

# The Commoner.

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### WILL YOU HELP?

The trustees of Illinois college (located at Jacksonville, Ill.) have authorized me to present the following proposition: For the purpose of helping poor and deserving students to secure an education the trustees desire to establish a number of scholarships. The annual tuition is fifty dollars—the interest on \$1,000 at 5 per cent. For each \$1,000 contributed for this purpose they will establish a scholarship, to bear the name of the donor unless he objects, the student to return the money when he is settled in business and can afford to do so. The fund will thus grow indefinitely and do an increasing amount of good.

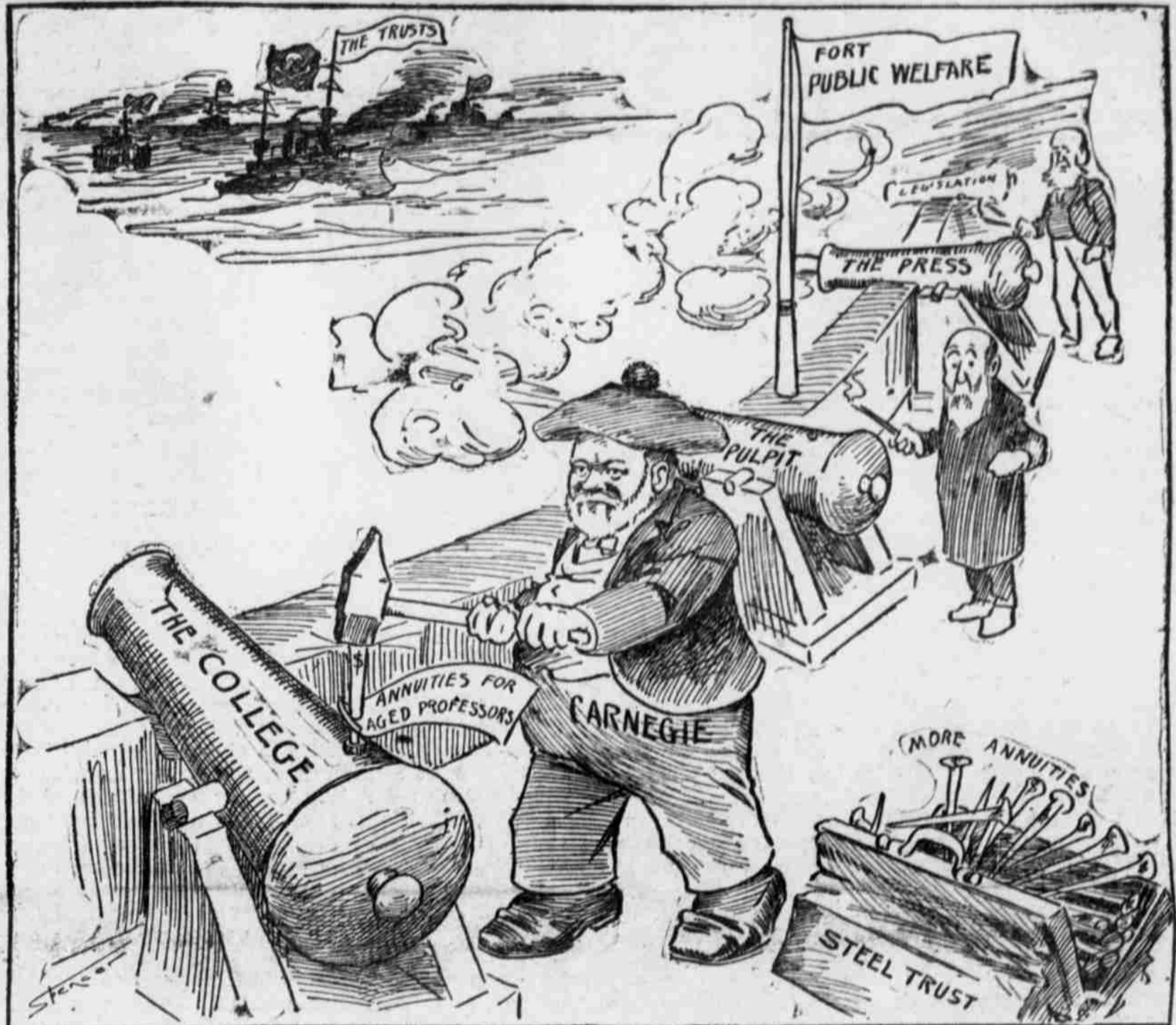
I have decided to establish one scholarship from the Bennett fund and will establish another myself. I am anxious to be able to report several more before commencement (June 7). Will you help? If you can not spare \$1,000 send \$500 and the income will establish a half scholarship. Or, if you can not afford to give \$500, give \$250, \$100, \$50 or \$10, and the smaller sums will be put together and a joint scholarship established. If you can not give cash send a note drawing five per cent interest. Anyone establishing a scholarship or half scholarship can designate, if he likes, the student who is to receive the benefit.

I finished my college course at Illinois college in 1881 and received my master's degree there three years later. As I am now chairman of the board of trustees, I am not only deeply interested in the college but am in position to assure donors that the money which they give will be well used. It is the aim of the trustees and the faculty to develop the students in body, head and heart, in order that they may go forth from the college prepared to fully discharge the duties of citizenship. Are you interested? Will you make this contribution to the cause of education and at the same time give yourself the pleasure that comes from a generous act? Checks or notes can be sent either to J. A. Ayres, treasurer Illinois college, Jacksonville, Ill., or to me.

W. J. BRYAN.

### NOT A DEADHEAD

It is reported that Mr. Roosevelt is paying the expenses of his hunting trip out of his own pocket, and not receiving free transportation from the railroads. Two years ago it was understood that his trip was made at the expense of the railroads, and it excited much just criticism. The Commoner takes pleasure in commending the president for the change in the method of traveling. As the president is dealing with the railroad question it is especially important that he shall not be under obligations to the railroads for valuable favors.



SPIKING THE GUNS

## RAILROAD REGULATION

The senate committee on interstate commerce is now engaged in hearings preliminary to the special session which, it is expected, will be called in October to consider the question of railroad regulation. The Commoner is in favor of the regulation of railroad rates. It believes that every corporation created by law should remain during its entire existence under the control of the law. Created for a public purpose, the corporation should never be permitted to do injury to the public.

The powers exercised by the state should be employed, first, to prevent the creation of corporations except upon conditions which will, as far as human wisdom can devise, protect the public from injury.

Second, the powers exercised by the state should be employed for the regulation of corporations created by it and for the regulation of corporations which, organized elsewhere, do business in the state. There is a distinction between the natural person of flesh and blood and the corporate person created by law. No state should permit a foreign corporation to do business within its borders upon more liberal terms than it prescribes for corporations organized under its authority.

Third, the federal government should exercise to the full its power over corporations engaged in interstate commerce. The federal government ought not to charter corporations, but it is necessary that congress should exercise authority over corporations created in the various states whenever the corporations extend their business beyond the borders of the states in which they were created.

It is especially necessary that the governments, state and national, should keep under

strict supervision and regulation the quasi-public corporations known as railroads, and engaged in the business of transportation. The right of the state to fix rates for commerce within the state is well settled, although the federal courts have interpreted very liberally their power to suspend state rates when, in the judgment of the courts, the rates were not high enough to allow a reasonable profit. The power of the federal government to fix interstate rates is as clear and as certain as the power of the state government to fix state rates. The federal courts have denied to the state legislatures the power to fix interstate rates, and unless congress has the power to act in such matters, we are in the absurd position of having great corporations engaged in a most important business and yet superior to the states and not subject to congressional regulation. If the railroads could by any possibility establish the proposition that congress has no right to fix rates, they would simply arouse a sentiment that would not be satisfied until regulating power was vested somewhere in such a manner as to be beyond dispute.

Granting that congress has the power to regulate rates, the next question is whether it should exercise this power and if so, how? The investigation now in progress is intended to throw light upon this subject, but it seems hardly necessary that there should be an investigation to establish the necessity for regulation. One need but know human nature and its proneness to profit by the exercise of arbitrary power to know that railroad officials need to act under the eye of officials sworn to protect the public, and not personally interested in railroad dividends or salaries. But to the information that one derives from the knowledge of human nature is added the information that comes from the notorious conduct of rail-