

	Standpoint	of this question. The
	It has been nine years since congress	notwithstanding the raffways have been gu
	first undertook the task of regulating	try has the best railw
1	the operations of the railways, and the	world; that the way
1	study of these years has done little	highest in the world
	more than show the difficulty of the	less than three percer
	work then undertaken.	invested. This is not
l	. The act of congress to regulate com-	and any rash or ill ad
	merce between the states, commonly	might materially reduc
	known as the interstate commerce law, was the response to a popular and	Legislation, to be ju
1	very general demand that the govern-	those who own the r those that use them.
	ment take some action to prevent	CHARLE
	abuses that had grown up in connec-	
1	tion with the the rate-making power	TOWAGE CH
	whereby certain localities or certain in-	
	dividuals of the same locality, were	What Ship Masters T
	given undue advantage in freight	and Towage
1	charges.	
l	The right of congress to regulate commerce between the states is clearly	The question of to
1	given by the constitution. The neces-	charters was under d
	sity of such a law, not only to pro-	evening by several Speaking for the grou
	tect people from unreasonable rates,	gart, of the Royal
	or unjust discrimination, but also for	thought the time was
1	the conservation of the railroads them-	could get cargoes at A
1	serves, is becoming more and more ap-	the heavy charges an
	parent every day,	to taking a vessel up
1	In fact, the operation of the present	load. "When you ge
	law tends to show that the min-	and with the facilities
	imum rates are as necessary to pro- tect the security-holders, as maximum	locks at the Cascades
1	rates are to protect the shippers. The	tion by barge from the certainly will make a
	average charge per mile for the trans-	dollars expense. You
	portation of passengers or freight is	a safe and commodiou
	extremely low, and yet it is a curious	one will be glad when
1	fact that, while the charge for trans-	to go any further. I i
1	portation in this country is but one-	one towage bill of abo
	half the charge for a like service in	to Portland and back i
ļ	Europe, the rates of freight in some sections are so high as to be nearly	the rates are somewh able. Pilotage charge
	prohibitive, and this, too, in the thickly	reduced as well as the
	settled section of the country.	and I consider that t
	It is this inequality of rates that	for shifting vossels l
	seems to be the greatest present evil.	Portland, are excessiv
	and one which as yet the roads them-	
Ì	selves have been unable to handle sat-	
	isfactorily, so that it would appear to	
l	be absolutely necessary to have some controlling power outside and independ-	
	ent of the goads themselves.	the insurance on d
	The intention of the interstate com-	Several vessels are nov
	merce law was good. That its result	harbor for better cha
l	has been largely a failure has been	under existing condition
	due partly to the vastness and com-	able The Persian a
	plexity of the subject in hand and the	included in the lot."
	inexperience of the framers of the law,	Captain Carnegie ga
	but more because, instead of enacting a general law, creating a commission	ion that when the til
	on just and stable principles, and plac-	for cargoes to be loade only would vessel own
	ing the whole subject under their con-	rates of insurance, bu
	trol, congress undertook to make cer-	cure better charter ra
	tain specific acts of railway operation	equality with San Fra
	unlawful. It followed as a logical se-	
	quence that all acts not specifically de-	A VALUELESS
	clared to be unlawful were permitted.	
	It created a commission to carry out	Barker-Dufferly ou
	the provisions of its act, but did not give them authority to enforce their	soak his head. Gruff-Humph! He
	decrees. The commission was formed on	thing on itTruth.
	lines that are not in strict accord with	thing on to-truck

1.50