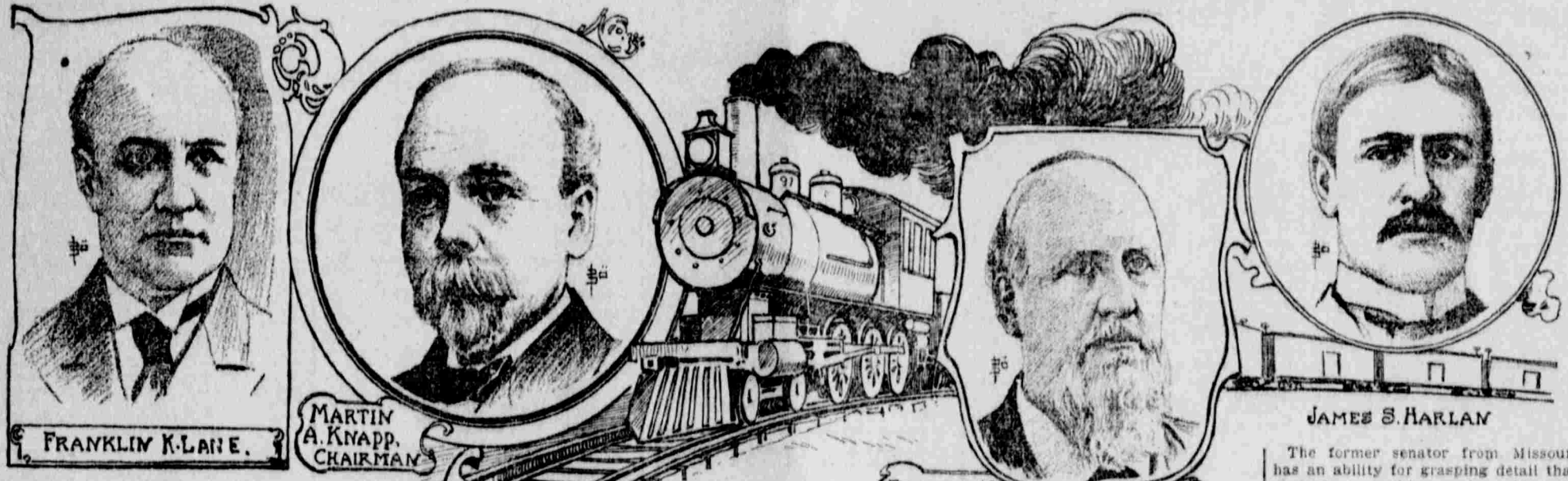


# Seven Men Who Rule the Railroads.

## No Other Body in the World Has Greater Authority in Industrial Affairs Than the Interstate Commerce Commission



**FRANKLIN K. LANE.** So it is that Aug. 28 may be termed an epochal date. Previous to that time the commission had but a shadow of its present authority. It could bring about no investigations as it was not empowered to compel the attendance of witnesses from all parts of the country, nor could it show cause, but it was comparatively powerless to prevent the continuance of the very evils it was created to discover.

So the new commission are seven men, and their duties and powers are defined with great particularity by the Hepburn measure. On the shoulders of these men now devolves the duty of carrying out the regulation of its vast transportation interests. That will involve a practical endeavor to superintend one of the most extensive industries of the world for the best interests of the public at large and in a way that is convincing to that general public. That makes of the interstate commerce commission, as at present constituted, the most significant industrial tribunal of the world.

To give an idea of the scope of the commission's supervision it may be said that within its jurisdiction are about 2100 railroads, pipe lines and waterways. A conservative estimate of the value of this property would be \$14,000,000,000. The value of the railroads is \$10,000,000,000; locomotives, 4,000,000,000; employees, 1,200,000; earnings, \$2,500,000,000; wages paid employees, \$800,000,000.

To keep track of the earnings and expenses of this gigantic industry requires a vigilance that is sleepless, and to rectify the wrongs that come from the current juggling of conflicting interests and the feverish competition that is characteristic of highly capitalized business schemes will tax the combined resources of the seven capable men who constitute this new commission. No such breadth of industrial supervision has ever before been delegated to a single body of men.

Of course the interstate commerce commission even now is not an absolute tribunal. Supervision or regulation is its especial function. The Hepburn bill is entitled "an act to regulate commerce" and it is the duty of the commission to see that its provisions are carried out. One of its largest duties is to regulate transportation rates. According to the wording of the bill it will have the authority to "determine and prescribe what will be just and reasonable rates or charges, and to thereafter observed, in such case, as the maximum to be charged."

This gives the commission the power to make all rates, a privilege which the common carriers have reserved for themselves until now. Besides fixing all tariff schedules, the commission is to hear all complaints bearing on railroad and pipe line transportation. All books and papers belonging to the common carriers must be open to the members of the board on demand. Refusal on the part of the carrier means the payment of a fine of \$500 a day until complied with. The securing of injunctions by carriers is made much more difficult.

Whenever the commission discovers that there is any offering, soliciting, giving or accepting of rebates, favors and sources of profit one way or another to the discrimination of certain classes of patrons, it has the power to proceed at once. The fine ranges from \$100 to \$20,000. Another duty of the commission is to see that railroads do not issue passes to persons who are not entitled legitimately to receive such passes, and the board has power to determine who are the proper persons to whom passes may be given. This regulation of the pass business by law will do away with one of the most unqualified evils of the day.

The men to whom the execution of all this is entrusted are Martin A. Knapp of New York, chairman; Ex-Senator Francis M. Cockrell of Missouri, Judson C. Clements of Georgia, Charles A. Prouty of Vermont, Franklin K. Lane of California, E. E. Clark of Iowa, and James S. Harlan of Illinois. Lane, Clark and Harlan are new appointees, and the others were members of the old commission.

The members of the commission have been selected with great care. It was essential that they should represent the country both geographically and intellectually, and much study was given to the subject. It was understood at the outset that those who should be

come members of this unique feature of national legislation must be men who were beyond the reach of the corporation influence and of character so unassailable that no one might question their integrity.

Martin A. Knapp, chairman of the commission, is a native of New York, born at Spafford, Onondaga county, Nov. 6, 1843. His father was a farmer, and the boy followed that avocation until he was seventeen, when he became a pupil at Cazenovia seminary. Later he finished a classical course at Wesleyan university, Middletown, Conn., from which he was graduated in 1868. In 1871 he received the master's degree, and in 1872 was given the doctorate in laws by the same institution. Mr. Knapp chose the law for a profession and hung out his shingle in Syracuse, N. Y.

It was not many years before Mr. Knapp became one of the leading lawyers in his section of the state. He held the position of corporation counsel of Syracuse for six years and made an excellent reputation. When President Harrison was looking around for a man from New York whom he might select for the interstate commerce commission, then in its infancy, his choice fell upon Mr. Knapp. That was in 1891, and in 1897 he was again appointed by President Cleveland. In 1902 he was called to a third term, this time the choice of President Roosevelt.

The best known and altogether most eminent member of the commission is Francis M. Cockrell, ex-senator from Missouri. He acquired a national reputation in the civil war, in which he was one of the leading commanders on the Confederate side. When peace came General Cockrell was undoubtedly the most popular man in his state. His friends wanted to make him governor, but through some political mishap he lost the nomination. Then those who had tricked him out of the nomination were so repentant that they sent him to the United States senate. Senator Cockrell continued to serve Missouri at Washington for thirty years, displaced only by a political landslide that revolutionized his state. But he left his seat in the senate with a reputation for ability and integrity that was acknowledged by men of all parties. President Roosevelt offered him the choice between a place on the Panama commission and membership in the interstate commerce body. The isthmian job would have yielded far greater financial returns, but the senator preferred to undertake the other. The president was gratified at his choice, for in the making up of a commission of such great supervisory powers the necessity for a man of Cockrell's attainments was compelling.

Judson C. Clements represents the south on the commission. He is a native of Georgia and is in his sixty-first year. Like ex-Senator Cockrell, he was a Confederate soldier and served four years. After the war he made up his mind to study law, and with the most untiring effort he prepared himself for college and was admitted to the bar. He served in both branches of the legislature of his state and was in congress ten years. Long before the passage of the Hepburn bill he was in the habit of arranging the railroads for their barfaced evasions of the law and of deploring the limited power of the interstate commerce commission. In 1892 President Harrison made him a member of the board.

Perhaps the most interesting among the new members of the commission is Edgar E. Clark, appointed by President Roosevelt in recognition of his position in labor circles. Mr. Clark is one of the best known exponents of labor in America. Born at Lima, N. Y., in 1865, he went west in his early life and adopted railroading as a business. He was one of the founders of the Order of Railway Conductors and eventually became president of the organization. When the anthracite railroad commission was formed Mr. Clark was chosen a member, and it was his notable service with that body that led to his appointment to the interstate commerce commission.

James S. Harlan, another new member, is the son of Mr. Justice Harlan of the United States supreme court. He was born at Evansville, Ind., in 1841 and is an alumnus of Princeton. He was a noted college athlete in his day and was captain of the Nassau nine the year of his graduation. Beginning the study of law in the office of Chief Justice Fuller in Chicago, he went later to Columbia university. He built up a very successful practice in Chicago, and in 1891 was appointed attorney general of Porto Rico. Mr. Harlan is a personal friend of the president.

Franklin K. Lane, seventh member of the commission, is the only one among them all who could never under any combination of circumstances become Uncle Sam's tenant in the White House. It is not that Mr. Lane's intellectual endowment are not sufficient to win him the highest honor, but he happens to be a native of Prince Edward Island. His present residence is in San Francisco. He has been a reporter, editor and owner of a Tacoma (Wash.) newspaper, city attorney of San Francisco and an unsuccessful candidate for governor of California. He was the Democratic campaign of 1902 in California that brought Mr. Lane conspicuously to the front. He entered into the struggle with a vim that made him many friends. He abandoned the stereotyped campaign issues and pleaded eloquently for the larger development of California's great resources. One of his most telling points was a plea for lower freight rates. He also championed free markets, the smashing of the middleman's ring and industrial peace.

But he lost the election through a technicality. About 6,000 votes cast for him were rejected on account of some trifling variation of the election rates, and his Republican opponent won by 3,000 votes. Mr. Lane is admired greatly by President Roosevelt, and if Senator Cockrell had not lost his seat Mr. Lane would have been made a member of the interstate commerce commission at that time.

**GEORGE H. PICARD.**

# Uncle Sam and Cuba's Threatening Yellow Peril; Second American Occupation May Prevent Spread of Scourge

**T**HE first installment of Uncle Sam's marines had scarcely landed at the Cuban port of Cienfuegos when that still unconquered scourge of the island, yellow jack, made its appearance. A somewhat protracted absence of several months had inspired the hope that this unwelcome visitor had become so discouraged by the scientific attempts that have been made to interrupt the regularity of his coming that he would not return this time. Recent advices from the island show the officer that he has sought his abode again in spite of the snubbing he has received.

That there was cause for apprehension is evident from the prompt and active measures that have been adopted by the American military authorities to prevent the disease from making its way. The marines were at once ordered about ship and a system of strictest sanitary oversight was instituted. General Elliott, at the head of the marine corps, began a vigorous campaign to protect his men from infection.

In connection with this a matter of importance has come to light—the fact that yellow fever and the mosquito are united in a diabolical league against mankind has not been abandoned. On the contrary, all of the preventive measures employed by the military authorities have been based on the truth of that pretty well established and generally accepted belief, that the first move made at Washington to order the shipment of troops on earth that seem to cause the mosquito to hesitate—to Cuba at present that every marine doing duty shall have as much insect powder on the machinations of this pest as a bottle of the punishment.

In addition to this major precaution the American marines in the island have been supplied with mosquito netting sufficient to cover their beds, and bed clothes have also been provided. These latter, however, are not comfortable for the men. They are so that most men are finding them restful in the consequences. It has been discovered in connection with the matter of the head nets that the American soldier in Cuba is still a little skeptical as to the close connection between the yellow fever and the mosquito.

But those who are better informed pin their faith to the theory. The army medical experts have made it an article of their professional belief, and many of their brethren in civil life have yielded a ready acquiescence. The corroborative experiments conducted by Dr. Juan Gutierrez, in 1901, at the Las Animas hospital, Havana, served to establish the theory which previously had been evolved by Dr. Carlos Finlay. This apparently convincing testimony has been supplemented by a long and exhaustive series of experimentation carried on by government medical experts. In every instance the claims of the early theorists seem to have been substantiated.

The last yellow fever epidemic in Cuba occurred in 1899. Since then there have been several appearances of the disease in various parts of the island, but nothing of an epidemic nature. At Santiago, which was the center of the infected district in 1899, the death rate amounted to 20 per cent. After two years of American occupation Santiago, which had been the synonym of uncleanness, was brought into the condition of the average New England town, and its sanitary condition was improved so materially that a case



of yellow jack was reported for over two years. The records show that since 1741 no previous year had passed with absolute freedom from the disease.

The Americans made a very thorough job of cleaning up at Santiago. Every house in which there had been a case of yellow fever was disinfected three times. Eighty-five miles of streets were swept daily, and 25,000 cubic yards of sweepings were hauled out of the city during the year. In a single week 35,000 gallons of crude petroleum, 4,000 gallons of carbolic acid and 11,000 pounds of chloride of lime were used.

The condition of the city of Havana so far as yellow jack is concerned has been equally gratifying since the expulsion of the Spaniards. There have been periods of considerable length during which not a single case of the disease could be found in the city, a condition that was unknown before the arrival of the Americans. Most significant of all is the fact that the campaign carried on against the scourge has been based on the theory of transmission by the infected mosquito. Five years of this form of prevention have shown results that should be convincing to the most skeptically inclined.

So the medical authorities are combating the disease from the standpoint that the mosquito theory is the true one and that there is none other worthy of consideration. From a purely scientific point of view this can hardly be correct. It is a bold assertion that should be convincing to the most skeptically inclined.

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**BRIEF AND TRUE.**

The present amir of Afghanistan is thirty-four years old.

Japan gets 14,000 recruits yearly for her regular army.

In Egypt there are 160,000 more men than women.

A caterpillar will eat twice its own weight of food in a day.

A gentleman residing near Hornbyshire, an ancient haunt of the Druids, which bears such evidences of which weighed thirty-five pounds. Such a ponderous mass of wool from one sheep is almost, if not quite, unprecedented.

The Russian state scepter is of solid gold, is three feet long and contains among its ornaments 290 rubies and 15 emeralds.

On the top of Harborough hill, Derbyshire, an ancient haunt of the Druids, which bears such evidences of

their occupation as an altar and a font, carved out in the solid rock, a little girl of three months, the daughter of a local farmer, has just been christened.

At Quebec the winter market is very curious. Everything is frozen. Large pigs, killed perhaps months before, may be seen standing frozen in the butchers' shops, and frozen masses of beef, mutton, fowl, deer, cod, haddock and eels, and still like Berengere, was attracted by the handwriting and took up the manuscript.

Milk is also kept frozen and is sold by the pound in masses which look like lumps of white marble.

Victorian Sardou has said that he owed his first success on the stage to his excellent handwriting. He had sent in an often rejected play to the Odéon management for consideration, and the manuscript was thrown, with some fifty others, on the table. One day at rehearsal the charming actress, Mile. Berengere, was attracted by the handwriting and took up the manuscript.

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tion that the stegomyia is the only carrier of yellow fever. There is very strong probability that there are other carriers. It is a well known fact that the disease has made its appearance in many localities in which the special variety of the insect accredited with the power of infection does not exist. It is sufficient for all practical purposes that it has been demonstrated beyond a shadow of doubt, that this death dealing insect does exist in Cuba, and that in that locality at least it is the most active cause of the spread of the fever.

That makes a war of extermination the leading feature of the preventive treatment. To that end the Americans, during the early days of the first occupation, proceeded to make sanitation such a matter of necessity and were so active in securing it that the eyes of the not overparticular native Cuban grew wide with wonder.

That the disease is not contagious has been demonstrated to the satisfaction at least of the military medical experts. At the experiment camp maintained on the outskirts of Havana during the last outbreak of the disease numerous tests were made. In every instance it was found that actual contact with articles worn by fever patients brought no danger whatever. The experimentation which established this fact seems to have been simply thorough. Three healthy young American soldiers slept for twenty consecutive nights in a room containing a large number of articles which had been contaminated by close contact with fatal cases of yellow fever. It was a forbidding task, but these young men were so impressed with the necessity for the sacrifice that they volunteered with enthusiasm. Fortunately none of them contracted the disease. In spite of the thoroughness of this test it was not deemed conclusive. The watchful experts demanded additional evidence before committing themselves to such a novel and unpopular discovery.

The experiment was repeated with the same careful attention to detail that had been given to the first test. Two nonimmune soldiers slept in a room which had been occupied by a yellow fever victim, using the same bed and bedclothing that the dead man had used, for twenty nights. It was an act of heroism that has been equaled but rarely. The result was precisely as before—the men did not contract the disease from the exposure. A third time the experiment was repeated before the medical men would shoulder the responsibility of announcing their discovery to an incredulous world.

**ALBERT MERRIMAN.**

struck in Argos, Greece, about 862 B. C.

Russia makes 50,000,000 birchwood spoons a year.

Coal was not used in Europe for fuel until about 850 A. D.

The manufacture of glass bottles began in England in 1558.

In spite of Irakli, the suicide rate in Japan is low, only 177 a million, against 205 in Germany.

A train traveling 60 miles an hour can be brought to a standstill in 100 yards.

At 30 miles it can be pulled up in 100 yards.

Thirty-six acres out of every 100 of Russian territory are forest land.

Bees can fly faster over short distances, up to three miles, than can pigeons.

Willow contains only 24 per cent of water—one-third less than oak.

The wheat crop of northwest Canada this year is worth at least \$60,000,000.