The Times-Dispatch

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SUNDAY, SEPTEMBER 9, 1906.

Let us remember that every unpleasant thought is a bad thing literally put into the body.
—Prentice Mulford.

## The Coming Fair.

In four weeks the old State Fair, rejuvenated and enlarged, will once more take up the work of developing and advertising agriculture in Virginia. The hearty support and widespread interest in reopening a great annual fair at Richmond demonstrate clearly what an important part such an exhibition plays in the life of a community. Virginia's wealth has increased by leaps and bounds, but in no field has the growth been more marked or the returns greater than in agriculture.

The Times-Dispatch has recently printed gratifying statements showing the extraordinary growth of country banks whose prosperity depends solely upon the wealth of neighboring farmers. It is primarily for the benefit of this class of our citizens that the Virginia State Fair Association will hold a week's exhibition this October. Not only will the fair be a distinct advantage to the exhibitors, but it will also give a new set of ideas and a great deal of stimulus to the visitors who are interested in improved breeds of cattle, horses, sheep, swine, or poultry.

A large prize list has been prepared, and the management wish it understood that all exhibitors will be welcomed.

Entries so far made assure the fair management that the classes for live stock will be the largest and most representative ever held in Virginia.

Separate buildings have been erected for fruit and grain exhibits, and displays in these lines are especially desired.

The horse racing will perhaps be the most attractive of the many features prepared for the entertainment of the visitors. Ample starting facilities have been erected and the track has been laid out by the best known expert in America, and built under the direction of a man accomplished and skilful contractor. In addition to the race itself, Richmond has the greatest indoor Horse Show south of New York, and the great the horses of good blood that will be seen in the exercises, from exhibitions in harness and saddle classes. Every indication points to the brilliant success of the Horse Show for 1906, from the aspect as well as from the attendance standpoint.

For many, and The Times-Dispatch hopes very many, this years fair will mean the renewing of old acquaintances which have been allowed to lapse for a time. There was a time when the old fair grounds were where Monroe Park now is. There the lovers of the old Dominion, the Old Guards, the gallant cavalrymen, the fair girls and the colored boy a long way out on Broad Street. The Street railway lines had not so called lines to Union in the days when statesmen, lawyers, judges of military fame and fairer by a hearing stages rumbled up Broad Street to the fair. Those were the happy days of the railroads and the flowing current in the Confederate and existing days and. Since the modes feared to fail, and the heavy traffic, easier plans were formed at once than a fixed and dirty to accommodate. But the change has not come, Richmond still has a fairly welcome for all visitors, and Old Virginians coming thither own kith and kin in more than any old city in America, or perhaps the world, have reason and because they looked to see a magnificent beautiful and practical show.

## And the Door Was Shut.

It is announced that the Virginia State Fair, the Virginia Horse Show, the Virginia National Guard, the Old Dominion Jockey Club, and the Virginia Polytechnic Institute will be represented at the Jamestown Exposition in a joint exhibit of affairs of the commonwealth. It is a little late, or at least there is a little hurry of the exposition, but it is not too late for Virginia to be represented in the exposition. The Virginia Polytechnic Institute, for instance, can do a great deal in the way of exhibiting an excellent exhibit, however, the exhibit can be made. Furthermore, the exhibits will very succeed in pacifying the Virginians who have missed of coming to the Jamestown Exposition, instead of coming to the Jamestown Exposition, Virginians will be able to see what it is all about, and be able to tell others who have not been to the exposition what it is all about.

Some time ago, Colonel Cole, the manager of Mr. Bryan, asking him if he would be willing to be nominated for President, Mr. Bryan replied that he would be willing to be nominated for the office if the Democratic National Convention should so will it. Mr. Bryan's answer to the letter of Colonel Cole was in the nature of a letter of acceptance, independent of Mr. Bryan.

We do not know what Mr. Bryan's course has and to do with the congressional campaign. It is a long time before the national convention will be held, and it is by no means certain that Mr. Bryan will be the nominee. At any rate there is no good reason at this time to believe that the convention will adopt his views on government ownership. In the congressional campaign, each and every Democratic candidate is in position to speak for himself, and those voters who have any doubt may call upon every such candidate to declare himself on this issue which Mr. Bryan has tried to inject into the campaign. Let the National Committee proceed with its work. If there ever was a time when this country needed good and true Democrats in Congress, it is now.

## The Growth of Socialism.

According to a special dispatch from Milwaukee, the Social Democratic party of that city is on the rampage, and is engineering a project to condemn all local public utilities and to establish a number of industries that are to be operated by the municipality. The project is now pending in the Council, and will come up in the Legislature when that body meets next winter. The Socialists propose:

To condemn the street railway system and have the city assume control.

To condemn the electric lighting plant and operate it by and for the city.

To condemn the gas works and operate it for and by the city.

To condemn the telephone company's property and operate it by the city.

To establish and operate a municipal ice plant.

To establish and operate a municipal slaughter-house.

To establish and operate a municipal wood and coal yard.

To establish and operate a municipal dredge.

To establish and operate a municipal pumping establishment.

Those who are back of the movement will go to the State capital when the Legislature meets, and propose laws which will provide for the following reforms:

One-cent railroad fares throughout the State on Memorial Day, State Fair days, Labor Day, Christmas and Thanksgiving.

Giving Common Councils the right to regulate telephone and street railway rates.

Giving the Common Councils power to fix the price of gas and electric lighting.

Giving cities power to collect from public service corporations the cost of making street improvements.

Giving cities power to employ professional lobbyists at the Legislature to look after cities' legislation.

Providing that public service corporations pay a per cent. taxes on their gross earnings instead of 4 per cent. as under the present law.

Giving the city the right to condemn property and maintain municipal terminals for railroad purposes.

Legislation to pension wage-earners over 60 years of age.

To provide for free textbooks in the schools.

To establish State fire and accident-insurance companies.

The movement which the Socialists have inaugurated cannot be treated with scorn, for they constitute a considerable political force in Milwaukee and in the entire State.

Out of forty-six members in the Council the Socialists have twelve members and hold the balance of power, while in the Legislature they have five members, more than is represented in any other State in the Union. Of about 65,000 votes that are cast at elections in Milwaukee the Socialists have from 15 to 20.

Does the Democracy of the South see no warning in these revolutions?

## Trunk Lines and Local Lines.

The Mobile Register says that the railroads of Alabama are trunk lines except a few, such as the Mobile and Bay Shore, the Tombigbee Valley, the Tuscaloosa Birming Railroad all short and comparatively insignificant avenues of traffic.

So is the case in Virginia. The Southern, the Chesapeake and Ohio, the Norfolk and Western, the Seaboard and the Louisville and Nashville are all trunk lines, and the only local lines are very, very short roads here and there without prominence or importance. As the case now stands, however, the State of Virginia has a certain control over these portions of the trunk lines now passing through her territory; under federal ownership, control would pass entirely out of our hands and be lodged in Washington.

There must be a complete revolution of sentiment in Virginia before our people will encourage their state to control the railroads passing through their territory. The same sentiment prevails, doubtless, in Alabama and other Southern States. The Georgia Democracy in convention last week decided the enactment of laws regulating all railroad corporations operating in Georgia, under a non-charter either to consolidate and operate under Georgia charters, or that they be required to secure a proper permit or license for operation in that state which permit or license shall be granted upon the condition that they submit to the jurisdiction of the state courts.

The decline of State sovereignty is felt and feared in the South.

## Spain's Business Revival.

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