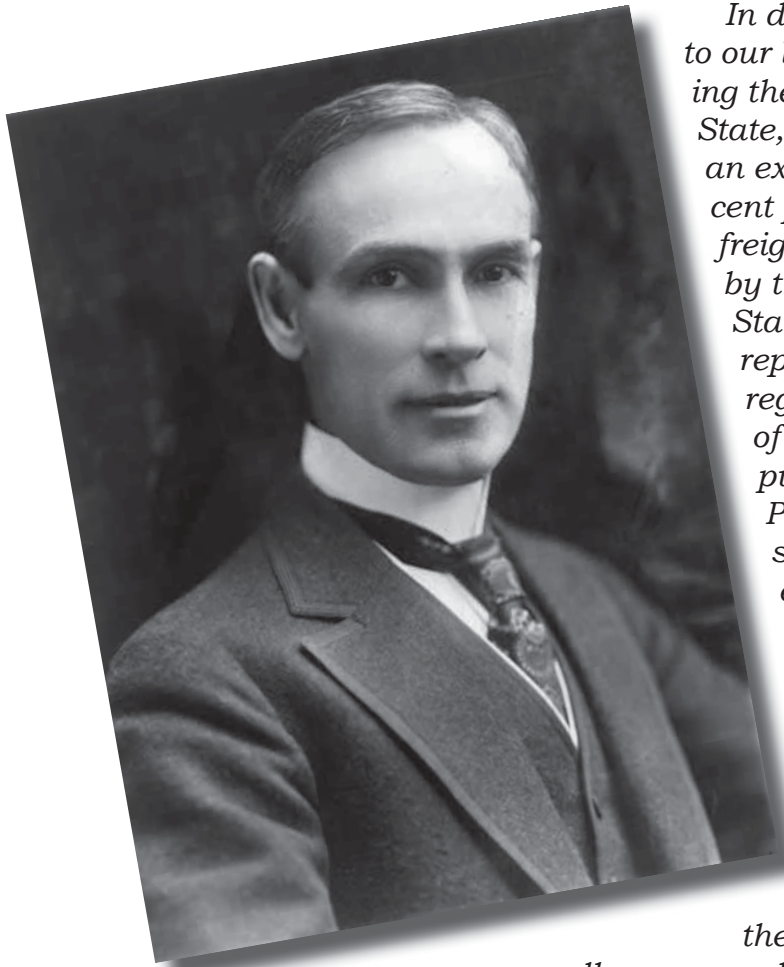


In his Inaugural Address given on January 13, 1913, Missouri Governor Elliott Major advocated for the Public Service Commission.

***“A Public Service Commission is one of the necessities of the hour. The creation of such a commission is a progressive step which, in view of past experiences, every state must take.*”**



**Excerpt from
Gov. Elliott Major's
1913 speech.**

In dealing with questions arising as to our laws and orders of boards, affecting the public service corporations of the State, I have had perhaps as extensive an experience on account of the two-cent passenger fare and maximum freight litigation now being considered by the Supreme Court of the United States as any public official in the republic. The right of the State to regulate the charges and the conduct of every business impressed with a public use is no longer questioned. Practical experience has demonstrated that the laws in their present condition and the old methods are insufficient and inadequate to meet present day conditions. They have served a useful purpose, but we must now have new and improved legislative methods in dealing with public utilities, and the questions arising between them and the public. The reaper-hook and the

cradle were good and faithful servants, but gave way, in the march of progress, to the mower and binder. I, therefore, recommend the passage of an efficient public service commission law, with adequate powers given the commission to fix and regulate freight and passenger rates, express rates, telegraph and telephone rates, the charges of electric light, gas, water and power companies, and all other public service corporations doing business in the state.

The commission should be given authority to supervise the issuance of stocks, bonds and other evidences of indebtedness, and also be given the further power and authority to ascertain the value of the physical properties of the public utilities coming within the provisions of the act.

The enactment of such a law will not only be to the interest of the public, but also to the interest of the utilities regulated and controlled. A number of other states, including New York and Wisconsin, have already enacted such a law, and it has proven to be exceptionally beneficial and satisfactory. The control of public service corporations is a fixed policy of this State and government, and it is now an accepted axiom that the operation of a public utility is a public trust, subject to the control of the State by fair and just regulatory measures.

The mutual harmonics and pleasant relations of all public utilities with the public, the communities in which they operate, and the patrons of such utilities should be fostered and encouraged by the administrative acts of the commission in disposing of and adjusting all differences between the public and such utilities. In other words, the people and the public service corporations should be

In 1913, the Public Service Commission consisted of eight departments:

- General Office
- Legal
- Rate
- Engineering
- Statistics and Accounts
- Gas, Electric, Heat and Water
- Telephone and Telegraph
- Stocks and Bonds

brought closer together and enjoy a better understanding of each other's rights. The people will look upon the service of such a commission as their forum, where all differences of opinion between the public and the public service corporations will find a speedy and inexpensive adjustment. It will become a common and popular forum where justice can be had in its simplicity and without the tortuous formalities and delays attending court procedure. A commission given such powers will enjoy in a high degree the confidence of the public and of the utilities coming within their supervision."



A Century of Service: Facts & Figures

The 47th General Assembly passed legislation sponsored by Carroll County Senator William Busby creating the Missouri Public Service Commission. The law took effect on April 15, 1913. The Missouri Public Service Commission replaced the Board of Railroad and Warehouse Commissioners which had been established in 1875 to regulate railroads operating in Missouri.