



be again increased-it may be that in ama canal, propagandists to the cona readjustment of rates many of trary notwithstanding. They are them can be reduced. If the Gooding fighting for existence and an equal amendment is passed it is certain right to a continued growth and dethat the middle west will have to velopment. continue to carry the burden of high

rates-it may be that the rates will have to be increased. The movement of commerce from coast to coast affects both the rates and the industries of the middlewest, whether that commerce is carried by rail or in ocean ships. It is all one transaction. The ocean rates for coastwise shipping and the

been increased

8-B

Canal Should Be Regulated.

merce. They should be regulated and petition that is unrestricted and uncontrolled by the same body that con- regulated; that may render service trols railroad rates. If cheap long when it sees fit, and not at all when haul rates are wrong on the rail- it proves unprofitable. roads, they are wrong through the It would seem, therefore, that a canal.

proper solution would be to adopt one Our interests in the middle west of two policies: demand that the railroads be per- Allow the ra nitted to put into effect low long please, just as the steamship lines are haul rates, or that the ocean shipping permitted to do. Or extend the jurisdiction of the Interstate Commerce their rates to something like a parity commission to include the intercostal with rail rates. If this is not done steamship lines, making it obligatory our industries will languish and we for the commission to establish and will need to carry an ever heavier maintain a parity that will deal justly with railroad and steamship lines, and maintain a balance between all sec-The western railroads that have tions of the country. The first policy is unthinkable. The couri river, and from the Missouri second is the common sense policy river toward the setting sun, are ask. and should be adopted. In the meaning that they have an opportunity to time the appeal of the railroads to reap where they have sown. Let us make long haul rates should be favorably acted-upon and the Gooding amendment should be defeated.



interests be compelled to increase load of transportation charges.

Roads Ask Opportunity.

pushed out from Chicago to the Misremember that the railroads cannot prosper if the people are poor. In this

instance their fight is the fight of the people of the middle west.

The adoption of the Gooding amondment to Section IV of the interstate commerce act would be a Twenty-first and Cuming street. lody blow to the western railroads, and that means a body blow to west- it orn development. The foregoing G. Houghton, business representative, prticles in this series have sought suspect it is because the name to set up the real facts as they exist, not as the propagandist of coast industries and coast shipping inter- tions for a name. A prize will be ests would have us believe them to given the winner. The contest closes be. A recapitulation, as briefly as it January 1. can be made, will close the series.

Section IV of the interstate com-

merce act prohibits a lower charge for a long haul than for a short haul, the shorter haul being included in the longer. The Interstate Commerce commission is empowered to make exceptions to this ruling after proper showing by the interested rail carriers. This section and its exceptions were enacted into law before the Panama canal was opened for traffic. The application of the railroads is based upon the fact that the intered upon the fact that the interpoints are not beneficially mediate affected by water borne traffic rates. while under present conditions the railroads are barred from bidding for transcontinental traffic that goes at low rates from coast to coast by water. Coast industries are opposing the application for the reason that they are naturally anxious to hold on to the low water rates that have made the coast sections so prosperous in recent years.

Eastbound traffic by rail would be stfinulated under the permission sought by the railroads, but not nearly so much as westbound traffic. The railroads base their application for permission to make special through ates on some 40 commodities on the self-evident fact that they would make a profit at the lower rate because it would fill cars bound westward that now return empty. In short, the railroads are asking an op-

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