

Department were revised and re-enacted under Governor Flower.

The complaint in the Democratic platform of "government by commission" is a miserable bit of pretence.

Equally careless of facts is the charge made by the Democratic platform of extravagance in the administration.

What are the reasons for the expenditure of which our opponents object? The number of judges has been greatly increased in the last few years.

Would our opponents refuse what is now given them? Last year we appropriated \$1,500,000 toward the expense of the new Education Building.

Are our opponents opposed to the providing of a new Education Building, or to continuing the policy of extending our forest preserve?

Do our opponents oppose these outlays? The various administrative departments are earnestly demanding larger appropriations required for more efficient work in meeting the demands of the people.

Under the most circumspect management expenses inevitably increase with the growth of population and of necessary demands upon government.

It is also charged that I have failed to exercise the powers conferred upon me by the Moreland act passed last year for the investigation of departments.

officers, and for any abuses which may exist in the administration of these I hold myself in no way responsible.

Under the Moreland bill I caused an investigation to be made of the Insurance Department, and an inquiry is now in progress with regard to the State Board of Embroidering Examiners.

Again, in the Department of Agriculture, I have been able to obtain for the office of Commissioner of Agriculture the services of a man eminent both for his scientific and practical knowledge and for that confidence of all, and through his efforts the administration of this department is receiving the most expert attention.

Under my recommendation the State Gas Commission and the Board of Railroad Commissioners were abolished when the Public Service Commissions were established.

We have a gratifying record of achievement in administrative and legislative work. The great resources of the state have been cared for.

In my first message to the Legislature I called attention to the great value of the undeveloped water powers of the state.

This subject deserves the most expert attention, and we should take wise action in order that we may safeguard the interests of the future.

Last year, in connection with a water power development on the St. Lawrence River, an important precedent was established of requiring compensation to the state for the grant of water power privileges.

We favor the speedy completion of the barge canal. If any criticism may attach to the progress of the work in constructing the barge canal it is not chargeable to the Republican administration.

The people are deeply interested in the construction of good roads, and extensive provision has been made for this purpose.

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The Labor Department has been made more effective. Additional inspectors have been provided. The bureau of mercantile inspection has been created and inspection of the establishments subject thereto has been removed from the overburdened health officers of cities of the first class and placed with the state department.

Improved provision has been made with regard to ventilation of factories and for suitable wash-rooms. Protection has been provided for those employed in the construction of tunnels and for proper report of accidents.

The limitation of the hours of labor of employees in street car and railroad lines has been extended to all cities of the second class. The employment of railroad employes, except in specified cases of casualties or unexpected delays of trains, for more than sixteen consecutive hours, has been prohibited.

It has been required that the employes of steam surface railways shall receive their wages semi-monthly instead of monthly as heretofore, thus adding thrift and protecting them from the loss of wages which have been exposed.

We are solicitous for the interests of labor. Every measure proposed on behalf of labor has received the most serious and sympathetic consideration. These interests cannot be separated from those of the community, for the welfare of the toiling masses is of the deepest concern to all.

It is impossible within the limits of this address to review even hastily all the measures of beneficial legislation which have been enacted, and all the improvements which have been made in the administrative work of the departments.

A plan for the effective regulation of public service corporations now covering railroad, gas and electrical companies has been provided. Its safeguards against predatory financing and its provisions for the enforcement of public obligations. That there must be regulation of these corporations is obvious.

The concerns of the state must be attended to by the state. These corporations receive public franchises because of expected public benefits. They receive these franchises upon clear conditions and they owe a duty to the state to furnish adequate service without unjust terms.

The natural tendency of legislation in attempting direct regulation in detail is toward arbitrary action, and nothing can be more injurious. Increased facilities, better stations, improved roadways, the elimination of grade crossings, additional rolling stock are imperatively required to meet the growing demands of commerce.

These ends can be accomplished satisfactorily only through an administrative board, such as the Public Service Commission. This, I believe, must be recognized by all. But we do not wish a state commission with mere pretence of supervision, because of inadequate powers, but real regulation within constitutional limitations.

Already the beneficial effects have been felt throughout the state. Many grievances have been remedied and the public interest has been protected. In large numbers of cases complaints have been met and difficulties adjusted without protracted proceedings.

It is not responsible for the shameful manipulations which have burdened the traction companies in New York City and forced them into insolvency, nor for the public interest that have been occasioned. The evil had been committed, and ruinous practices have been stopped none too soon.

I am deeply interested in obtaining the extension without unnecessary delay, and will do all in my power to promote it upon terms which will conserve the public interests. In any proceedings which may be taken for the re-establishment of traction organizations and for further development of the importance of the re-organized agency of the state to protect its citizens against spoliation and to maintain their rights to proper service cannot be gainsaid.

It is a platform against corporate regulation; it is a platform to give license to unscrupulous manipulation; it is a platform against the people, and by the people it should be repudiated. I have recommended that the jurisdiction of the commissions should be extended to tele-

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