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numbered classes from Cincinnati and the Ohio river crossings to the south are unreasonably high, and as they enter into the through rates from Chicago, that those rates, as well as the rates from Cincinnati, are excessive."

And then after prescribing what in its opinion were reasonable rates from Cincinnati to Atlanta, the commission says:

"If the rates by the eastern seaboard lines be taken as the standard of comparison, the rates in these tables will be found to make, in the main, due allowance for the estimated effect on those rates of water competition via the Atlantic."

The commission's finding in the Cincinnati case shows that upon a most thorough investigation it was discovered that the discrimination in rates against our city was actual and real and not simply apparent as you state. Furthermore, if you are informed on the subject, you are aware that at a meeting of the executive officers of the Southern lines held in New York on December 1 and 2, 1904, a basis was adopted for making new rates from New York to Atlanta, Ga., which practically ignored water competition. You are also aware that the people of your home city have spent eighteen millions of dollars to build a railroad from Cincinnati to Chattanooga in order to reach the south under - equitable freight rates, and that they have paid an additional twelve million dollars in taxes to meet the interest on Cincinnati Southern railway bonds over and above the rental income. Yet in your Bellefontaine speech there is an apparent attempt to nullify all of the benefits which should accure to your fellow townsmen from their vast expenditure of money, many sacrifices and great efforts in the building of the Cincinnati Southern railway.

While the wholly unjustifiable statements you made in your Bellefontaine speech and more recent interview apparently show a disregard for the interests of your fellow townsmen in favor of the railroads, yet we are slow to think that you would deliberately take such a position. You certainly cannot afford to oppose the efforts our citizens are making at the present time for a redress of grievances and fair play at the hands of the railways. As the representative of the people, your proper place is on the side of the people, safe-guarding their rights against the encroachments of corporations. There can be no straddling on this question, you must either be with us or against us. We will be glad to have you espouse our cause in this struggle, -we recognize your powerful influence in the senate and admire your great abilities, but if you turn away from us the fight will still go on. This assertion is made with the confidence that there is a man in the presidential chair who has the people behind him and with him to the extent that has never been the case in any previous administration. He is chief magistrate of the nation and of the whole people, and the people believe they may look to him to cross swords even with the senate of the United States, with the assurance that as their champion, he will come off victor in the contest. You intimate that you have in mind a plan which, in your judgment, is better than the plan to confer upon the interstate commerce commission the power to substitute a reasonable rate for a rate, which, after a complaint has been duly made and after a full hearing, has been found and declared by the interstate commerce commission to be unreasonable or unjustly discriminatory.



The Commoner.

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We would like for you to answer fully the following questions:

missible for several lines to make high and excessive, or unduly dis-) mission is authorized to substitute a



joint through rates, they are not required to do so. Under the plan which you have in mind, could the carriers be required to make reasonable joint through rates? If so, how?

30 cents Per Gallon

WRITE FOR COLOR CARD, FREE

Under your plan, if it was determined that the rates from Cincinnati to Atlanta, Ga., were unreasonably high and discriminatory as compared with the rates from Richmond, Va., to Atlanta, Ga., and the carriers were required to make a reduction in the rates from Cincinnati, what would prevent the carriers from Richmond, Va., to Atlanta from making a reduction corresponding to that made from Cincinnati?

apply for the future? If so, how?

pared with the rates from New York | moved under your plan. to Chattanooga to the following extent:

criminatory, under your plan, could reasonable rate for a rate, which, either a maximum, minimum or abso- upon complaint and formal hearing, lute rate be substituted therefor to is found and declared to be reasonable to the alove extent, but what Assuming that the rates from Cin- the Cincinnati shippin; public is incinati to Chattanooga are unreason- terested in, is how this same sort ably high and discriminatory as com- of discrimination can be effectively re-

There are other questions which we may ask you to answer later.

> Yours truly, R. T. WEST, President.

FINISHED DRESSERS

BETTER THAN SPANKING

Spanking does not cure children of ted wetting. If it did there would be few children that would do it. There is a constitutional cause for this. Mrs. M. Summers, Box 118, Notre Dame, Ind., will send her

3 4 5 -6 20 22 20 13 25 16

in cents per hundred pounds, how could a discrimination of this character be effectively removed under your plan?

Upon complaint being filed and a It is clear to us how this kind Under the present law the courts had, and a given rate has of a discrimination can be done away write her today if your children trouble you in this have decided that while it is per- been determined to be unreasonably with if the interstate commerce com-