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## NEWS NARRATIVE

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To use the reference figures of this Department for obtaining continuous news narratives:

Observe the reference figures in any article; turn back to the page they indicate and find there the next preceding article, on the same subject; observe the reference figures in that article, and turn back as before, continue until you come to the earliest article on the subject; then retrace your course through the indicated pages, reading each article in chronological order, and you will have a continuous news narrative of the subject from its historical beginnings to date.

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Week ending Tuesday, June 7, 1910.

### The Taft Railway Law.

When the Senate came again to consider the railway regulation bill (p. 512), which was on the 31st, it voted down by 30 to 25 the LaFollette amendment providing for a valuation of the physical property of railways as distinguished from their franchise values. Voting in the affirmative were 15 Democrats and 10 Republicans, the latter being Borah, Bristow, Brown, Clapp, Crawford, Dixon, Dolliver, Gamble, Jones and LaFollette. The Democrats were Bacon, Bailey, Clay, Fletcher, Frazier, Gore, Newlands, Overman, Owen, Paynter, Purcell, Rayner, Simmons, Stone and Taylor. Those absent and not paired were Burkett, Beveridge and Bourne, Republicans, and Bankhead, Hughes, McEnery and Smith (Md.), Democrats.

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The Bailey amendment designed to prevent railroads from engaging in commerce in commodities which they transport was defeated by 31 to 25. If passed it would have made it unlawful for any railroad company to transport from one State to another "any article or commodity manufactured, mined or produced by it or under its authority, or by any corporation, joint stock company, or partnership in which said railroad company holds, owns, or controls directly or indirectly any stock or interest." The Supreme Court had nullified a clause of the Hepburn act of 1906 out of which grew a decision of the Supreme Court in which the government prosecuted a number of railroads engaged in mining anthracite coal in Pennsylvania. While holding the law to be Constitutional, the court limited its application so as to make it ineffective. The defeated amendment proposed by Senator Bailey was so formulated as to force the Court to face squarely the question of the right of Congress to prohibit railroad companies from transporting commodities produced by themselves.

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On the 3d, the bill was passed, as amended, by a vote of 50 to 12. The negative votes were all cast by Democratic Senators. The following Democratic Senators voted for the bill: Chamberlain,

Gore, Simmons, Clay, Paynter and Stone. So large an affirmative vote had been obtained by the acceptance of amendments offered by LaFollette and other anti-corporation Senators. Washington gossip is to the effect that these amendments will be nullified by the conference committees of the two Houses. One of the LaFollette amendments places telegraph and telephone lines doing interstate business under the jurisdiction of the Interstate Commerce Commission.

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### Litigation Over Railway Rates.

In anticipation of the passage of a rate regulation law by Congress, the railway combination has undertaken to raise freight rates (p. 512), a move which large shippers have organized to contest. Adding to this opposition the Administration at Washington began an attack in the courts. At the suit of Attorney General Wickersham on the 31st, the United States District Court in Missouri granted a temporary injunction against 25 Western railroads forbidding a general advance in rates. Frederick N. Judson of St. Louis is special counsel for the Government in the suit. The object of the suit is not only to restrain the threatened advance in rates, but also to break up freight committees and associations and all other combinations between railroads in violation of the Sherman anti-trust law. On the 6th, however, President Taft, after a White House conference with Western railroad presidents, announced that the suit would be withdrawn, the purpose in bringing it having been accomplished by their adoption of his view that the railroad companies must withdraw all rate tariffs filed by them to become effective on or after June 1, 1910, and that none of them ought to file any new tariffs involving rate advances until the new law should be passed, assuming that it would be passed at the present session of Congress. The President's declared purpose was to preserve the present rates until, under the railroad bill now pending in Congress, the Interstate Commerce Commission can pass upon the equity of new rates.

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### Socialist Convention of Wisconsin.

The State convention of the Social Democratic party of Wisconsin was held at Milwaukee on the 28th and 29th. Alderman Victor L. Berger, of Milwaukee, was chosen chairman, and Charles B. Whitnall, the Treasurer of Milwaukee, was chosen secretary. The platform demands—abolition of written constitutions, both in State and nation, suffrage for all irrespective of sex or race; old age pensions; nationalization of trusts; abolition of the United States Senate, and home rule for cities. It reaffirms allegiance to the principles of international socialism and states that the final aim of the Social-Democratic party is the emancipa-