importance of small differences .....	Prouty, 148; Bookwalter, 572
Produce unnatural business developments .....	Dickinson, 550
On producers generally .....	Knapp, 143
Manufacturers driven out of business, Colorado .....	Kindel, 253,
	255, 256, 261-264
Jobbers driven out of business .....	Kindel, 254, 263
Not always felt as an evil .....	Dickinson, 550
Instances—	
Chicago, discriminations against .....	Kennard, 364, 365; Dickinson, 550
Competitive and noncompetitive points .....	Newcomb, 96
Denver, discriminations against .....	Kindel, 251-264
Denver and Pueblo, discriminations between .....	Kindel, 256
Fremont, Nebr., discriminations in favor of .....	Fuller, 441, 442
Kansas City, low rates to .....	Knapp, 133; Vanlandingham, 202
Discriminations against .....	Bookwalter, 570-574;
	Mallory, 588; Ripley, 593
Milwaukee, differentials as compared with Minneapolis .....	Bacon, 418
Missouri River points, shipments by way of Galveston .....	Knapp, 133;
	Vanlandingham, 202
Nebraska towns .....	Fuller, 442, 443
Northwestern cities .....	Bird, 472
St. Louis, discriminations against .....	Vanlandingham, 194-201
Southeastern States, shipments from Northeastern States favored .....	Vanlandingham, 202
Standard Oil Company, favorable rates from shipping points .....	Prouty, 149
Trunk lines, differentials to seaboard ports .....	Neall, 173;
	Kelley, 185; Callaway, 224, 225; Snyder, 397; Blanchard, 673
Justification discussed—	
Necessary in certain cases .....	Blanchard, 626
Impossible to get rid of .....	Ripley, 597; Seligman, 616
Difficulty of determining just relative rates .....	Morton, 490; Bird, 472
Impossibility of satisfying communities .....	Spencer, 281
Railroads try to be fair .....	Ripley, 597
Cities, advantages of large, natural .....	Spencer, 284
Remedies (see also <i>Interstate Commerce Commission, Pooling</i> )—	
Governmental arbitration would simplify problem .....	Ripley, 598
Minimum rate, Interstate Commerce Commission should control .....	Bird, 472
Hardship would be produced by abolishing .....	Dickinson, 550, 551
Relative rates settled by compromise .....	Ripley, 997
<b>Dividends of railways:</b>	
Rate and amount .....	Lewis, 729, 730
Amount small as compared with tonnage .....	Blanchard, 631
Capital, proportion paying none .....	Blanchard, 631



	Page.
<b>Earnings of railroads:</b>	
Statistics.....	Lewis, 728, 729
Depression, 1893-1897.....	Fish, 322
Local traffic, insufficient, prevents proper earnings.....	Blanchard, 624
<b>Economic conditions:</b>	
American, materialistic tendencies.....	Seligman, 613
United States, stages of development existing.....	Seligman, 607, 608
Europe, mediæval in parts of.....	Seligman, 614
<b>Economic forces:</b>	
Laws can not prevail against.....	Seligman, 617
<b>Elevators (chiefly referring to Chicago and railroads centering there):</b>	
Abuses, efforts to correct.....	Carter, 583
Armour, P. D., ownership of.....	Dousman, 358, 359; Webster, 413, 416
Agreements as to price of grain, existence.....	Dousman, 355; Bartlett, 394; Sager, 451; Webster, 416
General agreement denied.....	Counselman, 384, 387
Reasons for agreement as to certain regions.....	Counselman, 387; Webster, 416
Bucket shops promoted by stocks of grain in.....	Greeley, 372
Denied.....	Webster, 413
Buying of grain by owners—	
Existence of practice.....	Dousman, 354; Greeley, 371; Counselman, 382, 388; Webster, 414; Carter, 583
Monopoly, railroads desire.....	Carter, 584
Advantages over other dealers.....	Dousman, 354; Greeley, 371; Counselman, 388; Webster, 407; Sager, 451; Carter, 583
Disadvantages of large companies as compared with small dealers..	Bookwalter, 574, 575
Causes leading to.....	Counselman, 382; Webster, 406
Through rates to seaboard, effect.....	Webster, 416
Development of system.....	Bartlett, 393; Snyder, 396; Carter, 582, 583
Benefits and economies.....	Counselman, 384; Bartlett, 393; Snyder, 396; Webster, 407, 409, 410, 413, 415; Burke, 466
Injurious effects.....	Greeley, 371-378; Clark, 434; Sager, 450, 451
Law authorizing, passage and character.....	Greeley, 374; Webster, 409; Clark, 434
Profits of.....	Webster, 408
Country buying, control and monopoly of elevators..	Vanlandingham, 199; Dousman, 354, 356; Greeley, 373; Sager, 451; Gallagher, 545; Carter, 584
Denied.....	Counselman, 384; Webster, 409; Burke, 466; Hulbert, 486
Competition among elevators, existence affirmed.....	Webster, 409; Burke, 467; Hulbert, 486, 487
Bids for grain.....	Dousman, 355; Counselman, 386; Burke, 466; Hulbert, 486
Competition of different grain markets.....	Counselman, 382; Webster, 405, 406, 409, 414; Burke, 466; Hulbert, 486
Capacity and ownership, Chicago.....	Counselman, 389; Webster, 401, 402, 404
Kansas City.....	Bookwalter, 574
Milwaukee.....	Bacon, 427-429
<b>Charges—</b>	
Excessive.....	Greeley, 375; Carter, 583
Reasonable.....	Counselman, 385, 386; Webster, 410
Reduction.....	Webster, 410
Buffalo.....	Keep, 721
Milwaukee.....	Bacon, 429
<b>Cleaning of grain.....</b>	Counselman, 389
Advantages and profits.....	Webster, 411
Combination, Buffalo, existence.....	Webster, 410; Keep, 721
Commission merchants, reasons for opposition toward.....	Counselman, 385; Webster, 410, 411
<b>Competition of different markets—</b>	
Forces agreement as to prices.....	Counselman, 387; Webster, 416
Forces buying of grain by elevators.....	Counselman, 382; Bartlett, 393; Webster, 406
Existence of present.....	Burke, 466, 467; Hulbert, 486
<b>Country buyers—</b>	
Competition among.....	Burke, 466; Hulbert, 487

Elevators, etc.—Continued.	Page.
Country buyers—Continued.	
Driven out of business by large elevators.....	Vanlandingham, 199, 200;
Dousman, 354, 356; Greeley, 373; Sager, 451; Gallagher, 545; Carter, 584	
Existence of independent.....	Burke, 466; Hulbert, 487
Commission or margin, amount estimated.....	Webster, 415
Commission reduced by certainty of market.....	Burke, 465;
Hulbert, 486; Bookwalter, 574	
Deliveries of inferior grain.....	Greeley, 371, 376; Sager, 452; Carter, 583
Denied.....	Webster, 413
Discriminations in railroad rates, etc.—	
Existence in favor of elevators affirmed.....	Vanlandingham, 198;
Dousman, 359, 365; Greeley, 370, 373; Bacon, 429	
Denied.....	Webster, 415
Milwaukee, existence of.....	Bacon, 427, 428
Evidence showing.....	Bacon, 427, 428; Bookwalter, 574, 575; Carter, 584
Freight rates, notice of changes in advance.....	Greeley, 373
Prompt movement of cars.....	Dousman, 355, 356
Free terminal facilities.....	Carter, 583
Evil effects.....	Vanlandingham, 199, 200
Export trade, advantages of owners in.....	Counselman, 388; Webster, 408
Character of.....	Counselman, 384
Farmers—	
Effect of grain buying by elevators beneficial.....	Counselman, 384;
Bartlett, 393; Snyder, 396; Webster, 407,	
409, 410, 415; Burke, 465; Hulbert, 487	
Injurious.....	Barry, 251; Greeley, 371, 374, 376; Vanlandingham, 200
Possibility of grain shipments by.....	Counselman, 387;
Burke, 465; Hulbert, 487	
History of business.....	Webster, 404
Illinois law as to public warehouses.....	Greeley, 370; Webster, 403
Inspectors, discriminations in favor of owners.....	Dousman, 356
Millers, not largely dependent on.....	Barry, 250
Purchase of grain from.....	Sager, 451
Quality of grain delivered.....	Sager, 452
Milwaukee, conditions in.....	Bacon, 427-429
Mixing of grain—	
Practice and its effects.....	Vanlandingham, 200, 201
Profits illegitimate.....	Greeley, 371, 376; Sager, 452; Carter, 583
No frauds in.....	Webster, 413
Storage in special bins.....	Counselman, 385
Ownership—	
Chicago.....	Counselman, 386, 389;
Snyder, 397; Webster, 404; Sager, 454; Carter, 583	
Buffalo.....	Keep, 721
Kansas City, relation to railroads.....	Bookwalter, 573, 574
Milwaukee.....	Bacon, 429
Government, advocated.....	Greeley, 380
Prices, effect of buying of grain by—	
Depression, tendency toward.....	Vanlandingham, 200;
Barry, 251; Greeley, 371, 372, 374, 376; Gallagher, 545; Carter, 586	
Motives in depressing.....	Greeley, 380
Denied.....	Counselman, 387
Reasons for differences in different localities.....	Counselman, 392
Increase, tendency toward.....	Counselman, 384;
Bartlett, 393; Snyder, 396; Webster, 409, 413, 415; Burke, 465	
Amount paid at certain points.....	Bacon, 427
Private, advantages of.....	Counselman, 389
Capacity of.....	Counselman, 389; Webster, 401, 402, 404
Proportion of grain handled by.....	Webster, 403
Railways, interest in elevators.....	Vanlandingham, 199;
Barry, 250; Dousman, 356; Greeley, 375; Counselman, 386, 389; Web-	
ster, 413; Gallagher, 545; Bookwalter, 574; Carter, 586; Keep, 721	
Discrimination by means of.....	Bookwalter, 577; Carter, 583
Interest in grain buying.....	Greeley, 374; Counselman, 389, 390
St. Louis, conditions in.....	Vanlandingham, 201

	Page.
<b>Elevators, etc.—Continued.</b>	
Speculation, effects of present system.....	Greeley, 371-378
Denied.....	Counselman, 387; Webster, 411, 412
Transfer elevators, effect of private control.....	Dousman, 354; Greeley, 373
<b>Eminent domain:</b>	
Small value of right.....	Ripley, 594
<b>Employment.</b> (See <i>Labor</i> .)	
<b>Employment bureau:</b>	
Proposed by General Managers' Association of Chicago.....	Strong, 504, 510
<b>Employers' liability:</b>	
Appliances, defective—	
Laws regarding.....	Moseley, 26, 27; Sargent, 74, 75
Railways should be liable for.....	Sargent, 66
Brakes, duty to furnish suitable.....	Moseley, 26
Cars coming from other roads, liability for.....	Moseley, 26, 27
Couplers, duty to furnish suitable.....	Moseley, 26, 27
Fences, duty to furnish suitable.....	Moseley, 26
Contributory negligence—	
Railways not liable for.....	Sargent, 66
England, definition.....	Blanchard, 663
Contracting out, prohibition.....	Moseley, 17, 29
Court decisions—	
Federal courts, disregard of State decisions by.....	Moseley, 30, 40, 41
Baltimore and Ohio Railroad <i>v.</i> Baugh.....	Moseley, 29, 30, 40, 41
Uniformity of decisions, law requiring, advocated.....	Moseley, 30, 40, 41; Sargent, 93; Clark, 114; Brotherhood officers, 762; Arnold, 764; Ronemus, 769; Murphy, 780
Extension, generally—	
Advocated.....	Moseley, 17, 32; Sargent, 66; Clark, 115; Brotherhood officers, 762
Proposed general act for interstate carriers, Fifty-third Congress.....	Moseley, 31
To all accidents, deprecated.....	Moseley, 32
Laws extending, existing.....	Moseley, 23, 25, 28; Sargent, 66
Fellow-servants, liability for acts of—	
Existing law—	
Alabama act.....	Moseley, 23
Common law, doctrine of.....	Moseley, 17, 28; Sargent 75
Definitions and particular applications of doctrine.....	Moseley, 21-25
Extensions by statute.....	Moseley, 23, 25, 28; Sargent, 65
Vice-principals, definition.....	Moseley, 25
Mutual contract and cooperation necessary.....	Moseley, 21
State courts, attitude regarding, in different States.....	Cowen, 304
Extension, tendency toward.....	Moseley, 32
Texas act.....	Moseley, 24, 25
Conductors and other trainmen.....	Moseley, 22-24
Superiors and foremen.....	Moseley, 21, 24, 25
Train dispatchers and telegraph operators.....	Moseley, 24
Trainmen and those in other branches of service.....	Moseley, 21-23, 32
Extension of liability to all acts of, advocated.....	Moseley, 28; Sargent, 66; Clark, 115; Arthur, 128; Brotherhood officers, 762; Arnold, 764; Wilson, 766; Ronemus, 769; Murphy, 780
Employees have no choice in selecting.....	Sargent, 89; Murphy, 780
Attitude of railways.....	Callaway, 222, 223
Uniformity of laws desirable.....	Moseley, 28
Great Britain—	
Act of 1880, summarized.....	Moseley, 28, 29
Royal Commission on Labor, views regarding.....	Moseley, 19
Workmen's compensation act of 1897, summarized.....	Moseley, 29
Imaginary injuries, claims for.....	Clark, 111
Law and decisions generally—	
In different States.....	Sargent, 75-85
Common-law doctrine.....	Moseley, 17, 28; Sargent, 74, 75
Limitation of amount, existing laws.....	Moseley, 29
Relief funds, exemption by virtue of.....	Moseley, 8, 31, 32; Johnson, 58; Cowen, 305-308; Wilson, 749, 755, 767; Ronemus, 770
<b>Engineers.</b> (See <i>Brotherhood of Locomotive Engineers, Labor, Wages.</i> )	

England:	Page.
Capitalization of railways .....	Fish, 330
Freight rates, conferences as to .....	Blanchard, 680, 681
Employers' liability laws .....	Moseley, 19, 28, 29
Freight rates, comparison with America .....	Moseley, 19;
• .....	Newcomb, 108; Blanchard, 630, 631, 663
Fixed by act of Parliament .....	Blanchard, 661, 662
Government ownership of railways, views regarding .....	Moseley, 18
Government ownership of telephone .....	Seligman, 612
Inheritance tax, division among localities .....	Seligman, 602
Pooling system .....	Newcomb, 98; Blanchard, 650, 680
Railway and Canal Commission, composition and powers .....	Blanchard, 660-664
Railway clearing house, referred to .....	Blanchard, 664, 680
Railways, protection of .....	Blanchard, 663
Royal Commission on Labor, recommendations and testimony .....	Moseley, 13-20
Sailors, apprenticeship .....	Furuseth, 686, 687, 692
Law as to desertion .....	Furuseth, 695
Wages .....	Furuseth, 688, 697
Asiatics, employment .....	Furuseth, 689
Navy, rid of crimps .....	Furuseth, 691
<b> Erie Canal:</b>	
Business decreasing .....	Keep, 721
Conditions restrict traffic .....	Carter, 578
Proposed improvements, discussed .....	Carter, 579; Keep, 722
Size of vessels for navigating .....	Carter, 579
Not injured by canal from Great Lakes to Mississippi .....	Carter, 581
Competition with railroads, impossible at present .....	Keep, 722
Effect of .....	Webster, 412; Kelley, 188; Dousman, 357
<b> Escanaba, Mich.</b>	
Iron ore shipments .....	Keep, 715.
<b> European countries:</b>	
Freight rates, comparison with American .....	Moseley, 19;
Newcomb, 108; Vanlandingham, 201, 204; Cowen, 318, Morton, 498;	
Ripley, 593; Seligman, 614; Blanchard, 630, 631, 663; Lewis, 733	
Government ownership of railroads .....	Seligman, 614; Lewis, 747, 748
Passenger traffic and rates .....	Morton, 490; Seligman, 614; Weyl, 758, 759
Pooling in .....	Seligman, 616; Blanchard, 640, 649-652
Railway facilities, comparative .....	Stone, 536, 538; Ripley, 593; Seligman, 616
<b> Expenses, railroad:</b>	
Under Government ownership, estimated .....	Lewis, 737-741
Percentage to earnings, table .....	Lewis, 729
Operating, 1896, classified .....	Lewis, 735
<b> Export rates (especially on grain; see also <i>Flour and grain rates</i>):</b>	
Discriminations in, discussed .....	Barry, 246;
Counselman, 383, 384; Snyderacker, 398-400	
Discriminations by allowing, on domestic shipments .....	Vanlandingham, 194
Existence of practice of making rates lower than domestic—	
Generally .....	Knapp, 142; Prouty, 146; Snyderacker, 398-400; Bacon, 423, 424
Statistics .....	Vanlandingham, 195
Gulf ports .....	Vanlandingham, 197
Mississippi River points .....	Bird, 477
Reduction of differences, recent .....	Bacon, 422
Profitableness to railroads, discussed .....	Callaway, 233, 234
Justification of lower, discussed—	
Defended as necessary for competition in foreign markets .....	Neall, 166;
Kelley, 188; Callaway, 232, 234; Spencer, 276, 281;	
Ingalls, 296; Fish, 336; Snyderacker, 397; Gallagher,	
543; Tucker, 563; Blanchard, 628, 629, 671, 672	
Justified only on manufactured goods .....	Morton, 490
Not necessary for competition .....	Prouty, 149;
Vanlandingham, 195; Bacon, 424, 425	
Foreign markets, effect in fixing prices, discussed .....	Barry, 247, 248
Do not benefit producers or farmers .....	Gallagher, 540, 541, 544
Variation, necessity of .....	Cowen, 316
Proportion of through rates to foreign ports .....	Blanchard, 629
Canadian carriers, competition justifies .....	Blanchard, 628

<b>Export rates, etc.—Continued.</b>	Page.
Justification of lower, discussed—Continued.	
Economy in handling cars.....	Fish, 337
Atlantic rates fix for Gulf ports.....	Fish, 329
Competition or railways, chief cause.....	Bird, 473, 474
Wheat, exportation confined to few large shippers.....	Barry, 245
Publicity and control by law advocated.....	Vanlandingham, 213; Sager, 450; Bird, 473
<b>Export trade:</b>	
Philadelphia, conditions regarding.....	Neall, 173, 174
Steel products, referred to.....	Neall, 170
<b>Express companies:</b>	
Earnings, relation to freight business.....	Ingalls, 301
Interstate Commerce Commission, supervision by, advocated.....	Prouty, 152
Wastefulness of methods.....	Lewis, 745
<b>Factory inspection:</b>	
Great Britain, Royal Commission on Labor, views regarding.....	Moseley, 19
<b>Farmers (see also <i>Agriculture, Elevators, Grain</i>):</b>	
Western, prosperous at present.....	Dickinson, 555
<b>Federal courts.</b> (See <i>Employers' liability, Injunctions.</i> )	
<b>Fellow-servants.</b> (See <i>Employers' liability.</i> )	
<b>Fines.</b> (See <i>Discipline, Discriminations.</i> )	
<b>Finns:</b>	
Sailors on American vessels.....	Furuseth, 689
<b>Firemen.</b> (See <i>Brotherhood of Locomotive Firemen, Hours, Labor, Wages.</i> )	
<b>Flour:</b>	
Adulteration, referred to.....	Barry, 240
By-products.....	Vanlandingham, 205; Barry, 251
Duties, discriminating, in foreign countries.....	Evans, 439
Export trade—	
Quality and value.....	Tucker, 564
Amount, 1899.....	Sager, 453
Importance.....	Barry, 241, 248
Confined to few large shippers.....	Barry, 245
Advantages to American labor.....	Sager, 450
European demand.....	Barry, 241, 248; Bacon, 425
Reduction by discriminating freight rates.....	Neall, 166; Vanlandingham, 196; Barry, 243, 246; Gallagher, 539
Freight rates—	
Decrease.....	Callaway, 233
Steadiness, impossible.....	Stickney, 462
Discriminations between individuals slight.....	Evans, 440
Mills. (See <i>Milling.</i> )	
Milling-in-transit rates.....	Barry, 243
Not applied to export grain.....	Bacon, 424
Extent of application and cases.....	Gallagher, 546; Bookwalter, 571
Patents, litigation concerning.....	Barry, 240
Shipments compared with wheat.....	Vanlandingham, 196
<b>Flour and grain, export freight rates:</b>	
Differences between, existence and instances.....	Knapp, 134, 142; Prouty, 146; Vanlandingham, 195; Barry, 249; Bacon, 422-424; Evans, 436; Sager, 446-449; Bird, 477; Gallagher, 539, 540
Recent reduction.....	Ingalls, 301; Bacon, 422-424; Evans, 436
Causes of difference—	
Competition of railways.....	Bird, 474
Interest of railways in elevators.....	Vanlandingham, 203, 205; Sager, 448, 449
Grain, large tonnage quickly obtainable.....	Vanlandingham, 203, 205; Gallagher, 543
Transfer facilities, interest of railways.....	Blanchard, 672, 673
Effects of difference—	
Foreign trade injured.....	Neall, 166; Vanlandingham, 196; Barry, 241, 243, 246; Evans, 435-437; Sager, 447; Gallagher, 539, 546
English mills benefited.....	Evans, 437; Sager, 448
Railways injured by.....	Sager, 449
Interstate Commerce Commission—	
Decision concerning and its effect.....	Prouty, 146; Vanlandingham, 196; Barry, 243-245

Flour and grain export freight rates—Continued.	Page.
Interstate Commerce Commission—Continued.	
Increase of power regarding export rates advocated ..	Vanlandingham, 213; Barry, 244; Sager, 450; Bird, 473
Justification of differences (see also <i>Export rates</i> )—	
Reasons discussed generally .....	Vanlandingham, 203, 205; Bird, 473; Gallagher, 540; Tucker, 563, 564
Defended .....	Callaway, 232; Snyderaker, 398-400; Blanchard, 671, 672
Condemned .....	Neall, 165; Vanlandingham, 196, 204, 213; Bacon, 424; Evans, 437; Sager, 450
Lake carriers, economy in handling grain .....	Blanchard, 672
Relative expense of handling .....	Barry, 244, 245, 248, 250
Formerly did not exist .....	Evans, 439; Gallagher, 539
Domestic rates show no differences .....	Vanlandingham, 197
Railway officials, attitude toward .....	Evans, 438
Ocean transportation—	
Expenses of flour compared with wheat .....	Barry, 251
Rates .....	Neall, 163, 165, 166; Barry, 244, 245, 249, 251; Bacon, 426
Foreign born:	
Sailors, proportion of .....	Neall, 176; Furuseth, 687, 689, 708
Trackmen, proportion of .....	Wilson, 46, 50
Foreign countries. (See <i>Australia, England, Europe, etc.</i> )	
France:	
Efficiency of civil service .....	Seligman, 613
Pooling in .....	Newcomb, 98; Blanchard, 651
Railway service, inferiority .....	Seligman, 616
Franchises:	
Three different kinds given to corporations .....	Seligman, 605, 606
Taxation .....	Seligman, 600, 605, 606
Freight bureaus:	
Work described .....	Kelley, 185, 187
Methods of influencing railways .....	Vanlandingham, 208
Railway companies, attitude toward .....	Kelley, 187
Freight rates (see also <i>Classification, Discriminations, Export rates, Interstate Commerce Commission, Pooling</i> ):	
Agreements as to, existence of .....	Bookwalter, 577
Advocated .....	Vanlandingham, 214; Ingalls, 286, 297; Cowen, 314; Hyland, 351; Bird, 479; Tucker, 557, 559; Blanchard, 664
Carloads, differences from part carloads .....	Spencer, 280
Excessive .....	Vanlandingham, 207, 210
Causes affecting and principles of fixing—	
Generally .....	Johnson, 60; Newcomb, 96, 101; Callaway, 223; Stickney, 462- 464; Tucker, 563, 564; Blanchard, 626, 627, 674
Competition affects all rates .....	Tucker, 559
Competition among producing regions and markets .....	Newcomb, 96, 101; Clements, 159; Callaway, 223, 235; Stickney, 462, 463; Morton, 499; Tucker, 559; Blanchard, 630
Competition of capital seeking investment .....	Callaway, 226; Stickney, 462, 463
Complexity of determination .....	Blanchard, 626, 627
Crop conditions .....	Emerson, 484; Morton, 499
Cost of material, changes in .....	Blanchard, 674
Cost of transportation, impossibility of basing on .....	Stickney, 461
Elasticity necessary in .....	Ripley, 596, 597
Price of commodities .....	Stickney, 462, 463
Water competition .....	Knapp, 134, 144; Clements, 155; Kelley, 187; Vanlandingham, 197, 203, 206, 207; Cal- laway, 225; Spencer, 276; Dousman, 357; Carter, 578; Keep, 718
Watering of stock .....	Johnson, 60; Newcomb, 101; Knapp, 144
Cutting of. (See <i>Rate cutting</i> .)	
Decrease—	
Stated generally .....	Newcomb, 101, 108; Callaway, 223, 224; Emerson, 485; Bookwalter, 574; Blanchard, 624, 634
New York Central .....	Callaway, 223
Influences tending toward .....	Callaway, 223
Due to competition .....	Stone, 533

Freight rates, etc.—Continued.	Page.
Dividends, comparison with.....	Blanchard, 631
Dressed beef and cattle.....	Callaway, 223, 224
England—	
Comparison with American .....	Blanchard, 631, 663
Fixed by act of Parliament, methods.....	Blanchard, 661, 662
Conferences fixing .....	Blanchard, 680, 681
Europe, comparison with American .....	Moseley, 19;
Newcomb, 108; Vanlandingham, 201, 204; Cowen, 318; Morton, 498;	
Ripley, 593; Seligman, 614; Blanchard, 630, 631, 663; Lewis, 733	
“Ex-lake,” Buffalo to New York, referred to .....	Keep, 722
Governmental fixing (see also <i>Interstate Commerce Commission</i> ) .....	Morton, 491;
Ripley, 596, 597; Stone, 537; Woffindin, 566	
Governmental regulation.....	Newcomb, 99;
Knapp, 139, 140; Stone, 536; Carter, 585; Ripley, 596	
Texas commission, methods of.....	Reagan, 345, 346
Grain. (See <i>Grain</i> .)	
Import, lower than domestic.....	Prouty, 146;
Kelley, 187, 188; Vanlandingham, 205, 213;	
Kindel, 260; Reagan, 340, 349; Morton, 490, 493	
Lake—	
Statistics, etc.....	Keep, 715, 716, 719
Compared with rail .....	Tucker, 558; Carter, 578, 581
Effect on rail rates.. Vanlandingham, 203, 206, 207; Dousman, 357; Keep, 716	
No successful combination in .....	Carter, 581, 582; Keep, 719, 723
Method of fixing .....	Snyderacker, 398
Coal and ore, variations in .....	Carter, 581
Lake and rail, lower than all rail.....	Carter, 579
Live stock, reasonable .....	Mallory, 588
Believed to be the same to all shippers .....	Mallory, 588, 589
Reduction.....	Callaway, 223, 224
Local, reasonableness discussed .....	Vanlandingham, 201, 202;
Callaway, 226; Cowen, 318	
Low, diminish discriminations.....	Callaway, 230; Woffindin, 565, 566
Not necessarily advantageous .....	Dousman, 361
Maximum, impossibility of establishing .....	Bacon, 421
Mileage, uniform .....	Dousman, 359; Morton, 498; Lewis, 724, 731-733
Minimum, necessity of regulating.....	Morton, 495, 496
Percentage rates, Chicago basis .....	Musselman, 556; Tucker, 561-563
Potatoes, adjustment at different seasons .....	Emerson, 484
Publicity, desirability of .... Johnson, 62; Newcomb, 100; Vanlandingham, 213	
Stability, desirability of .....	Newcomb, 107; Bird, 474; Dickinson, 549
Strong roads desire .....	Woffindin, 566
Statistics, more detail desirable.....	Newcomb, 104
Tariffs—	
Notice of changes.....	Vanlandingham, 214
Deprecated .....	Stickney, 460
Filing with Interstate Commerce Commission, advantages.....	Bird, 477;
Morton, 594	
Publicity, desirability of. Johnson, 62; Newcomb, 100; Vanlandingham, 213	
Publication, advantages of .....	Knapp, 137, 138; Blanchard, 671
Uselessness .....	Stickney, 458, 459; Morton, 491-493
Denied .....	Blanchard, 674
Texas, methods in .....	Reagan, 342
Filed with Chicago East-bound Freight Committee.....	Woffindin, 565
Railways should be required to furnish to shippers... Vanlandingham, 213	
Through, adjustment of.....	Newcomb, 99; Prouty, 150; Blanchard, 627, 632
Uniform mileage rates—	
Advocated .....	Dousman, 357-359
Difficulty of establishing.....	Morton, 498, 499
Through Government ownership .....	Lewis, 724, 731-733
Uniform, without variation for distance .....	Seligman, 616
Unreasonableness, discussed (see also above, <i>Causes affecting, Foreign coun-</i> <i>tries</i> )—	
Few complaints .....	Spencer, 278, 279; Cowen, 315; Blanchard, 627, 630
Extortionate, impossible .....	Ripley, 595
Meeting water competition shows reasonableness .....	Blanchard, 630

	Page.
<b>Freight rates, etc.—Continued.</b>	
Unreasonableness, discussed, etc.—Continued.	
Judged only by comparison.....	Newcomb, 99; Clements, 153, 161
Effect of, importance.....	Newcomb, 101
Live stock, reasonable.....	Mallory, 588
Local rates, discussed. Vanlandingham, 201, 202; Callaway, 226; Cowen, 318	
Mill supplies, reasonable.....	Gallagher, 543
Should be settled by courts.....	Tucker, 558
Water routes, rates, and effect of competition.....	Knapp, 134, 144; Clements; 155; Vanlandingham, 203, 206, 207; Callaway, 225; Spencer, 276
Western manufacturers not favored.....	Dickinson, 550
<b>Freight traffic:</b>	
Transportation of, chief purpose of railways.....	Newcomb, 95
Fast-freight lines, nature and relations to railways.....	Newcomb, 98; Prouty, 151, 152
Grain and provisions, importance of.....	Callaway, 232
Receipts from.....	Lewis, 728, 732
Under Government ownership, estimated.....	Lewis, 737-741
Volume.....	Lewis, 728, 732
Uniformity of.....	Lewis, 738
Through transportation, increase and importance.....	Newcomb, 99
<b>Fremont, Nebr.:</b>	
Discriminations in favor of.....	Fuller, 441, 442
<b>Frogs of switches:</b>	
Blocking.....	Moseley, 38; Clark, 115
<b>Fruit:</b>	
Discriminations in transportation.....	Kennard, 363
<b>Galveston. (See <i>Gulf ports.</i>)</b>	
<b>Garfield, James A.:</b>	
On Government ownership of railroads.....	Lewis, 725
<b>General Managers' Association, Chicago:</b>	
Membership.....	Strong, 504
Proposed blacklisting agreements.....	Strong, 504, 509
Action on terminal charge on live stock at Chicago.....	Mallory, 587
<b>General property tax:</b>	
Character and working.....	Seligman, 599, 602, 603, 607
<b>Germany:</b>	
Government ownership of railroads....	Spencer, 279; Seligman, 614; Lewis, 747
Management less satisfactory.....	Spencer, 279
Difficulty of double taxation in.....	Seligman, 600
Pooling in.....	Blanchard, 651
<b>Gladstone, Mich.:</b>	
Iron-ore shipments.....	Keep, 715
<b>Government ownership:</b>	
Three criteria for determining desirability.....	Seligman, 610
Competition between Government and private enterprise undesirable	Seligman, 612, 613
Low salaries would cause loss of highest talent.....	Seligman, 613
Extravagance.....	Newcomb, 102; Morton, 497
Postal service approved by practically all.....	Seligman, 610
A historical accident.....	Seligman, 612
Telegraphs and telephones, advocated.....	Seligman, 610-612
<b>Government ownership of railroads:</b>	
Discussed—	
Generally.....	Newcomb, 102
Favored.....	Greeley, 379; Lewis, 724-757
Desirable for Prussia, not for United States.....	Seligman, 614
Experiences of States and cities, unsuccessful.....	Spencer, 283
Deprecated.....	Wilson, 51; Knapp, 145; Callaway, 239; Ingalls, 287; Reagan, 347; Fish, 338; Ripley, 598; Seligman, 606, 610-614
Advantages—	
Generally.....	Lewis, 724
Eight-hour day.....	Lewis, 739, 740
Blacklisting checked by.....	Strong, 513
Stability of securities.....	Lewis, 726, 727



Government ownership of railroads—Continued.	Page.
Discussed—Continued.	
Saving in interest charge .....	Lewis, 739
Safety appliances, increased use of .....	Lewis, 743
Contest of labor and capital ended .....	Strong, 523
Discriminations, checking of .....	Greeley, 379; Seligman, 615; Lewis, 724, 732
Reduction of .....	Reagan, 347
Still possible .....	Dickinson, 553
Between places probably increased .....	Knapp, 145
Unified management .....	Newcomb, 102; Ripley, 598; Lewis, 740, 741
Budget thrown out of gear .....	Seligman, 610
Civil-service reform must accompany .....	Lewis, 746
Competition between public and private railways, disastrous .....	Seligman, 613
Constitutionality .....	Lewis, 741
Construction, provisions for new .....	Lewis, 742
Cost of transportation increased .....	Reagan, 347
Efficiency of management, decreased .....	Ingalls, 299;
Spencer, 279; Cowen, 319; Morton, 492, 498; Seligman, 613	
Increased .....	Lewis, 746, 747
Foreign countries, experience in .....	Lewis, 747, 748
Australia and Belgium extending government systems .....	Seligman, 613
Europe, extent of .....	Moseley, 19
Germany, management less satisfactory .....	Spencer, 279
Good results .....	Seligman, 614; Lewis, 747
Great Britain, views of workmen regarding .....	Moseley, 18
Political effects, evil .....	Reagan, 347; Ripley, 598
Good .....	Lewis, 749-751
Administrative difficulties .....	Newcomb, 102
Public opinion—	
Desire for, small .....	Bacon, 430
Increasing desire for, causes .....	Gallagher, 545; Dickinson, 553; Lewis, 725
Purchase of roads—	
Bond issue .....	Lewis, 731
Method of fixing value .....	Lewis, 727-730
Existing owners should be protected .....	Lewis, 726
Rates under—	
Uniform secured .....	Lewis, 724, 731-733
Reduced .....	Greeley, 380
Influences affecting .....	Blanchard, 639
Adjustment between different sections .....	Spencer, 279
Methods of fixing .....	Stickney, 464
Skill needed in fixing .....	Morton, 499
Agreement with private lines necessary .....	Blanchard, 639
Discriminations against trusts possible .....	Lewis, 724
Undue rigidity .....	Spencer, 284
Receipts and expenditures, estimated .....	Lewis, 737-741
Salaries, loss of .....	Seligman, 613
State taxation, abolition under .....	Seligman, 606; Lewis, 738
<b>Government regulation of railways</b> (see also <i>Interstate Commerce Commission, Laws, State railroad commissions</i> ):	
Public character of railways justifies .....	Knapp, 139, 140, 145; Clements, 159;
Callaway, 237; Spencer, 278; Ingalls, 286;	
Fish, 320; Blanchard, 665; Strong, 522	
Early history and development .....	Ingalls, 285, 286
Impracticability without ownership .....	Lewis, 754
Desirable for railroads as well as for public .....	Dickinson, 552; Seligman, 616
Amount in England, Germany, and United States .....	Seligman, 614
Three proper courses toward railroads suggested .....	Ripley, 594
Rates—	
Not attempted except in railroad business .....	Ripley, 594
Less desirable than by competition .....	Stone, 537
Discussed .....	Newcomb, 99; Knapp, 139, 140; Reagan, 345
Fixing of, not practicable .....	Carter, 585; Ripley, 596, 597
Reduction of, may ultimately help railroads .....	Stone, 536
Interests to be considered .....	Ingalls, 285
Investors, consideration of rights .....	Ingalls, 285; Blanchard, 642
Employees, interests to be considered .....	Ingalls, 285, 296;
Blanchard, 642; Ronemus, 771	

	Page.
<b>Grain</b> (see also <i>Elevators, Export rates, Flour</i> ):	
California, export trade .....	Barry, 248
Canadian routes, growth of traffic .....	Webster, 412
Chicago, rates, traffic, prices, etc .....	Webster, 403-406, 412; Vanlandingham, 194, 198; Gallagher, 541; Bookwalter, 577
Exportation, conditions of .....	Bartlett, 395
Farmers, possibility of direct shipment by .....	Counselman, 387; Burke, 465; Hulbert, 487
<b>Freight rates—</b>	
Decrease of .....	Newcomb, 101, 108; Bookwalter, 574
Water and rail compared .....	Carter, 578
Importance of small differences .....	Bookwalter, 572
Erie Canal, effect .....	Dousman, 357; Webster, 412
Lake transportation, statistics .....	Keep, 715, 716
Effect on rail .....	Vanlandingham, 197; Dousman, 357; Webster, 412, 413; Keep, 718
Proportional, manipulation of .....	Counselman, 392; Bacon, 430, 431
Special, do not benefit farmers .....	Gallagher, 544
Through seaboard rates and their effect .....	Dousman, 354; Counselman, 383, 392; Webster, 415, 416
Foreign markets, competition in (see also <i>Export rates</i> ) .....	Newcomb, 99
<b>Grading and inspection—</b>	
Chicago, injustice in .....	Evans, 440, 441
Difficulty of .....	Clark, 432
Official grades disregarded by many buyers .....	Clark, 432
Millers do not accept official grades .....	Sager, 452, 453
Public and private, relative merits .....	Clark, 433
National, discussed .....	Clark, 431-434; Evans, 441
Methods in different cities .....	Dousman, 354; Clark, 433
Uniformity in methods, tendency toward .....	Clark, 433, 434
Inspectors, character of .....	Dousman, 356
Gulf ports, conditions of railway and ocean traffic .....	Vanlandingham, 197; Bartlett, 395
Lake transportation .....	Callaway, 225; Dousman, 357; Webster, 412, 413; Carter, 578; Keep, 711-716
Low grade, method of handling .....	Bookwalter, 572
<b>Markets—</b>	
Competition of different .....	Counselman, 387; Bartlett, 393; Webster, 404-406, 416; Burke, 466, 467; Hulbert, 486
Leading, amount handled by .....	Webster, 405
Relative importance of .....	Bookwalter, 577
Shipments to Kansas City .....	Bookwalter, 572, 574
<b>Ocean transportation—</b>	
Relative rates for different classes .....	Neall, 164, 165
Difference between wheat and flour, proper estimated .....	Neall, 165, 166
Prices high at present .....	Dickinson, 555
Reasons for difference between localities .....	Counselman, 392
Chicago market, influence on .....	Gallagher, 541; Bookwalter, 577
Foreign markets, effect on .....	Barry, 247, 248
Shovelers' strike, Buffalo, 1899 .....	Keep, 711
Wages, method of payment .....	Keep, 712
Speculation, impossibility of prohibiting .....	Greeley, 378
Evil practices connected with .....	Greeley, 377
Elevators, influence upon .....	Greeley, 371, 372, 374, 376; Webster, 411, 412
Terminal facilities, free to railroad favorites .....	Carter, 583
<b>Grainers' National Association:</b>	
Character of .....	Clark, 434
<b>Grand Rapids:</b>	
Eastern freight rates .....	Musselman, 556
<b>Great Britain.</b> (See <i>England</i> .)	
<b>Gulf ports:</b>	
Advantage as outlet for Mississippi Valley .....	Fish, 323-328
Competition between different .....	Fish, 330
Railway and ocean traffic, conditions of .....	Vanlandingham, 197
Rail rates, influence of traffic on .....	Knapp, 133; Callaway, 225; Kindel, 257; Spencer, 276
Grain, competition for traffic .....	Bartlett, 395
Export rates, Atlantic rates fix .....	Fish, 329

	Page.
<b>Heating of cars:</b>	
Steam heat, advantage doubtful.....	Callaway, 220
<b>Hennepin Canal:</b>	
Of small value by itself .....	Carter, 581
<b>Hogs:</b>	
Prices and influences affecting .....	Mallory, 589, 590
Pork, substitution for beef.....	Mallory, 591
<b>Holland:</b>	
Ships more fully manned than others.....	Furuseth, 688
<b>Hospital associations:</b>	
Description and advantages .....	Sargent, 65, 92
Union Pacific Railway, abuse of.....	Sargent, 92
<b>Hospitals, railway:</b>	
Chesapeake and Ohio, system described .....	Ingalls, 289
New York Central, arrangements with private hospitals.....	Callaway, 218
<b>Hours of labor:</b>	
Existing, duration—	
Average for different classes.....	Sargent, 66
Day's labor calculated according to distance run.....	Sargent, 64, 86, 88;
Arthur, 117; Callaway, 217; Spencer, 264	
Necessarily long in certain cases.....	Sargent, 86
Employees prefer long, to more men.....	Sargent, 87
Long, cause accidents.....	Lewis, 743
Conductors .....	Clark, 110
Firemen, reduction.....	Sargent, 88
Switchmen, Chicago.....	O'Rourke, 530
Telegraphers and yardmen, excessive.....	Sargent, 66
Trackmen, excessive .....	Wilson, 50
Baltimore and Ohio Railroad .....	Cowen, 303
Chesapeake and Ohio .....	Ingalls, 287, 288
Illinois Central.....	Fish, 333
New York Central.....	Callaway, 218
Southern Railway.....	Spencer, 265
Regulation by law—	
Advocated in certain cases.....	Moseley, 17, 19; Brotherhood officers, 761
Federal legislation advocated.....	Arnold, 763
Deprecated .....	Walker, 772
Eight-hour day, advocated, except for trainmen .....	Sargent, 88;
Wilson, 766; Ronemus, 769; Murphy, 779	
Difficulty of applying to trainmen .....	Sargent, 88
Secured under Government ownership .....	Lewis, 724
Cost of introducing .....	Lewis, 739, 740
Switchmen, Chicago, feeling as to .....	O'Rourke, 530
Trainmen, legislation regulating, deprecated .....	Brotherhood officers, 761
Twelve-hour limit advocated .....	Murphy, 779
Rest between labor, provision for.....	Sargent, 86
Great Britain, views of workingmen .....	Moseley, 17
<b>Hungary:</b>	
Passenger fares, zone system.....	Seligman, 614; Lewis, 739
<b>Illinois:</b>	
Board of railroad commissioners, action on terminal charges.....	Mallory, 587
Coal mines not controlled by railroads .....	Dickinson, 553
Freight rates, regulation .....	Bacon, 421
Freight classification .....	Vanlandingham, 203; Ripley, 569; Bird, 477
Statute against blacklisting .....	Strong, 515
<b>Illinois and Michigan Canal:</b>	
Still operated by the State of Illinois.....	Carter, 581
<b>Illinois Central Railroad:</b>	
Capitalization and value of property.....	Fish, 326, 331, 332
Dividends paid regularly .....	Fish, 332
Labor, conditions on .....	Fish, 325, 328, 333
Local business, large proportion of .....	Fish, 337
Special taxes on gross receipts excessive .....	Fish, 332
Stock, purchase by employees .....	Sargent, 92; Ingalls, 290; Fish, 325
Distribution among owners .....	Fish, 325-327
Tonnage and proportion of export business.....	Fish, 323
Wages not reduced during hard times .....	Fish, 324, 325

	Page.
<b>Illinois River:</b>	
Should be deepened by United States Government .....	Carter, 580, 581
<b>Immigration:</b>	
Educational and property test advocated .....	Arthur, 124
Indirect influence on skilled labor .....	Clark, 113, 114
Naturalization, increased length of residence advocated.....	Clark, 114
Restriction not applied to sailors.....	Furuseth, 709
Restriction desired by railway employees.....	Clark, 113, 114
Suffrage, educational test advocated.....	Arthur, 124
<b>Import freight rates:</b>	
Lower than on domestic traffic, instances .....	Prouty, 146; Kelley, 188; Vanlandingham, 205; Kindel, 260; Reagan, 340, 349; Morton, 493
Evils .....	Morton, 490
Interstate Commerce Commission, power over .....	Reagan, 340, 349
Publicity and control by law advocated.....	Vanlandingham, 213
<b>Impressment of seamen:</b>	
Feared under proposed subsidy law .....	Furuseth, 700
<b>Improvements on railways:</b>	
Methods of paying for .....	Callaway, 228
<b>Income tax:</b>	
Practicability in United States doubtful .....	Seligman, 613
<b>Incorporation of railways:</b>	
National laws deprecated .....	Blanchard, 679
<b>Individuals:</b>	
Can not compete with legal and financial power of railroads .....	Mallory, 588
<b>Individual initiative:</b>	
Value of, largely in giving lower prices through improved methods	Seligman, 611
<b>Industry:</b>	
Importance of railways in developing.....	Ingalls, 287
<b>Injunctions:</b>	
Interstate Commerce Commission, restraint of, deprecated .....	Reagan, 344
Enforcement of interstate-commerce act by.....	Clements, 160
<b>Injunctions in strikes:</b>	
Antitrust act, injunctions under.....	Moseley, 10, 11
Answer, opportunity for, advocated .....	Ronemus, 769
Blacklisting not restrained .....	Moseley, 10
Blanket, threatened against strikers.....	Strong, 506
Boycotts, cases where restrained .....	Moseley, 9, 11
Court has no right to discuss justice.....	Moseley, 12
Brotherhoods, officers restrained from consulting with strikers... ..	Moseley, 9, 12; Sargent, 73, 89; Arthur, 119, 120
Cars from other roads, refusal to handle, restrained.....	Sargent, 72; Arthur, 119, 120
Compulsory performance of service, instances .....	Moseley, 8, 9, 12; Sargent, 65, 71-74; Arthur, 119, 120
Deprecated .....	Moseley, 13; Sargent, 72, 73, 89
Contempt of court, direct and indirect distinguished... ..	Brotherhood officers, 761
Appeal from decision, advocated .....	Brotherhood officers, 761; Arnold, 764
Imprisonment, right of, restriction advocated.....	Arnold, 764
Regulation of procedure, advocated... ..	Brotherhood officers, 761; Arnold, 764
Judges, injustice of .....	Brotherhood officers, 762
Laws of evidence disregarded in trials.....	Murphy, 779
Jury, right of trial by, infringed.....	Murphy, 779
Right to trial by, advocated.....	Wilson, 766
Damages, injunction refused where not irreparable .....	Moseley, 10
Federal courts, undue extension of use by .....	Moseley, 12
Injury to employers' business restrained, cases .....	Moseley, 9-11
Injustice done by .....	Sargent, 66; Ronemus, 769
Intimidation of employees restrained, cases.....	Moseley, 9-11
Interstate commerce, interference with, restrained, cases.....	Moseley, 10, 11; Sargent, 73
Northern Pacific Railroad strike .....	Moseley, 9, 12; Sargent, 73, 89; Arthur, 119, 120
Mails, interference with, restrained .....	Sargent, 73; Johnson, 63
Receivers, interference with operation by, restrained.....	Moseley, 11, 12; Sargent, 71-74

	Page.
<b>Injunctions in strikes—Continued.</b>	
Restriction of right, discussed .....	Brotherhood officers, 762
Advocated .....	Johnson, 63; Murphy, 779
Deprecated .....	Walker, 772
Strikes caused by unjust issue .....	Sargent, 89
Court has no right to discuss justice .....	Moseley, 12
Telegraph operators, injunctions against .....	Moseley, 11
Toledo, Ann Arbor and North Michigan Railway case .....	Moseley, 8, 12; Sargent, 72; Arthur, 119, 120
Union Pacific Railway case .....	Sargent, 74
<b>Injuries.</b> (See <i>Accidents, Employers' liability.</i> )	
<b>Inspection of accounts.</b> (See <i>Accounts.</i> )	
<b>Inspection of grain.</b> (See <i>Grain.</i> )	
<b>Insurance, accident</b> (see also <i>Labor organizations, Relief departments</i> ):	
Governmental, under Government ownership .....	Lewis, 740, 744, 745
Relief associations of railway employees .....	Johnson, 59, 60
New York Central, patronage by employees .....	Callaway, 218
Statistics .....	Lewis, 744, 745
<b>Interest:</b>	
Railroad securities, rate and amount .....	Lewis, 729
Saving by Government ownership .....	Lewis, 739
<b>Interstate commerce:</b>	
Definition, difficulty of .....	Morton, 501, 502
Injunction against interference with .....	Sargent, 73
Tax, proper means of regulating .....	Seligman, 605
<b>Interstate-commerce act</b> (see also <i>Discriminations</i> ):	
History of movement for enactment .....	Bacon, 417
Accounts, requirement of uniformity, advantage in .....	Blanchard, 679
Amendments proposed, general ..	Vanlandingham, 212-214; Blanchard, 664, 665
Railways prevent .....	Prouty, 151
Cullom bill, Fifty-fifth Congress, advocated .....	Kindel, 261
Attitude of shippers toward .....	Barry, 247
Beneficial effect .....	Sargent, 94; Spencer, 282; Cowen, 315; Counselman, 391; Morton, 493, 494
Character and effects discussed .....	Blanchard, 657
Ineffectiveness .....	Kindel, 252
<b>Enforcement of law</b> (see also <i>Discriminations</i> )—	
Injunctions to prevent illegal practices .....	Clements, 160
Railways, cooperation in enforcement necessary .....	Blanchard, 657, 658
Injunctions issued against strikers under .....	Moseley, 10, 11
<b>Interstate Commerce Commission</b> (see also <i>Governmental regulation</i> ):	
Accidents, detailed report to, advocated .....	Sargent, 93; Clark, 114; Brotherhood officers, 763
Deprecated .....	Stickney, 456
Classification, framing by, discussed .....	Dousman, 360 Ripley, 569; Blanchard, 633
Colorado, complaints and decisions concerning rates .....	Kindel, 252, 253
Complaints, publication of bulletin concerning, advocated .....	Blanchard, 664
Futility of making .....	Vanlandingham, 212; Musselman, 556, 557
Conferences with railways, advocated .....	Blanchard, 664, 665, 679
Courts, attitude toward .....	Newcomb, 103, 104; Kelley, 192
English Railway and Canal Commission, comparison with ..	Blanchard, 659-664
Export rates, power to control, advocated .....	Vanlandingham, 213; Barry, 244; Sager, 450; Bird, 473
Injunctions restraining enforcement of rates, deprecated ..	Reagan, 344
Labor, statistics regarding, should be prepared by .....	Sargent, 94
Disputes concerning, interference deprecated .....	Sargent, 94
<b>Membership—</b>	
Character of .....	Blanchard, 660, 661
Court, constitution as, discussed .....	Spencer, 283; Blanchard, 660
Increase to seven, advocated .....	Blanchard, 664
Railways should be represented .....	Blanchard, 678
<b>Orders and decisions—</b>	
Obedience of railways to .....	Callaway, 236; Mallory, 587; Blanchard, 665
Prompt decision, requirement advocated .....	Vanlandingham, 214
Appeals to courts from .....	Kelley, 192
Delay and expense .....	Clements, 156

Interstate Commerce Commission, etc.—Continued.	Page.
Orders and decisions—Continued.	
Appeals to courts from—Continued.	
Courts should pass only on law .....	Bacon, 420
New testimony on appeal, deprecated .....	Bird, 480
Finality, substantial, advocated .....	Newcomb, 103, 104
Public opinion sufficient to enforce decisions .....	Callaway, 236
Enforcement until reversed by courts, advocated .....	Clements, 155-157; Kelley, 192; Vanlandingham, 212; Cowen, 314; Dousman, 360; Bacon, 418, 422; Evans, 439; Musselman, 557; Carter, 585; Mallory, 587
Deprecated .....	Spencer, 282, 283; Tucker, 560; Blanchard, 661
Discussed .....	Newcomb, 103, 104; Bird, 472
Pooling, control over. (See <i>Pooling</i> .)	
Powers generally—	
Present weakness .....	Bacon, 419
Appeals seldom made to .....	Vanlandingham, 212
Increase, advocated .....	Sargent, 94; Kelley, 190-193; Vanlandingham, 212, 213; Barry, 246, 247, 250; Reagan, 339; Bacon, 426, 427; Evans, 439; Sager, 450; Bird, 480; Dickinson, 549, 552; Woffindin, 567; Baker, 592
Discussed .....	Callaway, 236-239
Deprecated .....	Stickney, 463; Blanchard, 659
Administrative and judicial, evils of mixing .....	Blanchard, 660
Legislative, undesirability of granting .....	Blanchard, 662, 663
Prejudiced attitude in certain cases .....	Blanchard, 665
State laws, power to punish violation .....	Arthur, 126
Statistical and investigating, increase advocated .....	Newcomb, 104
Rates—	
Power regarding, discussed generally .....	Callaway, 236, 239; Spencer, 282, 283; Ingalls, 300; Cowen, 314, 315; Ripley, 595; Blanchard, 662-665
Power to fix—	
Increase advocated .....	Clements, 158, 161; Reagan, 339, 340; Dousman, 359, 360; Kennard, 367; Stone, 537; Dickinson, 549; Carter, 585; Wilson, 767; Ronemus, 771
Would probably fix reasonable rates .....	Woffindin, 566, 567; Ripley, 595, 597
Final, deprecated .....	Callaway, 236; Blanchard, 662-665
Can not take account of all reasons for rates .....	Tucker, 560; Carter, 585
Existing law did not intend .....	Blanchard, 659
Impossibility of fixing .....	Spencer, 276; Bird, 472, 479; Ripley, 596; Blanchard, 675
Power to veto, advocated .....	Kelley, 192
Power to reduce, advantage of .....	Reagan, 345, 349
Considerations necessary in fixing .....	Reagan, 346
Unremunerative, unconstitutional .....	Bacon, 421
Results, beneficial, already accomplished .....	Sargent, 94; Spencer, 282; Cowen, 315; Counselman, 391; Morton, 493, 494
Educational influence .....	Stickney, 463; Blanchard, 658, 679
Control of railroad by, impossible .....	Greeley, 379
Through rates, power to establish, advocated .....	Prouy, 150
Unnecessary .....	Blanchard, 627, 632
Tariffs, filing with, effects .....	Bird, 477; Morton, 494
Water transportation, control of advocated .....	Johnson, 63
Intimidation of employees:	
Injunctions against, cases .....	Moseley, 9-11
Intoxicating liquors:	
Decrease of use among railway employees .....	Sargent, 69
Brotherhoods, attitude toward .....	Arthur, 116, 117; Ingalls, 292
Regulations concerning—	
New York Central .....	Callaway, 221
Southern Railway .....	Spencer, 265
Illinois Central .....	Fish, 333
Chesapeake and Ohio .....	Ingalls, 292
Investors, railroad:	
Importance of interests and need of protection .....	Ingalls, 285; Blanchard, 642; Lewis, 726, 731
Precariousness of investments .....	Lewis, 726, 730

	Page.
<b>Iowa Development Company:</b>	
Referred to .....	Counselman, 390
<b>Iron mills:</b>	
Western, built up by railroad favors .....	Dickinson, 551
<b>Iron ore:</b>	
Lake transportation, volume and method of shipment .....	Keep, 715-717
Rates .....	Keep, 715
Carnegie, transportation .....	Keep, 714
<b>Japanese:</b>	
Sailors .....	Furuseth, 689
<b>Joint Traffic Association:</b>	
Organization and methods .....	Blanchard, 678
Division of traffic under .....	Newcomb, 97
Railways and tonnage included .....	Blanchard, 681
Outside railroads permitted to appear before .....	Blanchard, 681
<b>Kansas City:</b>	
Elevators, capacity and ownership .....	Bookwalter, 574
Freight rates, low by way of Gulf .....	Knapp, 133; Vanlandingham, 193
Grain, poor quality of receipts; reasons .....	Bookwalter, 572
Charges for stopping at .....	Bookwalter, 570-573
High market for .....	Bookwalter, 572
Receipts at .....	Bookwalter, 572, 574
Growth, 1877-1887 .....	Ripley, 593
Live-stock business .....	Mallory, 588
<b>Labor department:</b>	
Great Britain, views of Royal Commission regarding .....	Moseley, 20
<b>Labor on railways</b> (see also <i>Discharge; Hours; Injunctions; Sailors; Strikes;</i>	
<i>Wages</i> ):	
Accidents. (See <i>Accidents</i> .)	
Blacklisting. (See <i>Blacklisting</i> .)	
Brotherhoods. (See <i>Labor organizations</i> .)	
Carmen. (See <i>Carmen</i> .)	
Colored .....	Sargent, 65; Arthur, 118; Spencer, 266, 267
Conditions generally—	
Big Four Railroad .....	Ingalls, 287, 288
Chicago Great Western Railway .....	Stickney, 455
Chesapeake and Ohio .....	Ingalls, 287, 288
Europe .....	Johnson, 56, 58
Illinois Central .....	Fish, 325, 328, 333
New York Central .....	Callaway, 217-221
Southern Railway .....	Spencer, 264-268
Consolidation of railways, beneficial effects .....	Sargent, 70
Employers, favors from, generally .....	Dickinson, 553, 554
Employment—	
Amount of, increase; reasons .....	Sargent, 86
Decrease, 1893-1897 .....	Fish, 322
Number of employees, by classes .....	Lewis, 734
Chesapeake and Ohio .....	Ingalls, 287, 288
Mississippi Valley, special reduction in 1893-1897 .....	Fish, 322, 323
Employees prefer overtime to more men .....	Sargent, 87; O'Rourke, 530
Conditions of entering (see also <i>Organizations, Relief departments</i> )—	
Physical examination .....	Clark, 111
Advocated .....	Wilson, 765; Ronemus, 769
Injustice in certain cases .....	Arthur, 119
Age limit .....	Clark, 110, 111; Arthur, 119
Experience, age of .....	Clark, 112
Chesapeake and Ohio .....	Ingalls, 287, 288
New York Central .....	Callaway, 217
Irregularity of, trackmen .....	Wilson, 46
Responsibility of employees, for aged .....	Clark, 111
Legislation regarding, deprecated .....	Walker, 771
Interest, coincident with the interest of railroads .....	O'Rourke, 525
Protection of interests in legislation as to rates, etc .....	Ingalls, 285, 296;
Blanchard, 642; Ronemus, 771	
Rate cutting, injurious effects on .....	Sargent, 69;
Callaway, 223; Bird, 467; O'Rourke, 526	
<b>Trackmen.</b> (See <i>Trackmen</i> .)	

Labor organizations and brotherhoods (see also names of separate orders and brotherhoods, <i>Seamen's Union</i> , etc.):	Page.
Aged employees, home for .....	Sargent, 92
Blacklisting of members, instances .....	Arthur, 123, 124; Strong, 527
Afraid to oppose .....	Strong, 525
Subscriptions to suits against .....	Strong, 525
Benefit funds and insurance—	
Description and working .....	Wilson, 48, 49; Sargent, 91; Arthur, 117; O'Rourke, 526, 527
Insurance department, incorporation .....	Arthur, 126
Increased privileges regarding, advocated .....	Arnold, 764
Traveling benefits, Seamen's Union .....	Furuseeth, 686
Control of members by means of .....	Moseley, 15
Cost of insurance .....	Johnson, 57; Sargent, 67, 91; Arthur, 121
Not increasing .....	Johnson, 58
Character and purposes—	
Generally .....	Sargent, 68
Shut out agitators .....	O'Rourke, 528
Collective bargaining and its advantages .....	Moseley, 15
Individual laborer powerless without .....	Strong, 514
Protective features only recently introduced .....	Arthur, 122
Existence justifiable .....	Walker, 774
Trust character of certain railway organizations .....	Fish, 324, 327
Evils of certain temporary organizations .....	Fish, 327
Effects—	
Beneficial .....	Wilson, 50-54; Clark, 113; Callaway, 222; Morton, 501
On character, beneficial .....	Moseley, 15; Arthur, 116, 117; O'Rourke, 528
Interests of employees best secured .....	Sargent, 94
Incompetent men driven from service .....	Arthur, 123
Conditions of employment improved .....	Wilson, 51
Increased reasonableness .....	Callaway, 222
Strong unions benefit at expense of other employees .....	Wilson, 52
Employers, attitude toward organizations—	
Generally favorable .....	Wilson, 52; Arthur, 117, 123; Callaway, 221, 222; Murphy, 777
Illinois Central, recognition .....	Fish, 328, 333
Southern Railway, recognition .....	Spencer, 266, 268
Satisfactory relations generally .....	Sargent, 87, 91; Ingalls, 291; O'Rourke, 530
Organizations destroyed by blacklisting leaders .....	Strong, 516, 524
Antipathy to heads of organizations .....	Strong, 516
Discriminations against members—	
Existence .....	Sargent, 90, 91; Arthur, 123, 124; Murphy, 777
Denied .....	Walker, 772
Agreement not to employ is not harmful .....	Moseley, 14
United States arbitration act of 1898 regarding .....	Moseley, 8
Legislation prohibiting, advocated .....	Arnold, 763
Penalties, severer, advocated .....	Brotherhood officers, 760; Wilson, 765; Ronemus, 768; Murphy, 777
Relief funds, influence in preventing membership .....	Johnson, 57, 58
Street-car companies, refusal to allow employees to form .....	Strong, 514
Lake Carriers' Association recognizes .....	Keep, 710
Coercive measures of brotherhoods deprecated .....	Arthur, 122, 123
Federation of brotherhoods .....	Arthur, 122
Immigration, restriction favored by .....	Clark, 114
Incorporation, discussed .....	Clark, 116
Deprecated as increasing responsibility of members .....	Arthur, 126
Laws, influence in obtaining .....	Arthur, 128
Number of members and strength .....	Strong, 520
Number and proportion of employees belonging to .....	Wilson, 48-50; Sargent, 68, 92; Arthur, 118
More members in active service than ever before .....	O'Rourke, 527
Nonunion men, no interference with .....	Sargent, 68; Arthur, 118
Refusal to work with not harmful .....	Moseley, 14
Coercive measures of unions deprecated .....	Arthur, 122, 123
Relations between brotherhoods .....	Arthur, 122
Telegraph operators, disadvantage of organization .....	Ingalls, 291
Strikes, influence in checking .....	Arthur, 128
Influence in preventing violence .....	Sargent, 89



	Page.
<b>Labor organizations and brotherhoods, etc.—Continued.</b>	
Strikes, influence in checking—Continued.	
Officers enjoined from consulting with strikers.....	Moseley, 9, 12; Arthur, 119, 120
Agitators excluded, switchmen .....	O' Rourke, 529, 531
Wages, influence on.....	Johnson, 60; Clark, 113
<b>Lake Carriers' Association:</b>	
History and purposes .....	Carter, 582; Keep, 709, 723
Owns no vessels.....	Keep, 723
Vessels, number and tonnage, owned by members .....	Keep, 713
Proportion of lake freight controlled.....	Keep, 713
Freight rates, does not fix.....	Keep, 716, 719, 723
Opposed Welland Canal discriminations.....	Keep, 723
Light-houses, maintenance.....	Keep, 723
Life-saving stations, interest in .....	Keep, 710
Wages card .....	Keep, 710, 711, 719
Recognizes labor unions .....	Keep, 710
Little controversy with employees.....	Keep, 710
Grain shovelers' strike.....	Keep, 711-713
<b>Lake Huron:</b>	
Effect of Chicago drainage canal .....	Keep, 717
<b>Lake Michigan:</b>	
Effect of Chicago drainage canal.....	Keep, 717
Iron ore ports.....	Keep, 715
<b>Lake Ontario:</b>	
Coal traffic.....	Keep, 716
<b>Lake Superior:</b>	
Draft of water.....	Keep, 717
Traffic, volume .....	Keep, 715
<b>Lake transportation (see also <i>St. Mary's River; Strikes</i>):</b>	
Blockades at Sault Ste. Marie.....	Keep, 720
Canadian, small importance .....	Keep, 723
Canals, effect on lake levels .....	Keep, 717
Competition among vessels, character of .....	Callaway, 239
Contracts, generally made by larger vessels.....	Keep, 716
Draft of water, importance of slight changes .....	Keep, 717
Discriminations possible where railways own vessels.....	Kelley, 189
Freight rates—	
1891 and 1898 .....	Keep, 719
Average, not ascertainable.....	Keep, 719
1899, causes of high .....	Keep, 716
Grain .....	Keep, 716
Coal and ore, variations in.....	Carter, 581
Method of fixing .....	Syndacker, 398; Keep, 716
No combination in fixing.....	Carter, 581, 582; Keep, 719, 723
Grain traffic—	
Buffalo, contract system of handling .....	Keep, 711, 712
Volume of shipments.....	Keep, 715
Conditions of shipments .....	Callaway, 225
High rates decrease.....	Keep, 715
Proportion at Buffalo .....	Keep, 715
Growth, reason of slow .....	Carter, 578
Importance .....	Keep, 710
Insurance, time covered.....	Keep, 721
Iron ore, shipments of .....	Keep, 714, 715, 717
Rates .....	Keep, 715
Hauled chiefly by contract.....	Keep, 716
Ore vessels carry grain early and late .....	Keep, 717
Light-houses.....	Keep, 709, 710, 723
Loading and unloading, methods .....	Keep, 711, 721
Time required.....	Keep, 721
Lumber schooners, some sailed by owners.....	Keep, 716
Mining companies' vessels .....	Keep, 714
Navigation laws, effects .....	Keep, 723
Package freight, method of handling, and vessels .....	Carter, 582; Keep, 714
Passenger traffic, amount and character .....	Keep, 720

	Page.
<b>Lake transportation, etc.—Continued.</b>	
Profits, poor and good years .....	Keep, 714
In 1899 .....	Carter, 581
Small boats, 1899 .....	Keep, 714, 719
Railroads, ownership of vessels by .....	Kelley, 188, 189; Carter, 582; Keep, 713
Companies affiliated with .....	Keep, 713
Rates, effect of lake competition .....	Kelley, 188, 189; Vanlandingham, 197; Keep, 716, 718
<b>Season of navigation—</b>	
Effect on rail rates .....	Vanlandingham, 197; Keep, 718
Opening .....	Keep, 721
Longer for grain than for ore .....	Keep, 717
Shipbuilding, Canadian and American .....	Keep, 718
Standard Oil Company, vessels .....	Keep, 714
Tonnage, increase .....	Carter, 581
<b>Vessels—</b>	
Size .....	Keep, 718, 719, 722
Number and tonnage .....	Keep, 713
Method of hiring .....	Carter, 581, 582
Economy of large boats .....	Keep, 715
Ownership .....	Kelley, 188, 189; Dousman, 357; Carter, 582; Keep, 713, 716
Lines, character and relations .....	Dousman, 357
Whaleback boats .....	Keep, 714
Package-freight boats, number and character .....	Carter, 582; Keep, 714
Decks, lower, disadvantages .....	Keep, 714
Few sailed by owners .....	Keep, 716
Wages of sailors .....	Keep, 710, 711, 719
Westward and eastward traffic, comparative volume .....	Keep, 717
<b>Lascars:</b>	
Sailors .....	Furuseth, 689
<b>Laws and legislation (see also special subjects):</b>	
Relation to social and economic conditions .....	Seligman, 602, 617
Experimental legislation deprecated .....	Walker, 771
Interests to be considered .....	Ingalls, 285; Blanchard, 642
Interest of labor .....	O'Rourke, 525; Blanchard, 642; Ronemus, 771
Too many made .....	Mallory, 587
Evils of laws beyond public opinion .....	Cowen, 312
Injustice toward railways, tendency toward .....	Ripley, 595; Blanchard, 624, 625
Rights of railways, recognition advocated .....	Blanchard, 665
<b>Liberty:</b>	
Of railway employees, more important than public convenience .....	Strong, 522
In fourteenth amendment, includes right to pursue any calling .....	Strong, 514
<b>Life-saving stations:</b>	
Interest of Lake Carriers' Association .....	Keep, 710
<b>Light-houses:</b>	
Great Lakes .....	Keep, 709, 723
Lake Carriers' Association, maintenance by .....	Keep, 710, 723
<b>Lighting of cars:</b>	
Methods described .....	Callaway, 220
<b>Liverpool:</b>	
Importance of grain market .....	Gallagher, 541; Bookwalter, 577
<b>Live stock (see also Cattle, Private cars):</b>	
Business diverted from Chicago by trackage charge .....	Mallory, 588
Markets, changes affect all simultaneously .....	Mallory, 589, 590
Shippers, few do business to warrant private cars .....	Mallory, 589
Railroads, relation to .....	Mallory, 587
Prices .....	Dickinson, 555; Mallory, 589, 591, 592
Feed charges, Union Stock and Transit Company, Chicago .....	Mallory, 588
Shortage, possible meanings .....	Mallory, 591
<b>Long and short haul (see also Discriminations between places):</b>	
Colorado, excessive rates as compared with Pacific coast .....	Kindel, 251-264
Water transportation only partly justifies .....	Kindel, 251
Difference of conditions, interpretation by courts .....	Newcomb, 104; Knapp, 134; Clements, 155; Bacon, 427
Discrimination should be prohibited where conditions similar .....	Spencer, 281
Equal changes in case of, advocated .....	Clements, 158
Interstate Commerce Commission, control, advocated .....	Bacon, 420

Long and short haul, etc.—Continued.	Page.
Justification of differences—	
Discussed .....	Spencer, 275; Blanchard, 628
Competition does not justify .....	Clements, 155; Bacon, 420
Water competition as justification, discussed .....	Knapp, 134, 144; Clements, 155
Law regarding, abrogation perhaps desirable .....	Tucker, 560
Significance .....	Blanchard, 628
Strict enforcement, advocated .....	Reagan, 342; Hyland, 352
Change, discussed .....	Newcomb, 104
Methods of adjusting rates .....	Knapp, 137; Clements, 154
Pacific coast rates .....	Kindel, 255
Railway officers interested in certain towns .....	Knapp, 137
Southern States, discriminations described .....	Knapp, 134; Clements, 154; Vanlandingham, 201, 202; Spencer, 275
Effect in injuring small towns .....	Clements, 154
Vanderbilt lines, uniform rates .....	Callaway, 232
<b>Lumber industry:</b>	
Mississippi River, decaying .....	Dickinson, 550
<b>Mails:</b>	
Injunction against interference with .....	Sargent, 73
<b>Manila men:</b>	
Sailors .....	Furuset, 689
<b>Massachusetts:</b>	
Antistock-watering laws approved .....	Seligman, 610
Increased taxation of inheritances and corporations .....	Seligman, 599
<b>Materialism:</b>	
Necessary outcome of American conditions .....	Seligman, 613
<b>Meat:</b>	
Demand and consumption .....	Mallory, 589, 590
Spanish war, effect on market .....	Mallory, 590
Substitution of one kind for another .....	Mallory, 591
<b>Merchant marine.</b> (See <i>Ocean transportation.</i> )	
<b>Mileage books:</b>	
General, advocated .....	Dickinson, 555, 556
Improved methods of issue .....	Bird, 470
Interchangeable, working of .....	Cowen, 320
<b>Mileage of railways:</b>	
In different States .....	Lewis, 742
Table .....	Lewis, 728
<b>Millers' National Association:</b>	
Organization and purposes .....	Barry, 240
<b>Milling</b> (see also <i>Flour</i> ):	
Excessive capacity of mills .....	Barry, 241
Disadvantages of millers compared with exporters .....	Gallagher, 546
Importance of industry .....	Barry, 240
Organization of millers .....	Barry, 240-243
Elevators, buying of grain from .....	Barry, 250; Sager, 451, 452
Grades of grain, importance of .....	Sager, 452
Official, not accepted .....	Sager, 453
Chicago, amount of business .....	Sager, 452
Kansas City, disadvantage as compared with local mills .....	Bookwalter, 571
St. Louis, amount of business .....	Gallagher, 551
Supplies, importance as freight .....	Gallagher, 543
<b>Milling-in-transit rates:</b>	
Described .....	Barry, 243
Extent of application, and discriminations .....	Gallagher, 546; Bookwalter, 571
Export trade not allowed for .....	Bacon, 424
<b>Milwaukee:</b>	
Differentials as compared with Minneapolis .....	Bacon, 418
Grain elevators, ownership, discriminations, etc. ....	Bacon, 427-429
<b>Mines:</b>	
Great Britain, Royal Commission on Labor, views regarding .....	Moseley, 20
John D. Rockefeller, interest in .....	Keep, 714
<b>Minneapolis:</b>	
Source of grain for mills .....	Gallagher, 546
Grain market, importance of .....	Webster, 404, 405

	Page.
<b>Misdescription of goods:</b>	
Discrimination by means of..... Knapp, 132; Kelley, 186; Vanlandingham, 210	210
Extent of practice.....	Blanchard, 644, 675
Inspection by railways to check.....	Blanchard, 675, 676
<b>Mississippi Valley:</b>	
Transportation, conditions in.....	Fish, 320-324
Lumber industry, decaying.....	Dickinson, 550
<b>Mississippi River:</b>	
Rate cutting from.....	Musselman, 557
Transportation on..... Vanlandingham, 206; Carter, 580; Fish, 330	330
Sixteen-foot channel to Great Lakes, suggested.....	Carter, 580
<b>Monopoly (see also <i>Consolidation; Combinations</i>):</b>	
Railroad, evils of.....	Seligman, 616
Must be restricted by Government.....	Seligman, 616
May prevent discriminations.....	Seligman, 615
<b>Municipal ownership:</b>	
Great Britain, extension advocated by workingmen.....	Moseley, 18
Street railways, advocated.....	Newcomb, 104; Seligman, 617
<b>Municipal monopolies:</b>	
Special taxation desirable.....	Seligman, 606
<b>National Association of Freight Commissioners:</b>	
Work described.....	Kelley, 185, 193
<b>Navigation laws:</b>	
Great Lakes, effect.....	Keep, 722, 723
Ocean, discussed.....	Furuseth, 689, 692, 693, 699
<b>New England:</b>	
Less complaint as to railways than elsewhere.....	Ripley, 598
Consolidation of railroads in. Knapp, 141; Prouty, 153; Spencer, 278; Ripley, 598	598
<b>New Jersey:</b>	
Corporation laws and taxation.....	Seligman, 606
Includes much property economically within New York.....	Seligman, 606
<b>New Orleans:</b>	
Advantage as outlet for Mississippi Valley.....	Fish, 322-324
Foreign trade, proportion unduly small.....	Fish, 323, 324, 329
Ocean transportation, conditions.....	Fish, 329
Railroads reaching.....	Fish, 324
<b>New South Wales:</b>	
Government ownership of railroads, good results.....	Lewis, 748
<b>Newspaper men:</b>	
Passes issued to.....	Blanchard, 621
Have mileage rather than passes.....	Dickinson, 555
<b>New York Central Railroad:</b>	
Freight rates, average, reduction of.....	Callaway, 222*
Lake steamers, ownership and methods of operation.....	Callaway, 233, 239
Labor, conditions of, generally.....	Callaway, 217-221
Labor organizations, attitude toward.....	Callaway, 221
Passenger rates, limit and average.....	Callaway, 229
Passes, methods of issue.....	Callaway, 229
Safety appliances and methods.....	Callaway, 219, 220
Taxation, excessive.....	Callaway, 228
<b>New York City:</b>	
Differential against, history and discussion.....	Neall, 173;
Kelley, 185; Callaway, 224, 225; Blanchard, 673	673
* Injustice of.....	Callaway, 224
Ocean transportation, methods.....	Neall, 162
<b>New York State (see also <i>Erie Canal</i>):</b>	
Anti-pass law.....	Cowen, 312
Includes much property economically in New Jersey.....	Seligman, 606
Proposals of State tax commission.....	Seligman, 603
Increased taxation of inheritances and corporations.....	Seligman, 599
Board of mediation and arbitration, action of.....	Keep, 712
<b>New Zealand:</b>	
Government ownership of railroads.....	Lewis, 748
Law as to manning of ships.....	Furuseth, 687
<b>Norfolk, Nebr.:</b>	
Railway discriminations against.....	Fuller, 442-446

816 THE INDUSTRIAL COMMISSION:—TRANSPORTATION.

	Page.
<b>Northern Pacific Railroad:</b>	
Strike of 1894, causes, injunctions, etc .....	Moseley, 8, 12; Sargent, 73, 89; Arthur, 119, 120
<b>Norwegians:</b>	
Purchase of foreign-built vessels by .....	Neall, 172, 178, 184
<b>Oats:</b>	
Grading by official inspectors disregarded .....	Clark, 432
Source of, for oatmeal .....	Bookwalter, 573
<b>Ocean transportation (see also <i>Sailors; Water transportation</i>):</b>	
<b>American merchant marine—</b>	
Early superiority and large developement .....	Neall, 168, 172
Cause of former superiority .....	Furuseth, 699
Number and tonnage of vessels .....	Keep, 713; Neall, 176
Tonnage of transoceanic and proportion of world's total .....	Neall, 166- 168, 175-184
Proportion to American ocean freights .....	Neall, 176, 177
List of vessels over 1,000 tons gross register .....	Neall, 178-183
Coasting vessels unfit for transoceanic traffic .....	Neall, 167, 168, 181
Cost of running vessels, comparative .....	Neall, 169, 171; Furuseth, 699
Wages, comparative .....	Neall, 169, 171; Furuseth, 699
Cost of constructing vessels, relative .....	Neall, 170
Reasons for higher .....	Neall, 171
Measures for development, advocated .....	Kennard, 368
Discriminating duties, ineffective in building up .....	Neall, 172, 173
Foreign-built vessels, permission to purchase, advocated .....	Neall, 169, 171, 172, 177
Asiatic seaman .....	Furuseth, 689
Butter and cheese, rates .....	Kennard, 367, 368
<b>Coastwise trade—</b>	
Vessels must have American register .....	Neall, 172, 174; Furuseth, 689
Foreign sailors, employment in .....	Neall, 174, 175; Furuseth, 687, 689
Competition of different parts of the world for vessels .....	Neall, 164
Flour, rates and condition of transportation .....	Neall, 163, 165; Barry, 251; Bacon, 426
Effect of rates on foreign shipments .....	Barry, 244, 245, 249
Grain, relative rates for different classes .....	Neall, 164, 165
Comparison with flour .....	Barry, 251
Life-saving apparatus, generally deficient on passenger vessels .....	Furuseth, 700
New Orleans, conditions regarding .....	Fish, 329
Norwegians, foreign-built vessels, purchase by .....	Neall, 172, 178, 184
Ports, different conditions at different .....	Neall, 161-163
Rates, variations frequent according to demand .....	Neall, 163, 164
Agreements to maintain, impossible .....	Neall, 163, 164
Increase, recent .....	Neall, 162
Railways, through rates with .....	Neall, 162-164
Time charters, recent large employment .....	Neall, 168, 169
Tonnage, total of world, estimated .....	Neall, 166, 167, 176
Net and gross, method of estimation .....	Neall, 178
Exports and imports, United States .....	Neall, 176
Tramp steamers, not built in the United States .....	Neall, 170
Vessels, competitive power not dependent on wages .....	Furuseth, 699
Inspection by seamen .....	Furuseth, 692, 701
Labor-saving improvements .....	Furuseth, 687, 688
Undermanning of vessels .....	Furuseth, 687, 688, 700, 702
Legal standard advocated .....	Furuseth, 691
No legal standard except in New Zealand .....	Furuseth, 687
<b>Officers, public:</b>	
Should be ineligible for second consecutive term .....	Mallory, 587
Salaries, small, for men of highest class .....	Seligman, 613
<b>Officers, railroad:</b>	
Presidents not practical railroad men .....	Lewis, 740
High salaries of presidents deserved .....	Seligman, 611
<b>Official Classification Committee (see also <i>Classification</i>):</b>	
Composition .....	Tucker, 558
<b>Omaha:</b>	
Growth, 1877-1887 .....	Ripley, 593
<b>Operating expenses. (See <i>Expenses, railroad.</i>)</b>	

	Page.
<b>Order of Railway Conductors:</b>	
Membership.....	Clark, 109, 110
Effects, beneficial.....	Clark, 113
<b>Overcapitalization.</b> (See <i>Capitalization.</i> )	
<b>Overproduction:</b>	
Grain, can not long depress prices.....	Gallagher, 544
Cause of dull times.....	Stone, 534
<b>Ownership of railroads.</b> (See also <i>Consolidation.</i> )	
More in people along the line in the East.....	Ripley, 598
<b>Pacific coast:</b>	
Uniform rates to, disadvantage.....	Vanlandingham, 206
Carload and part carload shipments, excessive difference.....	Vanlandingham, 207, 210
Discriminating rates in favor as compared with Colorado.....	Kindel, 251-264
Southern Pacific Railway controls rates to.....	Kindel, 257
Water and rail transportation, methods and effects... Vanlandingham, 203, 207	
<b>Package freight:</b>	
Lake transportation.....	Keep, 714
<b>Palace cars:</b>	
Contracts with railways and effects on railway earnings.....	Callaway, 226
Necessity of ownership by separate companies.....	Ingalls, 302
<b>Paralleling of railroads:</b>	
Prohibition advocated.....	Ripley, 594
Government regulation advocated.....	Ingalls, 297; Morton, 492, 503; Blanchard, 663, 680
Abolished under Government ownership.....	Lewis, 724, 727, 741
Prohibition in other countries.....	Ripley, 594; Blanchard, 663
<b>Passenger fares:</b>	
Commutation tickets.....	Blanchard, 619
Consolidation, tendency to reduce.....	Blanchard, 620
Chesapeake and Ohio, average rates discussed.....	Ingalls, 292
Clergymen, special rates for, reasons.....	Knapp, 136
Abolishment advocated.....	Fish, 335
Differences, causes justifying.... Spencer, 275; Ingalls, 292; Blanchard, 618-620	
Differential fares.....	Blanchard, 619
Government ownership, half-cent fares under.....	Lewis, 724, 733-739
Limited trains, expensiveness of service.....	Blanchard, 619
Milage books.....	Cowen, 320; Bird, 470; Dickinson, 555, 556
New York Central, limit and average.....	Callaway, 229
Party rates.....	Cowen, 310
Reasonableness—	
Lower than in other countries.....	Morton, 490
European and American compared, statistics.....	Weyl, 758
Class system, effect on comparison.....	Seligman, 614; Weyl, 758
Higher than in Germany.....	Seligman, 614
Reduction—	
Tendency toward.....	Blanchard, 620
Less than in freight rates.....	Newcomb, 109
Tendency to increase travel.....	Johnson, 61; Lewis, 733
Advantages.....	Lewis, 734
Economic benefits to workingmen.....	Lewis, 734
Roundabout tickets, European.....	Johnson, 61; Cowen, 310
Second-class trains at lower rates, advocated.....	Prouty, 153
Southern States, reasons for higher.....	Spencer, 275
Zone system.....	Seligman, 614
<b>Passenger traffic:</b>	
Volume, statistics.....	Lewis, 728
Uniformity.....	Lewis, 738
Relatively small in United States.....	Johnson, 61
European and American compared.....	Seligman, 614; Weyl, 758
Electric cars, competition of.....	Blanchard, 619
Europe, number of passengers in respective classes.....	Weyl, 759
Number of passengers per train.....	Lewis, 733, 739; Weyl, 758
Increase without any increased cost.....	Lewis, 733, 739
Receipts from, statistics.....	Lewis, 728
Stimulation, methods in Europe and America.....	Cowen, 310
Travel, economic and educational benefits.....	Lewis, 734
Stimulated by lower rates.....	Johnson, 61; Lewis, 733

818 THE INDUSTRIAL COMMISSION:—TRANSPORTATION.

Passenger vessels:	Page.
Ocean, accidents on.....	Furusetz, 700
Great Lakes, character of.....	Keep, 720
<b>Passes:</b>	
Abolition—	
Railways, must effect.....	Cowen, 313; Reagan, 351
Can not effect.....	Stickney, 456; Bird, 468
Desirable, but impracticable at present.....	Cowen, 310-313
Seeking to effect.....	Kelley, 193
Government ownership, abolition and saving by.....	Lewis, 738
Legislation prohibiting, advocated.....	Johnson, 61;
Spencer, 270; Ingalls, 293-295; Fish, 335; Reagan,	
340, 341; Bird, 468; Wilson, 768; Ronemus, 771	
Penalties should be small.....	Stickney, 457
Interstate-commerce act, exceptions.....	Fish, 334
Exceptions, Texas.....	Reagan, 342
Wisconsin antipass law.....	Dickinson, 552
Chicago, Milwaukee and St. Paul Railway, methods of issue.....	Bird, 469
Earnings, effect on.....	Knapp, 136; Bird, 469
Employees, issue to—	
Discussed.....	Callaway, 229;
Ingalls, 295; Dickinson, 552-554; Blanchard, 621	
Abuse of.....	Knapp, 137
On official business, justified.....	Bird, 468
Evils of.....	Johnson, 61; Spencer, 270
Corrupt motives in issue.....	Reagan, 340, 341
Existence and extent of practice.....	Knapp, 135-137; Stickney, 456
Decrease.....	Ingalls, 293; Cowen, 311; Dickinson, 555
Interstate Commerce Commission, registration with, discussed.....	Prouty, 153;
Ingalls, 294	
Motives for issuing.....	Morton, 490; Dickinson, 554
Newspapers, issue to.....	Dickinson, 555; Blanchard, 621
New York Central, method of issue.....	Callaway, 229
Officers and legislators, issue to.....	Knapp, 135; Ingalls, 293-295;
Reagan, 340, 341; Stickney, 456, 457; Bird, 469; Dickinson, 555	
Evils.....	Johnson, 61; Fish, 335
Laws prohibiting and their effects.....	Cowen, 312; Dickinson, 552
Not illegal.....	Blanchard, 669
Not in nature of bribe.....	Cowen, 311; Stickney, 456, 457; Blanchard, 669
Railway officers, joint resolutions concerning.....	Morton, 490
Rates, effect on.....	Knapp, 136
Shippers, issue to.....	Cowen, 311; Blanchard, 620, 621
<b>Penalties.</b> (See <i>Discipline; Discriminations.</i> )	
<b>Pennsylvania:</b>	
Taxation of inheritances and corporations.....	Seligman, 599, 601
<b>Pennsylvania Railroad:</b>	
Benefit funds, satisfactory working.....	Arthur, 121
<b>Pensions to employees:</b>	
New York Central.....	Callaway, 218
<b>Percentage rates:</b>	
Described, effect.....	Tucker, 561, 563; Musselman, 566
<b>Perishable produce:</b>	
Overloading of cars.....	Emerson, 483
Minimum weight, fixing of rates on, deprecated.....	Emerson, 483
Weighing, errors and frauds in.....	Emerson, 480-482
<b>Personal property:</b>	
Increased importance.....	Seligman, 599
Taxation.....	Seligman, 607
<b>Philadelphia:</b>	
Export trade, conditions of.....	Neall, 173, 174; Kelley, 185, 186
Differentials in trunk-line rates.....	Neall, 173;
Kelley, 185; Callaway, 224, 225; Snyder, 397; Blanchard, 673	
Trades League, work of, described.....	Kelley, 185, 187
<b>Pittsburg, Bessemer and Lake Erie Railroad:</b>	
Carries much Carnegie ore.....	Keep, 714
<b>Politics</b> (see also <i>Government ownership</i> ):	
Passes, influence of.....	Johnson, 61;
Knapp, 135; Ingalls, 293-295; Reagan, 340, 341; Fish,	
335; Bird, 469; Dickinson, 555; Blanchard, 669	

	Page.
<b>Politics, etc.—Continued.</b>	
Railways, interference in.....	Ingalls, 293, 295; Lewis, 751
Colorado.....	Kindel, 258
<b>Pooling (see also <i>Agreements; Traffic associations</i>):</b>	
General discussion—	
Advocated.....	Johnson, 62; Newcomb, 97; Knapp, 138-145; Prouty, 150; Clements, 157; Neall, 173; Kelley, 190, 191; Callaway, 236; Ingalls, 286, 287; Fish, 337; Reagan, 345; Dousman, 361; Counselman, 391; Bacon, 420, 426; Evans, 441; Fuller, 445; Bird, 474; Morton, 495; Musselman, 557; Tucker, 558; Woffindin, 565; Seligman, 614-617; Blanchard, 635-656
Association necessary as to all great interests.....	Blanchard, 641
Objections discussed.....	Blanchard, 652-656
Competition of different markets necessitates.....	Morton, 499
Deprecated.....	Vanlandingham, 215, 216; Barry, 247; Hyland, 351, 352; Stone, 532, 534; Carter, 585
Combinations of capital—	
Trusts opposed to pooling.....	Newcomb, 103
Necessary to oppose demands of.....	Blanchard, 683, 684
Concentration of business retarded by.....	Ripley, 594
Not similar to pools.....	Blanchard, 645, 646
Competition—	
Injurious effects of excessive, justify pooling.....	Knapp, 138-141; Ingalls, 296; Ripley, 593; Seligman, 615; Blanchard, 635-638, 653
Continued existence under pools.....	Cowen, 315; Ripley, 593; Blanchard, 644-647
England, existence under pools.....	Blanchard, 650
Facilities, continued as to.....	Seligman, 616; Blanchard, 644
Competition of producing sections and markets continues... ..	Stickney, 463; Blanchard, 653, 654, 656
Rate cutting checked by... ..	Counselman, 391; Musselman, 557; Tucker, 558
Not prevented.....	Vanlandingham, 215; Reagan, 345; Hyland, 352; Stickney, 463
Water routes, effect of.....	Blanchard, 653, 655, 656, 683
Competition and monopoly, advantages combined by pools..	Seligman, 616
Compulsory, not objectionable, but unnecessary.....	Ripley, 597
Consolidation of railways—	
Promoted by absence of pooling. Knapp, 141; Kelley, 190; Morton, 492, 496	
Not deferred by pooling.....	Stone, 538
Courts, decision against.....	Stone, 532
Discriminations—	
Abolished or diminished by.....	Newcomb, 96; Callaway, 235; Spencer, 280; Ingalls, 286; Counselman, 390; Bacon, 420; Bird, 474; Morton, 491; Woffindin, 566; Ripley, 594; Seligman, 616; Blanchard, 644, 676, 683
Uniform rates impossible without pooling.....	Ripley, 594
Suspicion of, diminished.....	Tucker, 558
Not prevented.....	Vanlandingham, 216; Reagan, 345; Hyland, 352; Greeley, 374; Stone, 535
Chiefly opposed by those who receive.....	Blanchard, 655
Division of business, methods.....	Newcomb, 97; Ripley, 596
Character of contract.....	Blanchard, 677
Basis not necessarily previous traffic.....	Stone, 538, 539
Basis not business of previous year.....	Ripley, 596
Attempts to influence by rate cutting.....	Vanlandingham, 215; Reagan, 345; Hyland, 352; Ripley, 596
Tonnage, diversion slight.....	Blanchard, 644, 645
Transfer of earnings, proportion of.....	Blanchard, 645
Duration of term—	
Should be formed for not less than five years.....	Ripley, 595; Woffindin, 565; Ripley, 595; Blanchard, 683
Former pools.....	Blanchard, 683
Eastern pools, former, character and working.....	Blanchard, 645, 647, 681, 682
Effects generally—	
Beneficial.....	Morton, 491
Expenses of railways reduced.....	Callaway, 238
Breaking of pool, injurious effects.....	Ripley, 593
Local points benefited.....	Blanchard, 644
Evil.....	Stone, 532



	Page.
<b>Pooling, etc.—Continued.</b>	
Enforcement, possibility of .....	Blanchard, 645
Former impossibility .....	Newcomb, 97; Callaway, 235
Experience of former Eastern pools .....	Blanchard, 681, 682
Penalties necessary .....	Woffindin, 566
<b>Foreign countries—</b>	
Existence and effects of pooling .....	Blanchard, 649-652
Exists wherever there is not monopoly .....	Seligman, 616
Government railroads enter into .....	Seligman, 616; Blanchard, 640, 651, 652
Belgium, system in .....	Newcomb, 98
England, system in .....	Newcomb, 98; Blanchard, 650, 680
France, territorial division of business .....	Newcomb, 98; Blanchard, 651
<b>Interstate Commerce Commission—</b>	
Control advocated .....	Johnson, 62; Newcomb, 97, 100; Kelley, 190, 192; Knapp, 138, 145; Prouty, 150; Clements, 157; Neall, 173; Callaway, 236; Ingalls, 286, 287; Spencer, 280; Reagan, 345; Dousman, 361; Counselman, 391; Bacon, 420, 426; Evans, 441; Fuller, 445; Bird, 474; Woffindin, 565; Musselman, 557; Seligman, 616
Powers regarding, discussed .....	Ingalls, 299, 300; Cowen, 314; Morton, 492, 495, 496; Blanchard, 640, 678
Control, adequate, impossible .....	Stone, 533; Carter, 585
Maximum rates, fixing, insufficient .....	Bacon, 421
Misdescription of goods, possibility of checking .....	Blanchard, 644
Monopoly, impossibility of .....	Blanchard, 668
<b>Opinions concerning—</b>	
Various authorities favorable .....	Blanchard, 648, 649
General sentiment favorable .....	Ripley, 593
Commercial bodies, advocated by .....	Bacon, 426
Milwaukee Chamber of Commerce, favored by .....	Bacon, 420
Railways, attitude toward .....	Newcomb, 105; Knapp, 141; Callaway, 238
Illinois Central, attitude toward .....	Fish, 337
State railroad commissioners, favored by .....	Blanchard, 649
Interstate Commerce Commission, favored by .....	Newcomb, 103; Blanchard, 648, 649
Various authorities, unfavorable .....	Stone, 532
Opposition to system, sources of .....	Newcomb, 103
<b>Outside roads, relation to .....</b>	Morton, 500; Ripley, 595, 597
Experience of earlier pools, regarding .....	Blanchard, 682
Prohibition prevents publicity .....	Seligman, 617
<b>Rates (see also <i>Competition</i>)—</b>	
Not increased by pools .....	Newcomb, 96; Callaway, 235; Ripley, 593; Blanchard, 645
Excessive, impossibility of maintaining .....	Tucker, 558; Blanchard, 654
Policy of former pools to reduce .....	Blanchard, 647
Reasonableness, independent of pools .....	Blanchard, 643
Government aid in maintaining, desirable .....	Blanchard, 658
Methods of fixing .....	Blanchard, 678
Not fixed in pooling agreements .....	Blanchard, 643, 665
Reagan bill, history of .....	Reagan, 344
Shippers, right to name route under .....	Vanlandingham, 215; Callaway, 235; Counselman, 391; Blanchard, 644
Not injured by .....	Knapp, 141
Southwestern Traffic Association, effects .....	Stone, 532; Ripley, 593
Telegraphs, analogy favors system .....	Blanchard, 647
Traffic, amount included in former pools .....	Blanchard, 681, 682
<b>Pork:</b>	
Substitution for beef .....	Mallory, 591
<b>Post-Office:</b>	
Comparatively free from politics .....	Lewis, 751
Management excellent .....	Lewis, 747
Extravagance .....	Morton, 497
Government ownership, a historical accident .....	Seligman, 612
Approved by practically all .....	Seligman, 610
Private ownership, more political dangers than public .....	Seligman, 612
Postal express under Government ownership .....	Lewis, 745, 746

	Page.
<b>Potatoes:</b>	
Freight rates.....	Emerson, 484
<b>Prices:</b>	
Fall with improved methods.....	Seligman, 611
<b>Private cars:</b>	
Discriminations by means of.....	Knapp, 141;
Prouty, 151; Vanlandingham, 209; Ingalls, 301; Dousman, 362; Bacon, 430	
Reasons for discriminating in favor of.....	Kelley, 187
Growth of practice.....	Bird, 475
Use deprecated.....	Callaway, 230; Spencer, 280; Mallory, 589
Use justified.....	Bird, 476
Evil likely to remedy itself.....	Fish, 336
Pooling necessary to prevent abuse.....	Callaway, 230; Ingalls, 301
Abolition by Government ownership, saving.....	Lewis, 738
Railways can not abolish.....	Callaway, 230; Dousman, 362; Greeley, 379
Misclassification of goods in.....	Kennard, 365
Mileage, excessive rate.....	Kelley, 187;
Callaway, 230, 231; Dousman, 362; Greeley, 373, 378	
Not excessive.....	Bird, 476
Advantage to owners.....	Mallory, 589
Justification.....	Bird, 475
Box cars, mileage rates, use, etc.....	Vanlandingham, 209
Railways do not object to.....	Callaway, 231
Cattle cars, ownership.....	Mallory, 589
Refrigerator cars, methods of ownership and operation....	Vanlandingham, 209
Reasons for private ownership.....	Bird, 475, 476
Grain, little used in hauling.....	Webster, 413
Not confined to perishable products.....	Greeley, 379
<b>Profit sharing:</b>	
Advocated.....	Ingalls, 290
Definition and discussion.....	Moseley, 16
Can not be claimed as a right.....	Walker, 775
Great Britain, instances.....	Moseley, 16
Illinois Central, description and advantages of system. Sargent, 92, 93; Fish, 325	
Trade unions opposed to.....	Moseley, 16, 17
<b>Provisions:</b>	
Export business, improved methods of.....	Webster, 405
<b>Prussia (see also <i>Germany</i>):</b>	
Income tax, efficient collection.....	Seligman, 613
Civil service, superior efficiency.....	Seligman, 613, 614
<b>Publication of freight rates:</b>	
Practice referred to.....	Emerson, 484
Desirability and advantages of.....	Johnson, 62;
Newcomb, 100; Vanlandingham, 213	
Interstate-commerce law, conformity to.....	Stickney, 458, 459; Ripley, 596
Complexity renders useless.....	Stickney, 458, 459; Morton, 491-493
Denied.....	Blanchard, 674
Need of accuracy.....	Knapp, 137, 138
Texas, methods in.....	Reagan, 342
Notice of change in advance.....	Vanlandingham, 214; Stickney, 460
Interstate Commerce Commission, advantages of filing with.....	Bird, 477;
Morton, 494	
<b>Publicity of railroad accounts:</b>	
Advocated.....	Knapp, 144;
Prouty, 151; Clements, 159; Ingalls, 298, 301; Reagan, 349; Bacon, 430; Morton, 500; Stone, 538; Gallagher, 547; Dickinson, 549; Baker, 592; Seligman, 605	
Advocated under proper limits.....	Spencer, 274; Ripley, 597
Public character of railway service justifies.....	Knapp, 144; Clements, 159
Discrimination, remedy for.....	Spencer, 273, 278
Deprecated.....	Stickney, 464
Little beneficial effect likely.....	Cowen, 317; Fish, 338
Private compilations of statistics chiefly consulted.....	Cowen, 318
Sufficient from existing reports.....	Callaway, 237, 238
Competitors given information by.....	Callaway, 238
Texas commission, powers regarding and advantages.....	Reagan, 349
Requirements of uniformity, advantage of.....	Seligman, 605; Blanchard, 679

822 THE INDUSTRIAL COMMISSION:—TRANSPORTATION.

	Page.
<b>Public warehouses.</b> (See <i>Elevators.</i> )	
<b>Pullman Company:</b>	
Poor condition of employees .....	Strong, 505
Employees members of American Railway Union .....	Strong, 506
<b>Quasi-public institutions:</b>	
Evils of competition in .....	Seligman, 615
Should treat all customers alike .....	Seligman, 615
<b>Quigley, Bishop:</b>	
Grain handlers' strike, Buffalo, 1899 .....	Keep, 712
<b>Railroad service:</b>	
American, best in the world .....	Stone, 536, 538; Ripley, 593
France, inferiority .....	Seligman, 616
<b>Rails:</b>	
Maintenance cheapened by use of steel .....	Callaway, 223
<b>Ranges, cattle:</b>	
Results of eating out and fencing up .....	Mallory, 591
<b>Rate cutting</b> (see also <i>Competition; Pooling</i> ):	
Causes—	
Speculation .....	Gallagher, 542
At present, anticipating pools .....	Newcomb, 97
Effects—	
Injurious to railroad employees .....	Sargent, 69;
Callaway, 223; Bird, 467; O'Rourke, 526	
Injurious to public .....	Sargent, 69
Injurious to all classes .....	Morton, 489
Affects other railways and places .....	Blanchard, 636
From Chicago and Mississippi River points .....	Muselman, 557
Will not divert tonnage .....	Tucker, 560
Keeps tariff rates high .....	Muselman, 557
Government should prevent excessive .....	Sargent, 69
Impossibility of preventing .....	Stickney, 461
By receivers .....	Newcomb, 97; Prouty, 152; Kelley, 190; Vanlandingham, 211
Less margin for cutting than formerly .....	Callaway, 223
Stability of rates, desirability of .....	Newcomb, 107;
Bird, 474; Morton, 489; Dickinson, 549	
Strong roads desire .....	Woffindin, 566
<b>Reagan bill:</b>	
History and character of .....	Reagan, 344, 345
<b>Rebates</b> (see also <i>Discriminations</i> ):	
Payment through straw men .....	Gallagher, 542
Continued existence of practice .....	
<b>Receipts, railroad:</b>	
Freight, statistics .....	Lewis, 728, 732
Under Government ownership, estimated .....	Lewis, 737-741
Passenger, statistics .....	Lewis, 728
<b>Receivers of railways:</b>	
Appointment, methods .....	Vanlandingham, 212
Compulsory performance of service under .....	Sargent, 73, 74, 89
Employees, duties toward, United States arbitration act .....	Moseley, 20
Inclination to give more favorable conditions .....	Wilson, 51
Interference with operation, treated as contempt of court .....	Sargent, 71
Injunctions against .....	Moseley, 11, 12; Sargent, 73, 74, 89
Rate cutting and discriminations by .....	Newcomb, 97;
Prouty, 152; Kelley, 190; Vanlandingham, 211	
Wages, same rates as paid by others .....	Johnson, 60
Reduction by .....	Moseley, 20; Sargent, 70; Clark, 116
<b>Regulation.</b> (See <i>Accounts of railroads; Government regulation; Interstate Commerce Commission; State railroad commissions.</i> )	
<b>Relief associations of employees:</b>	
Insurance by .....	Johnson, 59, 60
<b>Relief departments of railways:</b>	
Description of system .....	Johnson, 57-60; Sargent, 67
Baltimore and Ohio, described and discussed .....	Cowen, 304-308
Continuance of rights during unemployment .....	Johnson, 59
Compulsory contributions—	
Charged .....	Moseley, 31, 32; Wilson, 48, 49; Johnson, 57; Sargent, 67
Complaints concerning, few and unofficial .....	Arthur, 121, 125

	Page.
<b>Relief departments of railways—Continued.</b>	
Compulsory contributions—Continued.	
Baltimore and Ohio, compulsion admitted .....	Cowen, 305-307
Difficulty of proving .....	Sargent, 90
Promotion, opportunities for, better for those contributing .....	Sargent, 90
Prohibition advocated .....	Arnold, 764; Wilson, 767
Effects, beneficial in some cases .....	Sargent, 92
Employees, opposition to .....	Sargent, 67
Attitude toward, Baltimore and Ohio .....	Cowen, 306, 307
England, systems in, referred to .....	Johnson, 58, 59
Liability of employers, benefit as an offset for .....	Moseley, 8, 31, 32;
Wilson, 55; Johnson, 58; Cowen, 305-308	
Deprecated .....	Wilson, 767; Ronemus, 770
Contributions by railway companies .....	Johnson, 57, 58
Dues as high as cost of insurance .....	Johnson, 57
Cost of insurance, excessive .....	Wilson, 49, 767
Organizations and independence of employees, influence on .....	Wilson, 48, 55;
Johnson, 57, 59; Sargent, 89, 91; Arthur, 121	
Pennsylvania Railroad, satisfactory working .....	Arthur, 121
Physical examination for entrance, injustice worked by .....	Ronemus, 770
Strikes, influence in preventing .....	Johnson, 59
<b>Reorganization of railways:</b>	
Causes and results .....	Vanlandingham, 212
Capitalization, reduction by .....	Fish, 331
<b>River and harbor bills:</b>	
Interest of Lake Carriers' Association .....	Keep, 710
<b>Rockefeller, John D.:</b>	
Iron mining and shipping interests .....	Keep, 714, 717
<b>Russia:</b>	
Government ownership of railroads, good results .....	Lewis, 748
<b>Safety appliances (see also <i>Air brakes; Couplers; Frogs</i>):</b>	
Effects—	
Casualties reduced .....	Knapp, 131;
Callaway, 219; Spencer, 268, Cowen, 309; Stickney, 455	
Relatively increased during transition; reasons .....	Knapp, 131; Cowen, 309
Economy .....	Moseley, 34
Further legislation unnecessary .....	Brotherhood officers, 763; Wilson, 767
Government ownership would promote use .....	Lewis, 743
United States act of 1893—	
General character and effect .....	Moseley, 32-34
Satisfactory working .....	Clark, 114, 115
Compliance by railways—	
Baltimore and Ohio .....	Cowen, 308
Chesapeake and Ohio .....	Ingalls, 290
Illinois Central .....	Fish, 333
New York Central .....	Callaway, 219
Southern Railway .....	Spencer, 268
Extension of time for equipping cars .....	Clark, 115; Arthur, 126
Gradual equipment, reasons why necessary .....	Cowen, 308
Refusal to exchange cars with roads not equipped .....	Ingalls, 291
<b>Sailors, ocean (see also <i>Lake transportation</i>):</b>	
Able seamen—	
Definition .....	Furuseth, 708
Qualifications, natural, necessary .....	Furuseth, 697
Skill required, high .....	Furuseth, 706
Necessary as ever .....	Furuseth, 708
Standard of skill in Navy .....	Furuseth, 687
No legal qualification at present .....	Furuseth, 687
Ordinary seamen, not carried by American vessels .....	Furuseth, 708
Proposed legal qualifications .....	Furuseth, 691, 709
Abuse to cause desertion .....	Furuseth, 695
Air space in forecastle .....	Furuseth, 686
Allotments to creditors—	
Means of robbery .....	Furuseth, 691
Abolition desired .....	Furuseth, 691
Law limiting, violated .....	Furuseth, 692
Allotments to relatives, desirable .....	Furuseth, 696

Sailors, ocean, etc.—Continued.	Page.
American, practically none .....	Furuseth, 707
Apprenticeship in England .....	Furuseth, 686, 687, 692
Asiatic—	
Employment and wages .....	Furuseth, 688, 689
Nationality .....	Furuseth, 689
Food .....	Furuseth, 708
Good qualities and weaknesses .....	Furuseth, 708
Bounties, shipping, would not affect conditions .....	Furuseth, 699
Change of occupation, difficult .....	Furuseth, 706
Sought .....	Furuseth, 698
Chinese, comparative number required .....	Furuseth, 708
Exclusion law and immigration law do not exclude .....	Furuseth, 709
Pacific coastwise traffic, excluded .....	Neall, 176
Coastwise, nationality .....	Neall, 174-176; Furuseth, 687, 689
Consumption, prevalence of .....	Furuseth, 696
Crimping .....	Furuseth, 691
Compulsory service .....	Furuseth, 686, 691, 695, 702, 707
Unnecessary .....	Furuseth, 707
Confinement to vessel in port .....	Furuseth, 704-707
Corporal punishment .....	Furuseth, 692
Conditions, changes in general treatment .....	Furuseth, 688
Loss of social caste and remedy .....	Furuseth, 698
Dependent, causes and treatment .....	Furuseth, 695
Desertion, causes and penalty .....	Furuseth, 695, 705
Reclaiming .....	Furuseth, 686, 691, 707
English law .....	Furuseth, 695
Discharge by vessel master .....	Furuseth, 695
Drunkenness, causes .....	Furuseth, 706
Unjust popular opinion .....	Furuseth, 698
Rare in British navy .....	Furuseth, 705
Enforced total abstinence .....	Furuseth, 704
Employment, permanency of .....	Furuseth, 694, 695
Usual period of contract .....	Furuseth, 695
England, wages and general condition .....	Furuseth, 688, 695, 697, 703-707
Navy has got rid of crimps .....	Furuseth, 691
Food—	
American, Australian, German, Danish, compared .....	Furuseth, 693, 694
Legal scale .....	Furuseth, 686
Criticised .....	Furuseth, 693
Not complied with .....	Furuseth, 694
British merchant vessels .....	Furuseth, 703, 705
Homes for aged and disabled, not approved .....	Furuseth, 696
Kalashi, comparative number required .....	Furuseth, 708
Laws regarding—	
American as good as any .....	Furuseth, 692
Act of June 26, 1894 .....	Furuseth, 689
Act of Fifty-fifth Congress, beneficial .....	Furuseth, 692, 693
Amendments proposed .....	Furuseth, 691-693
Reforms, proposed, cost of .....	Furuseth, 699
Merchant marine, increase favored by .....	Furuseth, 700
Numbers, decrease in United States, Norway, England .....	Furuseth, 697, 699
Officers, no qualifications but citizenship .....	Furuseth, 687
Pacific trade, Asiatic in .....	Neall, 176; Furuseth, 708
Press gang objected to .....	Furuseth, 700
Qualifications .....	Furuseth, 687, 691, 697, 706-709
Seamen's union. (See <i>Seamen's Union</i> .) .....	
Strike, need of ability to .....	Furuseth, 698
Survey of vessel, right of crew, advocated .....	Furuseth, 692, 701
Snug Harbor, origin and character .....	Furuseth, 696, 697
Sailor's Union of the Pacific, description of .....	Furuseth, 685
Training and skill required .....	Furuseth, 697, 698, 706
Undermanning of vessels .....	Furuseth, 687, 691, 700, 702
Labor and responsibility increased in recent years .....	Furuseth, 688
United States marine hospitals, approved .....	Furuseth, 696, 697
Wages:	
Relative decline .....	Furuseth, 688, 697, 698
Determined by unemployed men in port .....	Furuseth, 708
Better, would give better service .....	Furuseth, 699

Sailors, ocean, etc.—Continued.	Page.
Wages—Continued.	
In different ports .....	Furuseth, 688
Not governed by flag .....	Furuseth, 688, 689, 698, 708
Payment, unjust laws governing .....	Furuseth, 695
Great Britain, views of Royal Commission regarding .....	Moseley, 20
Should be paid at fixed intervals or in every port .....	Furuseth, 691, 706
Policy of International Seamen's Union .....	Furuseth, 685
Asiatic sailors .....	Furuseth, 688, 708
English .....	Furuseth, 688, 697
Watches, meaning and abuses .....	Furuseth, 700, 701
<b>St. Clair River:</b>	
Light-houses of Lake Carriers' Association .....	Keep, 723
<b>St. Louis:</b>	
Decrease of river commerce .....	Vanlandingham, 206; Fish, 330; Carter, 580
River navigation to be bettered by Chicago drainage canal .....	Carter, 580
Elevators, conditions in .....	Vanlandingham, 201
Importance as milling center .....	Gallagher, 541
Character of grain suitable for its mills .....	Gallagher, 564
Freight rates and conditions, discussed .....	Vanlandingham, 194, 195, 198-201
<b>St. Louis Traffic Bureau:</b>	
Character of .....	Vanlandingham, 193, 194
<b>St. Mary's Falls Canal:</b>	
Volume and character of traffic .....	Keep, 715, 720, 723
American and Canadian vessels .....	Keep, 723
Discriminatory tolls .....	Keep, 723
<b>St. Mary's River:</b>	
Opens later than Straits of Mackinaw .....	Keep, 717
Improvements .....	Keep, 720, 722
Depth of channels .....	Keep, 720
Narrowness of channels and blockades .....	Keep, 720
Light-houses of Lake Carriers' Association .....	Keep, 723
Power canal, effect on Lake Superior .....	Keep, 717
<b>Salaries:</b>	
Public officers, insufficiency for highest .....	Seligman, 613
Excessive paid to high railroad officials .....	Wilson, 55; Lewis, 740
Well-earned .....	Seligman, 611
<b>Scandinavians:</b>	
Furnish largest number of sailors on American vessels .....	Furuseth, 689
<b>Seamen's Union:</b>	
Description .....	Furuseth, 685
Apprenticeship .....	Furuseth, 685
Charity not desired .....	Furuseth, 696
Crimps avoid employing members .....	Furuseth, 691
Legislation proposed by .....	Furuseth, 691
<b>Shipbuilding:</b>	
American, ocean vessels .....	Neall, 170, 171
Great Lakes, Canadian and American .....	Keep, 718
<b>Shippers.</b> (See <i>Discriminations, Pooling, etc.</i> )	
<b>Shipping offices:</b>	
Lake Carriers' Association .....	Keep, 709, 710
<b>Ship subsidy bill:</b>	
Condemned by convention of seamen .....	Furuseth, 700
<b>Ships.</b> (See <i>Lake transportation; Ocean transportation; Sailors.</i> )	
<b>Sleeping cars</b> (see also <i>Parlor cars</i> ):	
Superiority of American .....	Morton, 498
<b>Socialism:</b>	
Definition referred to .....	Moseley, 14
Reason for tendencies in Australia .....	Seligman, 614
Great Britain, views of workmen regarding .....	Moseley, 18
<b>Socialists:</b>	
Taxation, principles regarding .....	Seligman, 605
<b>Southern Pacific Railway:</b>	
Influence on rates to Pacific coast .....	Vanlandingham, 207; Kindel, 257
<b>Southern Railway:</b>	
Discriminations, does not make .....	Spencer, 279
Labor, conditions on .....	Spencer, 264-268
Consolidation, beneficial effects .....	Spencer, 278

	Page.
<b>Southwestern Traffic Association :</b>	
Bad effects of .....	Stone, 532
Denied .....	Ripley, 593
<b>Spanish war :</b>	
Spoiling of meat, effect on the market .....	Mallory, 590
<b>Standard Oil Company :</b>	
Reduces prices below competitors to raise it afterwards .....	Seligman, 615
Favorable rates from shipping points .....	Prouty, 149
Classification of oil, differences according to terminal facilities .....	Prouty, 149
No discriminations in favor of .....	Spencer, 280
Through rates, refusal on, New England .....	Prouty, 149
Colorado, freight discriminations in .....	Kindel, 259
Control of markets and prices .....	Kindel, 259
Lake tank boat .....	Keep, 714
<b>State railroad laws :</b>	
Desirability of conforming to interstate law .....	Vanlandingham, 214; Morton, 492, 501, 502
<b>State railroad commissions :</b>	
Conflict with Federal authorities .....	Morton, 492, 501, 502
Increase of power advocated .....	Reagan, 339
Interstate traffic, complications concerning .....	Reagan, 345, 346; Morton, 501, 502
Majority favor pooling .....	Ripley, 593
Colorado, abolishment of .....	Kindel, 258
Nebraska, powers of .....	Fuller, 444
Southern States, referred to .....	Spencer, 281
Texas, constitutionality of law .....	Reagan, 344
Powers as to rates, capitalization, etc. ....	Reagan, 339-346, 349, 350
<b>State sovereignty :</b>	
Actual, with reference to taxation .....	Seligman, 600
<b>Steel :</b>	
Freight rates, discussed .....	Cowen, 317
<b>Stevedores :</b>	
Grain handlers, Buffalo .....	Keep, 711
<b>Stocks, railroad :</b>	
Dividends, rates, table .....	Lewis, 730
Small amount .....	Blanchard, 624
Quotations, sales, amount outstanding .....	Lewis, 726-728
Illinois Central, distribution among owners .....	Fish, 325-327
Speculation in, rate wars result from .....	Gallagher, 542
Control of issue by Government, discussed .....	Johnson, 62; Knapp, 144; Reagan, 341-343; Morton, 501; Seligman, 610
<b>Stoppage in transit :</b>	
Not permitted at Kansas City without charge .....	Bookwalter, 570-572
<b>Street railways :</b>	
Regulation better at present than public ownership .....	Seligman, 617
Should be more heavily taxed .....	Seligman, 606, 617
Refusal to permit union of employees .....	Strong, 514
Many sailors become gripmen .....	Furuseth, 698
<b>Strikes (see also <i>Arbitration; Injunctions, etc.</i>) :</b>	
Brotherhoods, influence in checking .....	Arthur, 128
Influence in preventing violence .....	Sargent, 89
Officers enjoined from consulting strikers .....	Moseley, 9, 12; Arthur, 119, 120
Buffalo, grain shovelers, 1899 .....	Keep, 711-713
Causes, summarized .....	Sargent, 68, 89; Arthur, 119, 120; Strong, 506
Violation of joint agreements with employers .....	Arthur, 119
Chicago, 1894—	
Number thrown out of employment .....	Strong, 519
Cause .....	Strong, 506
Destruction of property .....	Strong, 506
Good character of strikers .....	Strong, 523
Employment for all roads in the hands of one man .....	Strong, 506
Blacklisting, use of .....	Moseley, 8; Strong, 505-520
Strikers reemployed .....	Strong, 522-524
Switchmen, number now employed .....	O'Rourke, 529
Agitators excluded from switchmen's union .....	O'Rourke, 529-531
Conspiracy, concerted action not wrongful .....	Moseley, 14
Legality of various methods .....	Moseley, 13, 14

	Page.
<b>Strikes, etc.—Continued.</b>	
Funds, Brotherhood of Locomotive Engineers .....	Arthur, 121
Great Britain, common law concerning .....	Moseley, 13, 14, 19
Combination acts and their repeal .....	Moseley, 15
Methods of employers, summarized .....	Moseley, 15
Picketing .....	Moseley, 19
Interstate Commerce Commission, interference deprecated .....	Sargent, 94
<b>Intimidation and violence—</b>	
Illegality and injustice .....	Moseley, 14; Walker, 774
Workmen have no right regarding employer's property .....	Walker, 774
Sailors at Buffalo .....	Keep, 710
<b>Justification—</b>	
Rights concerning .....	Strong, 513
Must be ultimate method of settling disputes .....	Walker, 773, 774
Legal questions concerning discussed .....	Moseley, 13, 14
Courts have no right to discuss justice .....	Moseley, 12
Obligation of railway employees to continue employment .....	Moseley, 13
Men entitled to quit employment without notice .....	Strong, 521, 522
Public character of railways and railway employees .....	Strong, 522
Purpose of railroads to stop .....	Strong, 505
New York Central, conditions on .....	Callaway, 221
Northern Pacific Railroad, 1894, causes and use of injunctions .....	Moseley, 9, 12; Sargent, 73, 89; Arthur, 119, 120
Picketing, legality, Great Britain .....	Moseley, 15
Pullman, 1894, destitution of strikers .....	Strong, 505
Relief funds, coercion by means of .....	Johnson, 59
Remedy, better mutual understanding .....	O'Rourke, 528
Results, beneficial to employees .....	Sargent, 68
Toledo, Ann Arbor and North Michigan Railroad, causes and injunctions .....	Moseley, 8, 12; Sargent, 72; Arthur, 120
Union Pacific Railroad .....	Sargent, 74; Callaway, 221
<b>Suez Canal:</b>	
Volume of traffic .....	Keep, 720
<b>Suffrage:</b>	
Educational test advocated .....	Arthur, 124
<b>Sunday labor:</b>	
Necessary in certain cases .....	Sargent, 86, 87
Amount and necessity of .. Callaway, 218; Spencer, 265; Ingalls, 289; Cowen, 303	
Railways, purpose to reduce as much as possible .....	Stickney, 455
Possibility of abolishing, discussed .....	Callaway, 218; Cowen, 304
Laws prohibiting running of trains, injurious .....	Spencer, 265, 266
Disadvantages and evasions .....	Ingalls, 289
<b>Superior, Wisconsin:</b>	
Importance as iron center .....	Dickinson, 551
<b>Suspension.</b> (See <i>Discipline</i> .)	
<b>Switches:</b>	
Blocking of frogs .....	Moseley, 38; Clark, 115
<b>Switching charge:</b>	
On grain at Kansas City and Western points .....	Bookwalter, 571
<b>Switchmen:</b>	
Chicago, number .....	O'Rourke, 530
Members of conductors' and trainmen's organizations .....	O'Rourke, 530
Number engaged in strike of 1894 .....	O'Rourke, 529
<b>Switchmen's Union of America:</b>	
Number of local unions and of members .....	O'Rourke, 528
Chicago lodges, number and membership .....	O'Rourke, 525, 530
Local unions not confined to one road .....	O'Rourke, 529
Applicant for membership must show good character .....	O'Rourke, 528
Excludes men active in strike of 1894 .....	O'Rourke, 529, 531
Relations with railroads friendly .....	O'Rourke, 530
Relief system .....	O'Rourke, 526, 527
<b>Switzerland:</b>	
Government purchase of railways .....	Lewis, 727, 728
Difficulty of double taxation appears in .....	Seligman, 600
<b>Tagals:</b>	
Sailors .....	Furuseth, 689



828 THE INDUSTRIAL COMMISSION:—TRANSPORTATION.

Taxation (see also <i>Taxation of railways</i> ):	Page.
General questions regarding .....	Seligman, 599, 605
Corporations—	
Difficulties of, under existing conditions.....	Seligman, 600-603
Importance of .....	Seligman, 599
Federal, discussed.....	Seligman, 599-602, 607-609
Should be measured by true economic capital.....	Seligman, 609
Unification of methods by Federal authority.....	Seligman, 602
Federal, division among States, discussed.....	Seligman, 602, 607-609
Sources should be different from State.....	Seligman, 599
Interstate-commerce tax would hinder reform .....	Seligman, 600
General property tax—	
Not defensible in advanced industrial communities.....	Seligman, 603, 607
Still suitable to agricultural States South and West.....	Seligman, 602, 603
Farmers, unjust to, in many States.....	Seligman, 607
Relegation by States to local divisions.....	Seligman, 599
States without .....	Seligman, 607
Personal property, injustice in taxing.....	Newcomb, 105, 106
Evasion in cities.....	Seligman, 607
Real estate, exclusive tax for local purposes advocated.....	Newcomb, 105
Franchise—	
Three kinds of franchises.....	Seligman, 605
Domestic and foreign corporations, legal questions.....	Seligman, 600
New York, general tax .....	Seligman, 606
New York, special, purpose and character .....	Seligman, 605, 606
Income tax, necessity of adjusting to different classes of income.....	Newcomb, 106
Inheritances, Federal tax deprecated.....	Seligman, 599, 608
Desirability and importance for State governments.....	Seligman, 599, 603
England, partly divided among localities.....	Seligman, 602
Local, amount largely, not entirely, controlled by locality.....	Seligman, 608
Sources, separate from State, desirable.....	Seligman, 599, 603, 608
Monopolies, municipal, should be specially taxed.....	Seligman, 606
New Jersey system, wise.....	Seligman, 606
New York, proposals of State tax commission.....	Seligman, 603
Stamp taxes, express receipts, payment by shipper, deprecated ..	Kennard, 370
States—	
Uniformity .....	Newcomb, 105; Seligman, 602, 604, 606, 609
Should have different objects from local.....	Seligman, 599, 603, 608
Tax commissioners, conventions of, desirable.....	Seligman, 602, 608, 609
Stock watering, not the best way to check.....	Seligman, 609
Trusts and interstate commerce, a proper means of regulating....	Seligman, 605
<b>Taxation of railways:</b>	
Discussed generally.....	Johnson, 62, 63; Seligman, 600-609
Bonds, owned outside of State, not taxable.....	Seligman, 601, 604
Pennsylvania system.....	Seligman, 601
Part of true capital.....	Seligman, 601
Capital stock—	
Difficulty of taxing.....	Seligman, 601
Mileage as a measure of valuation.....	Seligman, 603, 604
Market value preferable to par value.....	Seligman, 609
Pennsylvania system.....	Seligman, 601
Double, difficulty.....	Seligman, 600, 602
On property and earnings, deprecated.....	Reagan, 348
Federal, deprecated.....	Newcomb, 102; Seligman, 599-602, 607-609
General property tax on railways—	
Southern States.....	Spencer, 282
Inapplicable and unjust.....	Newcomb, 105
Preferable.....	Cowen, 319
Assessment by railroad commission, advocated.....	Reagan, 348
Property inside State, court decision as to taxing.....	Johnson, 63
Illinois Central Railroad, special tax, excessive.....	Fish, 332
License tax, advocated.....	Johnson, 62
Localities, division of State tax among.....	Seligman, 602
New York Central, excessive.....	Callaway, 228
Reasonableness of existing, discussed.....	Cowen, 319
Receipts, gross—	
Interstate commerce, legal difficulties.....	Seligman, 600, 603
Advocated as basis.....	Johnson, 62; Seligman, 604

Taxation of railways—Continued.	Page.
Receipts, gross—Continued.	
Disadvantage .....	Newcomb, 105
Graduated, advocated .....	Callaway, 228
Federal tax, constitutional .....	Seligman, 608
Distinction between domestic and foreign corporations .....	Seligman, 603
Maine and Wisconsin .....	Seligman, 603
Receipts, net—	
Just basis for taxes .....	Newcomb, 101; Seligman, 604
Difficulty of practical application .....	Seligman, 604, 605
General use in foreign countries .....	Seligman, 604
Injustice through deduction of interest .....	Callaway, 228
Shifting, difficulty of .....	Johnson, 63
On shippers and consumers .....	Newcomb, 101
Southern States, excessive .....	Spencer, 280, 282
State taxes—	
Abolition by Government ownership .....	Seligman, 606; Lewis, 738
Differences in methods .....	Newcomb, 101, 105
Uniformity as to corporations .....	Seligman, 602, 604, 609
Difficulty due to State conditions .....	Newcomb, 105
Possibility for New Jersey .....	Seligman, 606, 607
Water in stock not properly taxable .....	Seligman, 609
Telegraphs:	
Consolidation, advantage of .....	Blanchard, 647
Charges—	
Excessive .....	Kennard, 365
Relatively high in United States .....	Seligman, 610, 611
Reasonable .....	Counselman, 392
Government ownership, advocated .....	Kennard, 365, 366; Greeley, 381; Fuller, 446; Seligman, 610, 611
Existing system should be bought .....	Seligman, 612
Private wires, evils of .....	Greeley, 381
Post-office, supervision by .....	Prouty, 152
Service, character of, discussed .....	Syndacker, 400
Relatively poor in United States .....	Seligman, 610, 611
Use, small in United States .....	Seligman, 610, 611
Telegraph operators (see also, <i>Hours; Labor; Wages</i> ):	
Disadvantage of organization .....	Ingalls, 291
Telephones:	
Government ownership advocated .....	Kennard, 366; Seligman, 612, 613
In European countries .....	Seligman, 612
Terminal charges:	
Live stock, Chicago .....	Mallory, 587, 588
New York .....	Callaway, 224, 225; Blanchard, 672, 673
Terminal facilities:	
Must be furnished by railroad companies .....	Mallory, 588
Grain, unfair use, and importance .....	Carter, 583
Grain and flour .....	Blanchard, 672, 673
Texas:	
Capitalization of railways, control .....	Reagan, 341
Classification of freight, regulation .....	Reagan, 350
State railroad commission—	
Powers and success .....	Reagan, 339
Powers regarding examination of books .....	Reagan, 349
Law, satisfactory character of .....	Reagan, 345
Railways, approval of .....	Reagan, 349
Through freight rates:	
Importance and advantages .....	Newcomb, 99; Blanchard, 632
Increasing number .....	Blanchard, 632
Preferences of railways for certain lines .....	Blanchard, 627
Interstate Commerce Commission, power to establish, advocated .....	Prouty, 150
Legislation requiring, not necessary .....	Blanchard, 632; Newcomb, 99
Petroleum, refusal on, New England .....	Prouty, 149
Ticket brokerage:	
Abuses and fraudulent practices—	
Generally .....	Sargent, 70; Cowen, 309; Blanchard, 621-623
False information to travelers .....	Blanchard, 622
Employees, sale of tickets to dealers by .....	Blanchard, 667

	Page.
<b>Taxation</b> (see also <i>Taxation of railways</i> ):	
General questions regarding .....	Seligman, 599, 605
Corporations—	
Difficulties of, under existing conditions .....	Seligman, 600-603
Importance of .....	Seligman, 599
Federal, discussed .....	Seligman, 599-602, 607-608
Should be measured by true economic capital .....	Seligman, 608
Unification of methods by Federal authority .....	Seligman, 602
Federal, division among States, discussed .....	Seligman, 602, 607-608
Sources should be different from State .....	Seligman, 599
Interstate-commerce tax would hinder reform .....	Seligman, 600
General property tax—	
Not defensible in advanced industrial communities .....	Seligman, 603, 607
Still suitable to agricultural States South and West .....	Seligman, 602, 608
Farmers, unjust to, in many States .....	Seligman, 607
Relegation by States to local divisions .....	Seligman, 599
States without .....	Seligman, 607
Personal property, injustice in taxing .....	Newcomb, 105, 106
Evasion in cities .....	Seligman, 607
Real estate, exclusive tax for local purposes advocated .....	Newcomb, 106
Franchise—	
Three kinds of franchises .....	Seligman, 605
Domestic and foreign corporations, legal questions .....	Seligman, 600
New York, general tax .....	Seligman, 600
New York, special, purpose and character .....	Seligman, 605, 606
Income tax, necessity of adjusting to different classes of income .....	Newcomb, 106
Inheritances, Federal tax deprecated .....	Seligman, 599, 608
Desirability and importance for State governments .....	Seligman, 599, 602
England, partly divided among localities .....	Seligman, 602
Local, amount largely, not entirely, controlled by locality .....	Seligman, 608
Sources, separate from State, desirable .....	Seligman, 599, 603, 608
Monopolies, municipal, should be specially taxed .....	Seligman, 600
New Jersey system, wise .....	Seligman, 600
New York, proposals of State tax commission .....	Seligman, 605
Stamp taxes, express receipts, payment by shipper, deprecated ..	Kennard, 370
States—	
Uniformity .....	Newcomb, 105; Seligman, 602, 604, 606, 608
Should have different objects from local .....	Seligman, 599, 603, 608
Tax commissioners, conventions of, desirable .....	Seligman, 602, 608, 609
Stock watering, not the best way to check .....	Seligman, 608
Trusts and interstate commerce, a proper means of regulating .....	Seligman, 608
<b>Taxation of railways:</b>	
Discussed generally .....	Johnson, 62, 63; Seligman, 600-604
Bonds, owned outside of State, not taxable .....	Seligman, 601, 604
Pennsylvania system .....	Seligman, 601
Part of true capital .....	Seligman, 601
Capital stock—	
Difficulty of taxing .....	Seligman, 601
Mileage as a measure of valuation .....	Seligman, 603, 604
Market value preferable to par value .....	Seligman, 604
Pennsylvania system .....	Seligman, 601
Double, difficulty .....	Seligman, 600, 602
On property and earnings, deprecated .....	Reagan, 348
Federal, deprecated .....	Newcomb, 102; Seligman, 599-602, 607-608
General property tax on railways—	
Southern States .....	Spencer, 282
Inapplicable and unjust .....	Newcomb, 106
Preferable .....	Cowen, 311
Assessment by railroad commission, advocated .....	Reagan, 348
Property inside State, court decision as to taxing .....	Johnson, 62
Illinois Central Railroad, special tax, excessive .....	Fish, 332
License tax, advocated .....	Johnson, 62
Localities, division of State tax among .....	Seligman, 602
New York Central, excessive .....	Callaway, 228
Reasonableness of existing, discussed .....	Cowen, 311
Receipts, gross—	
Interstate commerce, legal difficulties .....	Seligman, 600, 605
Advocated as basis .....	Johnson, 62; Seligman, 604

<b>Taxation of railways—Continued.</b>	Page.
Receipts, gross—Continued.	
Disadvantage .....	Newcomb, 105
Graduated, advocated .....	Callaway, 228
Federal tax, constitutional .....	Seligman, 608
Distinction between domestic and foreign corporations .....	Seligman, 603
Maine and Wisconsin .....	Seligman, 603
Receipts, net—	
Just basis for taxes .....	Newcomb, 101; Seligman, 604
Difficulty of practical application .....	Seligman, 604, 605
General use in foreign countries .....	Seligman, 604
Injustice through deduction of interest .....	Callaway, 228
Shifting, difficulty of .....	Johnson, 63
On shippers and consumers .....	Newcomb, 101
Southern States, excessive .....	Spencer, 280, 282
State taxes—	
Abolition by Government ownership .....	Seligman, 606; Lewis, 738
Differences in methods .....	Newcomb, 101, 105
Uniformity as to corporations .....	Seligman, 602, 604, 609
Difficulty due to State conditions .....	Newcomb, 105
Possibility for New Jersey .....	Seligman, 606, 607
Water in stock not properly taxable .....	Seligman, 609
<b>Telegraphs:</b>	
Consolidation, advantage of .....	Blanchard, 647
Charges—	
Excessive .....	Kennard, 365
Relatively high in United States .....	Seligman, 610, 611
Reasonable .....	Counsellman, 392
Government ownership, advocated .....	Kennard, 365, 366;
Existing system should be bought .....	Greeley, 381; Fuller, 446; Seligman, 610, 611
Private wires, evils of .....	Seligman, 612
Post-office, supervision by .....	Greeley, 381
Service, character of, discussed .....	Prouty, 152
Relatively poor in United States .....	Syndacker, 400
Use, small in United States .....	Seligman, 610, 611
<b>Telegraph operators (see also, <i>Hours; Labor; Wages</i>):</b>	
Disadvantage of organization .....	Ingalls, 291
<b>Telephones:</b>	
Government ownership advocated .....	Kennard, 366; Seligman, 612, 613
In European countries .....	Seligman, 612
<b>Terminal charges:</b>	
Live stock, Chicago .....	Mallory, 587, 588
New York .....	Callaway, 224, 225; Blanchard, 672, 673
<b>Terminal facilities:</b>	
Must be furnished by railroad companies .....	Mallory, 588
Grain, unfair use, and importance .....	Carter, 583
Grain and flour .....	Blanchard, 672, 673
<b>Texas:</b>	
Capitalization of railways, control .....	Reagan, 341
Classification of freight, regulation .....	Reagan, 350
State railroad commission—	
Powers and success .....	Reagan, 339
Powers regarding examination of books .....	Reagan, 349
Law, satisfactory character of .....	Reagan, 345
Railways, approval of .....	Reagan, 349
<b>through freight rates:</b>	
Importance and advantages .....	Newcomb, 99; Blanchard, 632
Increasing number .....	Blanchard, 632
Preferences of railways for certain lines .....	Blanchard, 627
Interstate Commerce Commission, power to establish, advocated .....	Prouty, 150
Legislation requiring, not necessary .....	Blanchard, 632; Newcomb, 99
Petroleum, refusal on, New England .....	Prouty, 149
<b>Ticket brokerage:</b>	
Abuses and fraudulent practices—	
Generally .....	Sargent, 70; Cowen, 309; Blanchard, 621–623
False information to travelers .....	Blanchard, 622
Employees, sale of tickets to dealers by .....	Blanchard, 667

	Page.
<b>Ticket brokerage—Continued.</b>	
Causes and methods—	
Commissions tend to promote .....	Blanchard, 623
Railways, connivance with, sale of tickets .....	Wilson, 46, 52;
Johnson, 61; Spencer, 269, 270; Ingalls, 293; Cowen,	
309; Fish, 333, 334; Reagan, 350; Stickney, 458;	
Bird, 470; Morton, 489, 500; Blanchard, 622, 667	
Evading of laws against discriminations, means of .....	Sargent, 70
Through tickets, opportunities connected with .....	Blanchard, 666
Effects—	
Injurious.....	Sargent, 70; Callaway, 227; Spencer, 269–272; Ingalls, 293
Excursion rates, granting checked.....	Ingalls, 293, 294; Blanchard, 623
Saving to passengers.....	Wilson, 52; Blanchard, 668
Passenger rates .....	Kelley, 193; Spencer, 271; Cowen, 309, 310
Wages .....	Johnson, 60
Rate wars induced.....	Blanchard, 622
Public opinion, generally opposed to.....	Blanchard, 621
Remedies—	
Railways could prevent by certain rules .....	Ingalls, 294
Methods of issuing tickets .....	Bird, 469, 470
Limited tickets .....	Blanchard, 669
Redemption of unused tickets .....	Spencer, 271;
Fish, 333; Reagan, 350; Blanchard, 623	
Selling price, printing on ticket .....	Blanchard, 670
Identification of passengers, impossibility .....	Blanchard, 668, 670
Signature as means of identification.....	Blanchard, 670
Regulation or prohibition by law—	
Advocated .....	Johnson, 61;
Vanlandingham, 214; Callaway, 227; Cowen, 309; Reagan,	
350; Bird, 469; Morton, 489; Blanchard, 670, 671; Wilson, 768	
Deprecated .....	Stickney, 457
In various States and countries .....	Callaway, 227
Constitutionality .....	Blanchard, 670, 671
Unused tickets—	
Illegality of selling .....	Blanchard, 670, 671
Sale justified.....	Stickney, 457, 458
Liability of railway for damages on .....	Spencer, 271; Blanchard, 669
<b>Toledo:</b>	
Coal shipments.....	Keep, 716
<b>Toledo, Ann Arbor and North Michigan Railroad:</b>	
Use of injunction during strike on .....	Moseley, 8, 12; Sargent, 72; Arthur, 120
<b>Trackmen:</b>	
Brotherhood of Railway Trackmen .....	Wilson, 48–54
Character and nationality of men employed .....	Wilson, 46, 49
Irregularity of employment .....	Wilson, 46
Number employed, duties, etc.....	Wilson, 45, 46
Employment of greater number desirable .....	Wilson, 765
Organizations in the Northern States unimportant .....	Wilson, 55
Promotion, possibility of .....	Wilson, 52
Road masters, number, duties, wages, etc.....	Wilson, 45, 52
Section foremen, number, duties, wages, etc .....	Wilson, 45
Severity of work.....	Wilson, 51; Ingalls, 288
Unemployed, ease of filling vacancies from .....	Wilson, 51
Wages and hours .....	Wilson, 45, 46, 50, 52
<b>Traffic associations and agreements:</b>	
Advantages of.....	Ingalls, 286, 297;
Cowen, 314; Hyland, 351; Bird, 479;	
Tucker, 557, 559; Blanchard, 640, 641	
Central Freight Association.....	Tucker, 557–559
Chicago East Bound Freight Committee.....	Woffindin, 565
Formation without pooling advocated.....	Vanlandingham, 214
Joint Traffic Association .....	Newcomb, 97; Blanchard, 678, 681
Opinions of authorities concerning.....	Blanchard, 641, 642, 664
Rates, impossibility of maintaining.....	Stickney, 461
Southwestern Traffic Association .....	Stone, 532; Ripley, 593
<b>Train load:</b>	
Average size of.....	Carter, 579
<b>Trainmen.</b> (See <i>Hours; Labor; Wages.</i> )	

	Page.
<b>Tramp steamers:</b>	
Defined .....	Furuseth, 697
Importance in ocean transportation .....	Neall, 177
Ports, different numbers sailing from different .....	Neall, 162
Relative cost, United States and England .....	Neall, 170
None under American flag .....	Furuseth, 697
<b>Travel.</b> (See <i>Passenger traffic.</i> )	
<b>Trusts</b> (see also <i>Combinations</i> ):	
Railway agreements not similar to .....	Blanchard, 646
Discriminations in favor of .....	Newcomb, 103; Cowen, 317
Only discriminations and overcapitalization need be feared .....	Carter, 585
Pools, opposition toward .....	Newcomb, 103
Rates, dictation by .....	Newcomb, 103
Taxation a proper means of regulating .....	Seligman, 605
Destruction by Government ownership of railroads .....	Lewis, 724, 748, 749
<b>Underbilling of goods:</b>	
Existence and seriousness of practice .....	Knapp, 132, Gallagher, 541, 543
Difficulties of prosecuting for .....	Gallagher, 546, 547
Examination of cars to detect, suggested .....	Gallagher, 546
<b>Unemployment:</b>	
Absence of statistics .....	Clark, 116
Great Britain, royal commission on labor, views regarding .....	Moseley, 20
<b>Union Pacific Railroad:</b>	
Compelled to discriminate against Kansas City .....	Bookwalter, 573
Hospital funds .....	Sargent, 74
Strikes on .....	Sargent, 74; Callaway, 221
<b>Union Stockyard and Transit Company, Chicago:</b>	
Trackage and feed charges .....	Mallory, 588
<b>United States Flour Mill Company:</b>	
Organization and character .....	Barry, 242
<b>Vehicles:</b>	
Classification of .....	Dickinson, 548
<b>Vessels.</b> (See <i>Lake transportation; Ocean transportation; Sailors; Tramp steamers.</i> )	
<b>Volume of railroad business:</b>	
Statistics .....	Lewis, 728, 732
Large at present .....	Tucker, 558
Uniformity from year to year .....	Lewis, 738
Passenger, United States and Europe .....	Johnson, 61;
	Cowen, 310; Lewis, 733, 739; Weyl, 759
<b>Wages:</b>	
Agreements between organizations and employers .....	Sargent, 64
Engineers .....	Arthur, 117, 127
Violation, instances of .....	Arthur, 119
Colored labor, lower rates .....	Sargent, 65; Spencer, 267
Conductors, overtime, payment for .....	Clark, 110
Influence of organizations .....	Clark, 113
Engineers .....	Arthur, 117, 127
Foreign countries compared with United States .....	Blanchard, 642
Great Britain, average annual .....	Moseley, 16
Grain shovellers, method of payment .....	Keep, 712
Illinois Central, maintenance during hard times .....	Fish, 324-327
Interstate Commerce Commission, influence in control advocated .....	Wilson, 47
Labor organizations, influence on .....	Wilson, 51;
	Johnson, 60; Clark, 113; Arthur, 117
Lake Carriers' Association, wages' card .....	Keep, 710, 711, 719
Methods of fixing—	
Time and distance rates .....	Sargent, 86, 87; Arthur, 117; Ingalls, 287
Mileage and monthly payment .....	Sargent, 64, 65
Chesapeake and Ohio .....	Ingalls, 287
New York Central .....	Callaway, 217
Southern Railway .....	Spencer, 264
Overtime, payment for .....	Wilson, 50; Sargent, 66, 86, 88; Clark, 110; Cowen, 303
Public employment, payment of union rates, advocated .....	Moseley, 16
Rates—	
By classes of employees .....	Lewis, 734
Foreign countries, comparison .....	Blanchard, 642
Switchmen .....	O'Rourke, 530
Track laborers, etc. ....	Wilson, 45, 46

Wages—Continued.	Page.
Rates—Continued.	
Trainmen and telegraphers .....	Sargent, 65
Low, causes of .....	Wilson, 46, 47
Rise with improved methods .....	Seligman, 611
Probable increase under Government ownership .....	Lewis, 740
New York Central Railroad, by classes .....	Callaway, 217
Southern States, lower, reasons .....	Spencer, 267
Reduction, difficulty of .....	Fish, 327
During hard times, advantage to employees .....	Fish, 324, 325
Sailors—	
Not affected by the flag .....	Furuseh, 688, 689, 698, 708
Relative decline .....	Furuseh, 688, 697, 698
In various ports .....	Furuseh, 688
Unjust laws governing payment .....	Furuseh, 691, 695, 706
Great Lakes, variations .....	Keep, 710, 711, 719
State, fixing by, deprecated .....	Moseley, 76
Statistics, Interstate Commerce Commission should prepare .....	Sargent, 94
Switchmen, Chicago .....	O'Rourke, 530
Ticket scalping, influence on .....	Johnson, 60
Track men, road masters, section hands, etc., rates .....	Wilson, 45, 46
Increase through organization .....	Wilson, 51
Train men and telegraphers, rates .....	Sargent, 65
Watering of stock, little influence .....	Newcomb, 101
<b>Watches on shipboard:</b>	
Explained .....	Furuseh, 700, 701
Excessive time at the wheel .....	Furuseh, 701
<b>Watering of stock. (See Capitalization.)</b>	
<b>Water transportation (see also Lake transportation; Ocean transportation):</b>	
Cheapness of .....	Carter, 578
Slowness a disadvantage .....	Carter, 579
Uncertainty of statistics .....	Johnson, 63
Control by Interstate Commerce Commission, advocated .....	Johnson, 63
Competition, unfair, by railways .....	Vanlandingham, 206
Effect on rail rates .....	Callaway, 225; Spencer, 276; Carter, 578; Keep, 718
Effect in producing place discriminations .....	Knapp, 134, 144; Clements, 155; Kindel, 251, 255
Pacific coast, influence on rail rates, etc ..	Vanlandingham, 203, 207; Kindel 255
Mississippi River navigation .....	Vanlandingham, 206; Carter, 580
<b>Weighing of freight:</b>	
Produce business, difficulties concerning .....	Emerson, 480-482
Discrepancies in scales .....	Emerson, 481
Discharge of freight, control by railway officers, advocated ..	Emerson, 481, 482
<b>Weights and measures:</b>	
Inequality in measures, evils of .....	Kennard, 369
Legal rates in different States .....	Kennard, 369
<b>Welland Canal:</b>	
Tolls and former rebates .....	Keep, 723
<b>Western Classification Committee:</b>	
Description and membership .....	Ripley, 567, 568
Method of action .....	Bird, 478
Fair treatment of shippers by .....	Ripley, 570
<b>Western Union Telegraph Company:</b>	
Government should buy .....	Seligman, 612
<b>Whale-back boats:</b>	
Number and ownership .....	Keep, 714
<b>Wheat (see also Elevators; Export rates; Flour; Grain):</b>	
Character of, in various districts .....	Gallagher, 546
Exportation confined to few large shippers .....	Barry, 245
Price of, chiefly determined at Chicago .....	Gallagher, 541; Bookwalter, 577
Foreign markets, effect on price .....	Barry, 247, 248
<b>Wisconsin:</b>	
Antipass law .....	Dickinson, 552
Gross receipts tax on corporations .....	Seligman, 603
<b>Young Men's Christian Association:</b>	
New York Central, conditions of .....	Callaway, 220
Chesapeake and Ohio, satisfactory working .....	Ingalls, 290

**CHECKED**  
**2003-05**





CONFIDENTIAL  
TOP SECRET