

**A LIST OF BOOKS: WITH
REFERENCES TO PERIODICALS,
RELATING TO RAILROADS IN
THEIR RELATION TO THE
GOVERNMENT AND THE PUBLIC**

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A List of Books: With References to Periodicals, Relating to Railroads in Their Relation to the Government and the Public by Appleton Prentiss Clark Griffin

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LIBRARY OF CONGRESS

A LIST OF BOOKS

WITH REFERENCES TO PERIODICALS

RELATING TO

RAILROADS

IN THEIR RELATION TO THE GOVERNMENT
AND THE PUBLIC

COMPILED UNDER THE DIRECTION OF
APPLETON PRENTISS CLARK GRIFFIN
CHIEF BIBLIOGRAPHER

SECOND ISSUE
WITH SELECT LIST OF RECENT WORKS
RELATING TO GOVERNMENT REGULATION AND GOVERNMENT
OWNERSHIP OF RAILROADS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1907

PREFATORY NOTE TO SECOND ISSUE

This issue is a reprint from the plates of the first with the addition of a "Select list of recent works relating to government regulation and government ownership of railroads," pp. 41-54, and the continuation of articles in periodicals down to 1907, pp. 63-94.

The legislation which resulted in the Interstate Commerce Law of June 29, 1906, brought about the publication of numerous works. The discussions, in large part, are to be found in periodical literature. Some of the books produced on the subject are recorded on pp. 41-54 of this List.

"The hearings before the Committee on Interstate Commerce, United States Senate," from December 16, 1904 to May 23, 1905, are printed as Senate document 243, 59th Congress, 1st session, comprising five volumes. The digest of the hearings in one volume, forms Senate document 244, 59th Congress, 1st session.

On pp. 7-9 of this List there is a summary statement of federal reports and legislation. Subsequent material of this description is given under the heading United States, pp. 51-54 of this List.

This is restricted to legislation subsequent to the Pacific railroad undertakings. This subject will be treated separately.

In the fifth volume of the "Hearings before the Committee on Interstate Commerce, United States Senate," pp. 1231-1296, there is a list of bills and resolutions introduced in Congress respecting the regulation of railway transportation. This may be consulted in connection with the list of reports here furnished.

In the speeches in Congress in 1874, when the Windom bill was reported, down to enactment of the Interstate commerce act of 1906 there are discussions of all phases of the question of government control, especially of its constitutionality. These are noted on pp. 95-112.

The debates on the Interstate Commerce Law of 1906 are printed in the Congressional Record, 59th Congress, 1st session. The index volume of the Record will guide to speeches on the act and to its legislative history.

The following are to be added to the list of periodicals relating to railroads, received currently by the Library, given on page 10:

American adviser: devoted to investments, lands, and railroads, Chicago; Benton's monthly quotation record, Railroad edition, New York;

Freight, New York; Manufacturers record, a weekly southern industrial, railroad and financial newspaper, Baltimore; Railroad record and common carrier, Atlanta; Railroad reporter, New York; Stockholder, finance and railways, New York.

The following work appeared too late for insertion in the body of the List:

Hoff, Wilhelm and F. Schwabach. North American railroads; their administration and economic policy.

New York: The Germania press, [1906]. 447 pp. 4°.

"Special expert private translation."

CONTENTS.—Our travels in the United States; Observations of a general character, especially as regards the traveling on railroads; The railroad administration systems and the other more important relations of the different railroad systems to each other; The organization of railroad administrations; Officers and mechanics; Institutions for the general welfare of the railroad employees; Lecture delivered by Dr. Schwechten, as regards the railroad physicians and railroad hygiene, April 7, 1905; Passenger and baggage traffic; Freight traffic; Appendix: Mineral, cotton and milk transportation; The relations of the railroads of the United States to the Post Office administration, to the Pullman company, and to the Express and telegraph administrations; Budget and finance; State supervision of railroads; Summary and general observations.

A. P. C. GRIFFIN
Chief Bibliographer

HERBERT PUTNAM
Librarian of Congress
Washington, D. C., May 1, 1907

PREFATORY NOTE TO FIRST ISSUE

This List is concerned with material in the Library of Congress upon railroads in the United States in their economic and political relations.

It includes treatises on the theory and history of railroad transportation, discussions of the economic effects of railroad combinations, governmental investigations, speeches in Congress, and reports on interstate commerce, with references to some judicial decisions. The Appendix is devoted to the Northern securities case.

Transportation in its historical and economic aspects receives scholarly treatment in Hadley's "Railroad transportation: its history and its laws;" and in Johnson's "American railway transportation." The latter work has the advantage of later investigations and of having the results of operations under the interstate commerce act to work upon. Hadley's work has not been superseded as an exposition of conditions up to the date of its publication. Ringwalt's "Development of transportation systems in the United States" is a popular compendium of traffic history in this country.

General discussions of railroad problems.—Larrabee's "The railroad question" is written to show that railroads "will not serve their real purpose until they become in fact . . . highways to be controlled by the government as thoroughly and effectually as the common road, the turnpike and the ferry, or the post-office and the custom-house." Adams's "Railroads: their origin and problems" is a criticism of existing railroad policies in the late seventies. Kirkman's "Railway rates and government control" in common with his other writings is devoted to commendation of existing conditions and argues against government interference. Hudson's "The railways and the republic" is devoted to a discussion of what he terms railroad abuses. Morgan's "The people and the railways" is a vehement rejoinder to Hudson's argument. Stickney's "The railway problem" is a study by a railroad president with conclusions in favor of government control. Dabney in his "The public regulation of railways" favors government control. Newcomb's "Railway economics" is largely concerned with a discussion of the decline of rates. Pratt's "American railways" is a study by an English writer. McCain's "Compendium of transportation theories" contains essays by experts representing all shades of opinion on railroad topics.

Railroads and trusts.—The subject of railroads as a part of the trust question is considered in Baker's "Monopolies and the people;" Bolen's "The plain facts as to the trusts;" Bonham's "Railway secrecy and trusts;" Cloud's "Monopolies and the people;" Cook's "The corporation problem;" Hardesty's "The mother of trusts;" and Moody's "The truth about the trusts."

Railroad combinations and pooling.—A detailed study is afforded by Langstroth and Stiltz's "Railway co-operation" which is provided with a bibliography.

The writings of Albert Fink are held in high esteem among writers on railroad questions. They afford much material on the subject of combination from the standpoint of a railroad expert. Among them there are to be noted, his "Argument before the Committee of commerce of the House of Representatives," January, 1880; the "Argument before the Committee of commerce of the Senate," February, 1879; the "Argument before the Committee on commerce of the United States House of Representatives," March, 1882; "Cost of railroad transportation;" "An investigation into the cost of transportation on American railroads, with deductions for its cheapening;" "Investigation into the cost of passenger traffic on American railroads;" "The legislative regulation of railroads;" "Regulation of interstate commerce by Congress;" "Report upon the adjustment of railroad transportation rates to the seaboard." The last named writing by Mr. Fink is not in the Library of Congress but is to be found in the Library of the Interstate Commerce Commission, where are also to be found his "Argument before the Committee on commerce of the United States House of Representatives," January, 1884; "Relative cost of carload and less than carload shipments and its bearing upon freight classification," Chicago, 1889; and "Testimony before the Senate committee on labor and education," September 17, 1883.

Other discussions of combinations and pooling are to be found in: Alexander's "Railroad consolidation," and "Railway practice;" Blanchard's "Argument before the Committee on commerce of the House of Representatives in opposition to the pending bill for the regulation of interstate commerce," and his "Shall railroad pooling be permitted?" Cooley's "The interstate commerce act—Pooling and combinations which affect its operation," "Popular and legal view of traffic pooling," "The railway problem defined;" Hadley's "The prohibition of railroad pools;" Hopkins's "Railroad combinations and discriminations;" Huntington's "A plea for railway consolidation;" Kenna's "Railway consolidation;" Knapp's "Equality of rights in transportation agencies," "Government regulation of railroad rates," "Railroad pooling," "Some observations on railroad pooling;" Newcomb's "The concentration of railway control," "The failure of legislation to enforce railway competition," "The necessity of limiting

railway competition," "Railway economics," "The recent great railway combinations," and "Where competition is present discrimination can not be absent: an argument for the restoration of the pooling privilege with federal supervision;" Nimmo's "The American railroad system and the trust question," "The apportionment of traffic among competing railroads," "Commercial, economic, and political questions not decided in the Northern securities case," "The community of interests method of regulating railroad traffic in its historic aspects," "The limitation of competition and combination as illustrated in the regulation of railroads," "Pooling and governmental control of the railroads," "The railroads as one system," "Some characteristics of the American railway system;" Peabody's "The necessity for railway compacts under governmental regulation;" Prouty's "The dependence of agriculture on transportation," "National regulation of railways," "Railway pooling—from the people's point of view;" Rice's "The proposed testimony of George Rice . . . particularly relating to the Standard oil trust, railroad freight discriminations, and unlawful pooling of rail and water lines;" Sterne's "Legislation concerning, and management of railways in the United States," "Railroad poolings and discriminations," "The railway problem;" Thurman, Washburne, and Cooley's "Report constituting an advisory commission on differential rates by railroads between the west and the seaboard;" and Walker's "The amendment of the interstate commerce law," "The pooling of railway earnings," "Railway associations," and "The Western traffic association." The official reports noted in this List under New York, State, and under United States contain material of vital importance. The works noted above under the headings Transportation, General discussions, etc., are necessary contributions to this phase of the railroad question. *See also* the Appendix containing references on the Northern securities case.

The farmer and the railroad.—Atkinson's "The distribution of products; . . . The railway, the farmer, and the public;" Dixon's "State railroad control, with a history of its development in Iowa;" Hardesty's "The mother of trusts. Railroads and their relation to 'the man with the plow;'" Larrabee's "The railroad question;" Martin's "History of the grange movement, or, the farmer's war against monopolies;" Meyer's "Railway legislation in the United States;" Morgan's "History of the Wheel and Alliance, and the impending revolution;" Prouty's "The dependence of agriculture on transportation;" Robinson's "The octopus;" and Thompson's "The farmers' fight against the railroads."

*Federal reports and legislation.**—The genesis of Congressional legislation is signalized by the "Report from the Committee on roads and canals" presented June 9, 1868, on the regulation and control of railroads, forming House report no. 57 of the Fortieth Congress, second

*See also p. 3, *ante*.

session. In 1874 a voluminous report known as the Windom report was published in two large volumes (43d Cong., 1st sess., S. rept. no. 307). The so-called Reagan bill providing for a government commission to regulate interstate commerce was introduced in 1878. Debates in Congress on the bill are noted on page 95 of this List. Reagan's report forms House report no. 245 of Forty-fifth Congress, second session: The subject was before Congress in each succeeding session without resulting in legislative action until 1887 when the Interstate commerce act was passed. In 1882 an important hearing was given by the House committee on commerce when arguments were presented by Wayne MacVeagh, Albert Fink and others (47th Cong., 1st sess., H. misc. doc. no. 55). In 1886 the Cullom report was presented (49th Cong., 1st sess., S. rept. no. 1571) which laid the foundation for the enactment of the Interstate commerce law. The speeches in Congress on this law are noted on pages 101-105 of this List.

For the operation of this law see the reports of the Interstate commerce commission, documents noted on pages 33-36 of this List. For discussions of the interstate commerce law see H. C. Adams's "A decade of federal railway regulation;" Clough's "The effect of the interstate act;" Cooley's "The interstate commerce act;" Dos Passos's "The interstate commerce act, an analysis of its provisions;" Hadley's "The workings of the interstate commerce law;" Ingalls's "The railroads and the interstate law;" Johnson's "American railway transportation;" Lewis's "The standing of the interstate commerce commission before the federal courts;" Walker's "The amendment of the interstate commerce law." Articles in periodicals discussing the effect of the law are listed in chronological order on pages 55-94 of this List; among these the following may be noted: Bacon's "The inadequate powers of the Interstate commerce commission" in "North American review," vol. 174, pp. 46-58; Davis's "The Interstate commerce commission and the public" in "Outlook," vol. 64, pp. 626-628; Hines's "The proposals of the Interstate commerce commission" in "Forum," vol. 33, pp. 3-13; McLean's "Federal regulation of railroads in the United States" in "Economic journal," vol. 10, pp. 151-171; Newcomb's "A decade in federal railway regulation" in "Popular science monthly," vol. 51, pp. 811-819; Newcomb's "American statistical practice: The Interstate commerce commission" in "Yale review," vol. 11, pp. 164-197; and his "The Industrial commission on transportation" in "Political science quarterly," vol. 17, pp. 568-608; Prouty's "Powers of the Interstate commerce commission" in "Forum," vol. 27, pp. 223-236; see also "North American review," vol. 167, pp. 543-557; Ripley's "The Industrial commission on transportation" in "Political science quarterly," vol. 18, pp. 313-320; Sedgwick's "Ten years of federal railway regulation" in "Nation," vol. 66, pp. 219-220; Smith's "The powers of the Interstate commerce commission" in "North American