

LOOKING AT THE PAST

Investigation of Corporate Abuses by a Special Committee of the Senate.

THE RAILROADS AND THE PEOPLE

Favoritism in Passenger Tolls, Free Passes and Other Evils—Federal Restriction a Remedy for Gross and Burdensome Abuses.

PART IV.

Fourth installment of testimony of Mr. E. Rosewater before the select committee of the United States senate...

Senator Platt—I am told that the New York Central railroad carries passengers from New York to Albany for \$1.40, which is less than a cent a mile...

Senator Harris—Do they not sell 200,000 commercial travelers in the United States who enjoy this privilege...

Senator Platt—Do they make a lower rate to commercial travelers?

Mr. Rosewater—They sell them a 1,000-mile ticket at 3 cents in Iowa, I think, and in this state at 3 cents.

Senator Platt—Do they not sell 200,000 commercial travelers in the United States who enjoy this privilege...

Senator Harris—Do they not sell 200,000 commercial travelers in the United States who enjoy this privilege...

Senator Platt—Do you not think if the roads it would be better for them and for the great cause of the nation...

Mr. Rosewater—Certainly, because when men travel who are paying, and they see large numbers of people who are not paying...

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ment of laws that will establish a maximum rate, or at least a limit to the charges, and this will undoubtedly continue to agitate until they get a more stringent penalty for violations of the law...

Senator Platt—I understand you to say, with reference to all these roads that have been chartered by the government...

Mr. Rosewater—I think the charters of those roads are all drawn pretty much after the July, 1862, charter of the Union Pacific railroad...

Senator Platt—Because that is interstate business? But is there anything, now that Nebraska has become a state, by which it makes more difficult for the government to say what passenger rates shall be charged from point to point within the state...

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TRYING TO GET TOGETHER

Effort to Unite All Labor Organizations in One National Body.

HOW THE SCHEME IS PROGRESSING

Leaders Without Exception Favor the Great Idea—Present Year May Witness Its Realization—Difficulties in the Way—Labor Notes.

Indications are that the year 1891 will witness the union in one solid body of all labor organizations in America.

Mr. Rosewater—I think there should be more than that on some classes, according to the rates and by that reason because they are not uniform, considering distance and service.

Senator Platt—In the case of gas companies, when any reduction in the price of gas has been made in any city, the result has been that the receipts for gas have kept up to what they were at the former price.

Mr. Rosewater—The gas receipts depend on the meters a good deal. They can probably regulate the meters so as to make the income keep up. But I do not think the railroad men have meters enough, or rather they have no meters at all.

Senator Platt—And the production? Mr. Rosewater—And production, commerce and manufactures.

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