TRADE MOSTLY GOOD

COAL TRADE CENTER ABOUT THE ONLY EXCEPTION TO THE RULE

ESPECIAL ACTIVITY IN THE AGRICULTURAL REGIONS

Unusually Prompt Revival, After the Summer Vacation Season — Large Crops Now Practically Assured, Though They May Fall Short of the Maximum Results.

NEW YORK, Aug. 29.—R. G. Dun & Co.'s weekly review of trade tomorrow will say: Gradual resumption of anthracite coal mining is encouraging, although the output is not yet sufficient to have any commercial value. Business conditions are unsatisfactory at the strike center, but reports from all other sections indicate unusually prompt revival after the summer vacation season with exceptionally large operations among dealers in the agricultural regions. Notwithstanding some bad weather, large crops are now practically assured, although the maximum results may not be attained. Manufacturing plants are fully occupied, as a rule, the least gratifying reports coming from furnaces that cannot secure coke owing to railway blockades. The transportation problem is becoming serious, as the factor of crop moving is about to be added, and, however, much coal must be moved by rail that usually goes to consumers by lake and canal.

The iron furnaces are suspending production because coke cannot be secured, and it is evident that the rate of output at the opening of the new month will show a serious loss. This scarcity of fuel was expected at the few plants using anthracite coal, but has come as a shock to the coke furnaces, for the Connellsville ovens have steadily maintained a weekly production of 250,000 tons. Inadequate railway facilities are responsible and the situation is critical. As the stocks of pig iron were very low at the opening of August consumers are in an embarrassing position, and there is a growing disposition to refuse contracts.

Increasing Imports.

Imports are increasing, and numerous plans are reported whereby the finished product may be exported in order to secure the tariff drawback. These operations promise no relief to domestic consumers, and the railways are especially anxious for supplies.

The dry goods jobbing trade reports a liberal distribution, and supplies are only moderate in the primary market. Changed conditions in the raw material have accelerated inquiries for cotton goods, buyers seeking figures on forward contracts and placing a fair amount of orders. There is also a better demand to meet immediate requirements, and exporters to China are again in the market for brown cottons. Slightly less activity is seen in men's wear woolen and worsted fabrics, but fancy worsteds are in better request. At last footwear makers have been able to secure a moderate advance in prices in response to the recent sharp rise in materials. Jobbers are no longer disposed to wait, but place orders freely. Retailers are also pressing jobbers for immediate deliveries of goods for current trade. Leather is strong and active, while hides made higher record prices, but the market has quieted down.

Deterioration from the exceptionally brilliant early outlook for cotton gave speakers an opportunity to advance options nearly $5 a bale, and dealings were heavy. Spot cotton was less sharply advanced, although a firm tone developed. Failures for the week numbered 173 in the United States, against 202 last year, and 14 in Canada, against 21 a year ago.

Spreckels' Canadian Enterprise.

OTTAWA, Ont., Aug. 29.—Letters of incorporation have been granted to the Federal Sugar Refining company, with headquarters in Montreal, and a capital of $6,000,000. One of the applicants was Claus A. Spreckels. The chief feature of Mr. Spreckels' scheme is the purchase of the sugar refinery in Montreal controlled by Senator Drummond and the Redpath estate and the establishment of a refinery in British Columbia.

Dividends Rather Light.

NEW YORK, Aug. 29. — August will be the least important month this year so far as dividend disbursements by industrial companies are concerned, the total payment thus far announced reaching only $15,240,217.

Bank Clearings.

NEW YORK, Aug. 29.—The following table, compiled by Bradstreet, shows the bank clearings at the principal cities for the week ended Aug. 28, with the percentage of increase and decrease, as compared with the corresponding week last year:

		Inc.	Dec.
New York	$1,375,231,700	25.4	.....
Chicago	140,405,625	3.9	.....
Boston	104,725,997	.....	3.8
Philadelphia	100,913,533	.....	16.8
St. Louis	37,794,407	.....	1.5
Pittsburg	41,077,445	31.4	.....
Baltimore	21,541,231	14.8	.....
San Francisco	23,682,997	4.1	.....
Cincinnati	17,960,600	16.3	.....
Kansas City	18,459,913	8.8	.....
Cleveland	14,230,348	5.8	.....
Minneapolis	10,238,603	.....	8.9
New Orleans	8,783,282	14.8	.....
Detroit	8,076,654	.....	19.8
Louisville	7,354,819	5.7	.....
Indianapolis	8,374,168	13.6	.....
Providence	4,757,200	.....	7.3
Omaha	6,666,240	2.3	.....
Milwaukee	6,044,066	18.2	.....
Buffalo	5,320,416	.....	2.7
St. Paul	5,460,980	32.7	.....
St. Joseph	3,453,726	.....	17.0
Denver	4,256,461	12.6	.....
Salt Lake City	3,073,813	.....	2.1
Los Angeles	4,520,281	99.0	.....
Fort Worth	2,754,858	6.2	.....
Seattle	3,543,999	16.5	.....
Washington	2,757,296	51.9	.....
Peoria	2,326,699	20.2	.....
Toledo	3,273,781	64.6	.....
Portland, Ore.	2,129,065	14.2	.....
Des Moines	1,573,137	9.6	.....
Sioux City	1,411,832	23.9	.....
Tacoma	1,248,954	39.1	.....
Spokane	1,439,085	53.6	.....
Topeka	1,293,111	6.6	.....
Davenport	691,023	.....	22.7
Little Rock	697,733	53.5	.....
Helena	477,070	.....	11.8
Fargo	302,726	26.3	.....
Sioux Falls	193,690	37.8	.....
*Houston	12,870,285	58.8	.....
*Galveston	7,197,000	12.8	.....
Total U. S.	$2,052,306,828	16.7	.....
Outside N. Y	677,075,138	4.6	.....
Canada.			
Montreal	$22,942,081	56.4	.....
Toronto	16,048,190	47.6	.....
Winnipeg	3,161,069	45.1	.....
Halifax	1,500,570	.....	39.4
Vancouver	970,433	3.1	.....
Hamilton	783,188	24.4	.....
St. John, N. B.	769,358	4.0	.....
Victoria, B. C.	487,600	.....	1.0
**Quebec	1,318,291	.....	14.6
Ottawa	1,499,946	.....	.....
Totals Can.	$47,980,750	9.9	.....

*Not included in totals because containing other items than clearings. **Not included in totals because of no comparison for last year.

CASTORIA.
Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

L. A. ROSING SOUNDS KEYNOTE OF CAMPAIGN

Continued From First Page.

governmental policy in regard to the Philippines should be the same as that we have carried out in regard to Cuba. Let us be true to ourselves and just to the people of the Philippines.

THE INCORPORATED TRUST LAW-MADE INSTITUTION.

"A question of public concern, the settlement of which demands our best thought and courageous action, is that involved in the monopolistic tendencies of the so-called trusts. We are living in a time when consolidation and co-operation seem to be the central thought in all the relations of life. Churches and lodges advocate consolidation to promote united effort. This tendency can be traced through all our social relations and a universal tendency is a difficult one to restrain or prohibit by statute. Capital has for many years consolidated in various forms; first, in the form of co-operation between individuals, and then in the law-made persons, as corporations. The right to form corporations is wholly law-made. It is not a natural right.

"Corporations are formed under statutes enacted by the representatives of the people, and the power that creates necessarily has the power to fix the limitations of its creatures.

"If in our communities you could imagine that a man could be born and grow to mature strength, who was one thousand times stronger than any of his fellows, we might conceive how it would become necessary for the other citizens of the place to combine for self-protection against this one individual whose power would overcome the individual efforts of those opposed to him; and yet, as a people, we have created artificial persons whose power, influence and strength are a million-fold greater than any individual in our nation, without placing upon these persons proper limitations to prevent their trespassing upon the rights of the individuals.

REMOVE SPECIAL PRIVILEGES OF TRUSTS AND COMBINATIONS.

"As a preliminary step, I would advocate the removal of all special privileges which these so-called trusts and combinations in restraint of trade enjoy.

"A few suits have been instituted by our national administration against the most rapacious of these combinations which alarm the people. This mild treatment for the cancer upon our body politic seems to be mainly for the purpose of distracting the patient's mind. It is a sort of mild form of faith cure. While the patient is suffering from this cancerous growth, which is surely eating into his vitals, our administration neglects or refuses to use the knife of the surgeon. Will the bringing of injunction suits be efficacious while the trusts enjoy special privileges by way of protective duties?

"Democracy believes that the first remedy should be the removal of all duties upon articles handled by combinations in restraint of trade. Let them compete with the world. These 'infants,' that have been capitalized at a billion dollars and more, would seem to have passed beyond the need of tribute from the purse of the American citizen.

PROTECTIVE DUTIES ARE FORMS OF TRUST SUBSIDIES.

"Protective duties are only another form of subsidy, the difference being that we say to these captains of industry, 'We will not pay you the cash out of the treasury of the United States, but we will permit you to take it out of the pockets of the individual citizens.' As we are opposed to this form of indirect subsidy, so we are also opposed to all forms of direct subsidizing.

"In this connection I desire to call to your mind that the two United States senators from Minnesota voted for the ship subsidy bill. The senators from Iowa and Wisconsin did not dare to do so. Let me say to you that should the people of this state send to congress a solidly Republican delegation this fall, then I believe that ship subsidy bill will be passed. It is now held up to avoid shocking public sentiment in the face of a congressional election.

"I would suggest that the people of Minnesota call upon their senators for a definite explanation of their vote on the ship subsidy bill. So far, the apologizing has all been done by Washington correspondents. Our senators are now at home, amidst the people they are supposed to represent. Let us have an explanation from their own lips. If we can pass laws which will destroy the monopolistic tendencies of these great combinations of capital, let us do so; but, by all means, let us first repeal all laws giving them special privileges.

FICTITIOUS CAPITALIZATION DEPRIVES LABOR OF ITS DUES.

"Nor should we stop there. Fictitious capitalization should be prohibited. This is one of the means by which promoters have enriched themselves, not only at the expense of the purchasers of the stock, but of the public. Under the claim that dividends should be paid on sums greatly in excess of the actual investments, exhorbitant prices have been fixed on the commodities sold or services rendered. The attempt of the state to justly regulate such charges so as to pay reasonable dividends upon the actual investment has been by this device rendered exceedingly difficult, labor has been deprived of its just share in the distribution of the product of its efforts, and those who have perpetrated this fraud have made the claim that they were being deprived of their property without due process of law, and have frequently successfully invoked the interference of courts to prevent just regulation because it was impossible to determine the correct basis for the computation of dividends. No share of stock should ever be issued unless the sum of money evidenced thereby was first paid to the corporation and by it legitimately devoted to the establishment and conduct of the business.

REPUBLICAN PROMISES AND REPUBLICAN RECORD.

"The Republican candidates, state and congressional, have no right to go before the people of this state upon a platform of promises. They have had the opportunity, they have had the power, and the people of the state have a right to say to them, Do not tell us what you are going to do. What have you accomplished? The party now in power has had complete control of the executive and legislative branches of the national government for six years, and trusts and combinations in restraint of trade have never flourished in the history of the world as they have during this period. Have we not a right to ask these gentlemen for an account of their stewardship, rather than be satisfied with glittering promises of the future?

RECIPROCITY WITH CANADA AFFECTS MINNESOTA FIRST.

"There is one more question of national interest which I desire to touch upon, and that is the question of reciprocal arrangements for trade with Canada. To the north of us there is opening the greatest new market of the world today. Shall we pass it by or shall we do everything in our power to get our share of the trade of this rapidly developing country? While we are expending one hundred million dollars a year for the purpose of opening up new markets in the Philippines, that took from us only about three million dollars worth of goooods last year, we have erected an artificial barrier at the northern boundary of our state, and we say to the tradesmen and the manufacturers of the great cities of this nation, and particularly of our own state: 'In this new market you shall have no share. You may travel ten thousand miles across the sea to sell goods to the people that need but little, but with those people who live within three hundred miles of the cities of St. Paul and Minneapolis, and who are neighbors to Duluth, you cannot, you shall not trade.'

"I do not think it is necessary to argue this question. It is so apparent that it would seem that there could be no difference of opinion in regard to the desirability of securing this trade for our own people. While this important question is pending, it would seem that our representatives should devote their best energies and great ability to solving the problem.

MINNESOTA CONGRESSMEN PROPHETS OF SUGAR BEET.

"But what do we find? They are frittering away their time in protecting 'beet sugar.' At least that is their claim, but most of us think that the interests of the 'sugar trust' is the object of their tender solicitude. Be that as it may, the fact remains that for many years Canada has been anxious to make reciprocal trade arrangements and we have said, 'No, we will not trade with you.' Beet sugar even had its influence in the recent state convention of our Republican brethren. Great is the beet and the Minnesota delegation is its prophet.

"In his last message to the legislature, January, 1901, Gov. Lind said:

"The history of Minnesota spans but half a century. In that brief time the persevering industry of our people has converted an inhospitable wilderness into a land of plenty, dotted with homes. Fifty years ago our population was told in hundreds; we now have nearly 1,800,000. Our soil yielded in the year 1900 not far from 135,000,000 bushels of cereals. Our forests produced 2,000,000,000 feet of lumber. Our mines turned out 10,000,000 tons of ore, and the stock and dairy products of the state exceeded $40,000,000 in value. Our manufactures, including flour and lumber, approximated $280,000,000. Our commerce is carried over 6,794 miles of railway within the state and our banking capital, exclusive of private banks, is $20,000,000. Learning is disseminated by 10,515 teachers, employed in 7,303 school houses, which have been erected at a cost to the public of $14,800,000. Our past has been phenomenal, and our present is great.

And we can truthfully say that the promise for our future is greater. The name Minnesota stands for opportunity. No state or territory of equal extent offers such great variety in its natural wealth as this state of ours. Gov. Lind hastily enumerated some of our material resources and graphically pictured our productive capacity. The chairman of our commission at the Buffalo exposition happily named Minnesota as the 'Bread and Butter State.' Providence has showered its blessings upon us in abundance, and it now depends upon us to see that the bread and butter of opportunity is offered equally and without discrimination to all our citizens.

"In a state with such magnificent resources, the immediate effect of the election of one man or another, or the passage of one law or another, can be but slight. Bad legislation and bad administration can only retard; they cannot prevent our progress. The state will make magnificent advances whether the people shall decide to elect the genial gentleman who is my opponent in this contest or myself. It is only because I am a believer in tendencies that I think it important to the people to consider carefully the matters calling for their decision this fall.

"There is one suggestion in this campaign upon which I desire to express my views with special frankness. I say suggestion, for the reason that it does not appear to me that any issue is presented upon the matter, at least so far as our opponents are concerned.

ADMINISTRATION PERFORMED ONLY HALF ITS PLAIN DUTY.

"For a good many years there have been upon the statute books of this state provisions forbidding the consolidation of parallel and competing lines of railroad. It is claimed that these provisions have been violated by the Great Northern and Northern Pacific railroads, and it seems to me that it must be apparent that if they have not been directly violated, an attempt has at least been made to evade their spirit. Following their plain duty in the premises, the executive and highest law officer of the state instituted proceedings to prevent the evasion or violation of those statutes. The proceedings so instituted are now pending and must be pressed to a final conclusion without regard to the results of this campaign. My wish or yours as to the result of the litigation will have no weight with the judgment of the courts before whom those cases must come; and I am fully convinced that our courts will decide them with the same impartial integrity and intelligence that has always characterized the American judiciary.

SENATE RESOLUTIONS ARE FORGOTTEN BY GOVERNOR.

"Gov. Van Sant did his duty in calling upon the attorney general to enforce the law against the consolidation of the Northern Pacific and Great Northern, but there he stopped. The state senate of Minnesota, during the extra session of 1902, passed the following resolution:

"Resolved, That the attorney general be and he is hereby requested to investigate the alleged consolidation of the stock of the Duluth and Iron Range and the Duluth, Missabe and Northern Railway companies, and if he finds that a practical consolidation of such companies has been accomplished by the concentration into a single corporation of a majority of the capital stock thereof, that he at once institute legal proceedings to prevent a further violation of the laws of this state."

"Why has not this resolution been obeyed? In Gov. Van Sant's extended acceptance speech on July 1 he absolutely neglected to touch upon this point.

"The Iron Range roads were merged by the United States Steel trust in February, 1901, sixty days after Gov. Van Sant's inauguration, and nine months before the attempt to merge the Northern coast lines. If the present state administration is entitled to re-election because it brought suit to forbid the consolidation of the coast lines, what does it deserve for ignoring the merging of the Iron Range railroads, which are wholly within the state of Minnesota and are the original merger offenders?

STATE'S POWER PROSTITUTED TO USE OF FIGHTING FACTIONS.

"I have perhaps no right to question the governor's good faith. I am certainly not inclined to do so, but the personnel of his advisers, who were closely identified with other competing railroad interests, gives color to the claim that the power of the great state of Minnesota was at least permitted to serve the purposes of one or a parcel of contending factions.

"The Democratic platform pledges its candidate and the party to the enforcement of the present statutes against consolidation, and that in every case, and if my nomination shall be ratified at the polls this fall I pledge myself to carry out the instructions of the party in that regard.

"The bringing of suits to prevent the merging of railroads, however, is a small part of the duties of our officials in dealing with the great transportation companies, for although no question of the consolidation of parallel and competing lines had arisen under the law forbidding the same, it was yet found that the state must undertake to regulate these immense and natural monopolies, both as to their charges and methods of business, and for that purpose the railroad and warehouse commission of this state was created, and, in the nation at large, the interstate commerce commission—with much less power, unfortunately—was created by congress.

STATE'S NEED IS GOOD AND INTELLIGENT MEN IN POWER.

"Step by step, and through the decisions of an upright and fearless judiciary, the principles have been established and recognized upon which this right to regulate rests. The important consideration at this time is, that the railroad and warehouse commission of this state shall consist of men possessing the ability to realize the full extent of the power they possess, the courage to use it for the best interests of the public, and the sound judgment to direct them in such use. In my judgment this is the most important question with reference to the reciprocal rights of our large railroad corporations and the public.

"Are the rates charged to the people of this state reasonable? Are the rates upon iron ore reasonable? Do the Iron Range railroads, subsidized as they have been by portions of the public domain, fulfill their duties as common carriers, when they so manipulate their business methods that a deposit of iron ore upon the planet Mars would be as beneficial to the independent mine owner as it is when within a four-hour journey of where we now stand?

REPUBLICANS RAISE FALSE ISSUE TO COVER PARTY SINS.

"Therefore, I feel that, whatever merit there may be in the institution of the so-called 'merger' suits, the managers of the Republican party in this campaign, the officers of the party which created the trusts, the party which has frittered away in grants to these same railroads so much of the public domain and so much of the property which belonged to the school children of this state, the party of special protection for special interests, the party of subsidies and imperialism—that the managers of this party, I say, shall not be permitted to raise a false issue in this campaign and escape in the confusion.

"My opinion is that the state must exercise a continually increasing control. To make such control efficacious, additional power must be given to the interstate commerce commission, so that the same regulations may be enforced in regard to interstate traffic that we now exercise in regard to traffic within the state. The record of the present railway commission is one of inefficiency and subserviency to special interests. The re-election of the present administration will be setting the people's seal of approval upon such inefficiency. The election of the Democratic state ticket will mean that the people are ready to exercise the power they possess to regulate rates.

DEMOCRATIC RECORD SHOWS WHAT MAY BE ACCOMPLISHED.

"The record of the Democratic railroad and warehouse commission, of which Messrs. Ringdal and Knox were members and the controlling spirits from 1900 to 1901, just twelve months, indicates what can be accomplished by honest, energetic and courageous men in that position. One order issued by them, applying to 172 stations in twenty-two counties in the southwestern portion of the state, saved the farmers of those counties $400,000 in freight rates on the crop of 1900 alone.

"They also brought a suit to prevent the consolidation of the St. Paul & Duluth railway with the Northern Pacific system, under the statute prohibiting the consolidation of parallel and competing lines. That suit was settled by the state without trial, upon the offer of the Northern Pacific railway to give a contract binding itself to forever maintain and operate the present line of the St. Paul & Duluth with its terminals at Duluth, as at the time the suit was brought, and that in all cases involving the question of rates the St. Paul & Duluth railroad should be treated and considered by the railroad commission as a separate and distinct entity.

"This contract was signed on behalf of the state by the governor, attorney general and the railroad and warehouse commission, and on behalf of the Northern Pacific by the officers of that corporation, and was submitted to the legislature of 1901 for its approval or rejection. The securing of this contract marks one of the most important achievements in the history of railway control in this state. The St. Paul & Duluth is the only line of communication between the Twin Cities and the head of the lakes which is wholly a state road, and subject, under this contract, to the jurisdiction and control of the state railroad commission.

DEMOCRATIC EFFICIENCY VS. REPUBLICAN INEFFICIENCY.

"The importance of this will be readily realized when we take into consideration the fact that much of the grain raised in the southern part of the state goes east via Duluth and the Great Lakes, and nearly all our coal comes to Duluth to be distributed to all points of the state, and that this road is the sole connecting link between navigation and the other railroad systems of the state, subject to state control. The recent decision of the supreme court of the United States, holding that the state railroad commission has the right to fix joint rates, emphasizes the importance of the commission's action.

"If the state's interests had not been conserved by the vigilance of the Democratic administration in the above action, then we would now be helpless, because all that the Northern Pacific would have had to do to escape jurisdiction would have been to move its terminals to West Superior, thus depriving the state of the right to fix reasonable joint rates and the city of Duluth of the business connected with the docks and terminals of this great system.

"What has the present state railroad commission done to make this decision of the supreme court of the United States effective on the coal rates in the state?

RAILROADS' RIGHTS ARE AS SACRED AS THE INDIVIDUAL'S.

"The right of the state to compel the establishment of joint rates is not only important in itself, but it is important because it shows how much can be accomplished in the way of regulating common carriers when an honest and intelligent effort in that direction is made. A joint rate may be over two or more roads and means a fixed and single charge for the entire distance over which the commodity is carried. By this means a lower rate is not only obtained, but expensive transfer charges can be avoided and each carrier is kept from practicing extortion. In addition to all this, the doctrine is becoming more and more firmly recognized that railroads, as common carriers, are conducting great public highways, thus performing a governmental function, and are subject to the fullest regulation by the state which is necessary for the public good, subject, of course, to the constitutional protection which all enjoy, that their property shall not be confiscated or used for public purposes without just compensation.

Nov. 9, 1900, the railroad and warehouse commission, on its own motion, passed a resolution to investigate the reasonableness of the rates then in force for carrying iron ore on the so-called iron ore roads, being the Duluth and Iron Range, the Duluth, Missabe and Northern, and the Eastern Minnesota. The first hearing was set for Nov. 21, 1900, and was adjourned from time to time, at the request of the roads interested, until the 21st of December, 1900, when the proceeding was dismissed as to the Eastern Minnesota railroad, for the reason that its terminals were at West Superior, Wis., and the commission had no jurisdiction.

"As to the other two roads, an order was made on the same day, reducing the rates for carrying ore about 25 per cent. Prior to the filing of this order, and soon after the proceedings were begun, these companies had withdrawn their schedules of rates, theretofore on file with the commission, and upon the argument took the position that the commission had no jurisdiction to fix the rates, on the ground, first, that all ore was being carried under special contracts; and second, that the traffic was interstate.

FIRST REPUBLICAN ACT UNDID DEMOCRATS' WORK.

Of course by the order reducing rates the commission decided both questions against the companies. The filing of this order was the final act of the Democratic commision in the matter. The new commission took office on January 8th, 1901, and on the same day these roads applied for a rehearing, upon the ground that the commission had no jurisdiction over the matter, becase the traffic in iron ore was interstate.

"A rehearing was granted and the proceedings thereafter adjourned from time to time until Nov. 11, 1901, nearly a year having elapsed, when an order was made by a majority of the commission, directing the roads to file tariff schedules for transporting iron ore from their several stations on the iron ranges to the docks at Two Harbors and Duluth, destined to points within the state. That order fixed no rates and said nothing in regard to what they should be. About December 1st, 1901, the companies filed new rate schedules, being the same as those in force at the time the investigation was begun, except, as I understand, they are expressly made applicable only to shipments of ore from the range to points within the state of Minnesota.

"The particular point in this order and the schedules filed thereunder is that the rates are made to points in Minnesota beyond the docks, when, as a matter of fact, there is not an ounce of ore shipped to any point in Minnesota beyond the docks. The order, and the schedules filed thereunder, are fakes pure and simple. If any one desires to investigate these cases more fully, they can be found in the report of the railroad and warehouse commission for 1900, pp. 48-53, and for 1901, pp.28-59.

"Railroads' 'condition,' business of all kinds. Discrimination may build up or destroy individuals or communities. To prevent such discrimination I have advocated state control. Many of our citizens believe, however, that the only ultimate solution lies in 'government ownership.' If that is to become a practical question, it seems to me that we much approach it as I have indicated, by a constantly increasing control, to such an extent that it will not be a revolutionary advance, but simply an additional step in the evolution.

REMEDIES FOR TAX EVILS MUST BE CONSERVATIVELY APPLIED.

The question of importance is taxation. This has been the subject of constant agitation since the foundation of organized society and will continue to be in the future. It should be approached in a conservative spirit, curing the immediate evils and attempting to make constant progress. Society does not advance by leaps and bounds. Questions of this kind cannot be settled by abstract reasoning. There is an element which enters into all economic questions that it is hard to reckon with, and that is human nature. There are so many interests to be taken into consideration, so many selfish motives to be met, that the safest plan, it seems to me, would be to make our advances slowly but surely.

For the past six years the Democrats of this state have had a plan for correcting the most glaring evils of our present tax system, and if the legislature of 1901 had not been blinded by partisan prejudice and the desire to make political capital, rather than to legislate for the interests of the people, there could have been no possible excuse for calling the extra session of the legislature.

The legislature of 1901 authorized the appointment of a commission which should present to a special session the following year a complete revision of our tax laws. The system formulated by that commission met with so much opposition and was so radical in many of its features that it could not receive the approval of the representatives of the people. The minority members of the legislature presented a complete program, in harmony with Democratic ideas. That program our party platform indorses, and by it I am willing to stand.

It provided for amendments of our present law, the effect of which would have been to eliminate its most glaring wrongs and inconsistencies, and it also provided for a simple amendment of the constitution which would permit the imposition of a state income tax and the exemption of such property as would be necessary to bring about equality of taxation. It is still true that our state is exacting taxes on the little stocks, tools, implements—the means of subsistence—of numbers of our citizens who are struggling to support themselves and their families, while thousands who possess great wealth escape.

DEMOCRATIC INSISTENCE FORCED TAX LEGISLATION.

"By Democratic insistence, the legislature of Minnesota was compelled to pass a bill for the increase of the railroad gross earnings tax, and to submit that question to a vote of the people of the state this fall. So much of the program outlined has been accomplished. The foreign corporations are still untaxed and do not contribute to the support of the state government, which grants them the right to do business, and whose courts of justice they invoke to enforce their claims and protect their property. That simple amendment to section 1530 of the general statutes of 1894, providing for the taxation of franchises, did not receive the approval of the majority members of the legislature, although this law had been submitted to them at two sessions.

"The difficulty of reaching invisible personal property, has convinced our best thinkers that the only adequate way of forcing the persons whose wealth consists largely of this class of property to bear their just share of the burden is by means of the income tax. With the adoption of a 4 per cent gross earnings tax, a tax on foreign corporations and domestic franchises, and the imposition of an income tax upon the class of persons who escape taxation almost wholly, the taxes of the state would be reduced to so small a percentage that they would hardly be felt by the people.

MUNICIPAL OWNERSHIP HAS PROVED PRACTICABLE.

"The Democratic platform declares that we favor the municipal ownership of public service corporations. The cities and towns of the state, as a rule, own and operate their waterworks, and in every instance with better results than where that ownership is private. Numerous towns and villages own their own electric light plants, and have secured better service at lower rates than under the old system. An investigation of the subject proves that in a great majority of instances this public ownership is perfectly satisfactory and public thought is rapidly advancing along these lines. The municipalization of all lighting plants and other public utilities, such as street car systems and telephone lines, will be issues of the not distant future. How far this process of state ownership shall be carried and how rapidly the changes shall be made, only time and experience will demonstrate.

"The principle of direct legislation is so thoroughly Democratic and Republican that there should be no difference of opinion in regard to its desirability. Why should not the people retain the power to annul objectionable action on the part of those representatives or to enforce action along certain desired lines, if a majority is in favor thereof? With this power in the hands of the people, it would be very careful not to pass laws which would not meet with public approval if they knew that the people had reserved to themselves the veto power. I therefore favor the necessary legislation to restore this reserve power to the people.

INDIVIDUAL IS ENTITLED TO FRUITS OF HIS EFFORTS.

"The resources of nature, developed by labor, are the foundation of all wealth. The first element is the gift of a benign creator to all mankind. Labor is the effort of each individual, the fruits of which he alone is entitled to. Under our complex social system, where no man produces all that is necessary for his sustenance and comfort, but, as a rule, produces only some special article or part, the question of the division of the proceeds of labor becomes one of grave importance.

"Under our laws the owners of capital, or stored wealth, have a right to associate or combine their wealth for the promotion of enterprises of a public or private nature. It, therefore, becomes the right of labor to organize for its own protection, in order that it may receive its just share of the earnings of capital and labor combined. The Democratic party, recognizing the right of the individual to promote his own interests so long as he does not trespass upon the rights of others, declares in its platform that the interests of labor can best be subserved by organization, and pledges to organized labor its moral support and, if entrusted with power, legislative and administrative action which shall assure justice.

"It is not my intention to pose as the special friend of labor or of the farmer. Special friends are, as a rule, dangerous friends. There is, however, no better guide than the maxim, 'Equal rights to all and special privileges to none.' The laborer and the farmer ask only for justice, but too often these classes are the forgotten man in the halls of legislation. The invention of machinery and the factory system, with its division of labor, increasing the productive capacity of man, is of but little avail if it does not shorten the hours of labor necessary to bring comfort and prosperity to the homes of our working people. We, therefore, join with organized labor in its efforts to shorten the hours of the working day and pledge our support to that end.

CARE OF UNFORTUNATES, SOCIETY'S SACRED DUTY.

"The duty of society does not cease when it has given to the individual an equal opportunity to work out his own salvation. There are members of the human family that need the paternal care and guardianship of the social organization which we term the state. The prosperous and generous hearted people of Minnesota have always recognized this duty and have fulfilled it, perhaps more fully than those of other states. In Minnesota there is no difference of opinion in regard to our obligations in this respect. The only question that confronts us is how can this best be accomplished.

"By means of three hospitals and two asylums we care for those unfortunates whose minds have become diseased. In the state public school we provide tuition and training for children who have been placed in such environments that development along right lines is almost impossible. In the training school at Red Wing we provide for the training of more mature boys and girls and endeavor to educate them to become useful members of society. The reformatory at St. Cloud seeks to accomplish the same purpose for young men who have not had the capacity to resist the temptations of life. The state prison at Stillwater is an institution of punishment as well as reform. At Faribault one institution cares for those whose minds are not normal, another for those whom nature has deprived of the sense of sight, and still another for those who lack the sense of hearing and power of speech. And the state is doing its best to make them useful members of society and to train them to appreciate and enjoy the beauties of life.

"The management of these institutions is a question about which there is some difference of opinion. They must be so managed as not to prove too heavy a burden upon the resources of the active and producing members of society, and yet the very fact that these magnificent institutions have been founded is indicative of the desire of our people that these unfortunate classes shall have the best care and the widest opportunity. Until two years ago each one of these institutions was managed by a separate board, each composed of high-minded, patriotic citizens, whose only object and recompense consisted in the success of the work in which they were engaged. Unity of purpose and management of these various institutions was secured through the medium of the Board of Correction and Charities, composed of men of the broadest humanitarian sympathies and business ability. Their work was altruistic in its highest sense, and under their general direction and advice the institutions of Minnesota advanced to the highest rank in the nation.

"In 1901 this system was radically changed by the passage of the so-called board of control law, whereby the management of these institutions was entrusted to three men, called a board of control, who are regular salaried officers of the state. This board will undoubtedly be able to show a saving of some money to the state in the management of these institutions, but the question is, has such saving been made at the expense of efficiency? The sole question with the people of the state is not whether the expense of management is $3.00 or $2.90 per capita per week.

NOT ENTIRELY QUESTION OF DOLLARS AND CENTS.

"The important question is whether the state receives adequate return for the money expended in the care and advancement of the unfortunate wards of the people. Three men, even when they devote their whole time to the business, cannot give that careful attention and consideration to the different classes that was possible under the individual board system. Their method of dealing with the institutions must necessarily be more upon the material, bureaucratic order. The element of human sympathy and the altruistic spirit disappear to a large extent. If the legislature does not deem it wise to restore the old law of individual boards, then, in my opinion, the law creating the Board of Correction and Charities should be re-enacted, with such amendments as are necessary to meet the changed conditions. That board would do much to bring these dependent members of society under the influence of personal care and sympathy.

"The educational institutions of the state should not be hampered by a control which recognizes only the dollars and cents standard or places them upon the basis of charitable institutions. Our people are justly proud of the educational facilities which we possess. The public school system of our state, supported in part by direct taxation and in part by the magnificent endowment secured by our fathers through the donation of public lands, has developed a citizenship of the highest type. The normal schools are furnishing intelligent and competent teachers and higher education is provided for in our state university, upon a plan so broad in its scope that the young state of Minnesota will soon be recognized as a leader in the higher realms of thought. If elected, it will be my constant aim to labor to maintain and advance our public school system as a whole, and to extend the scope and efficiency of the common schools, so that every Minnesota child will be able to obtain a training that will be of practical value to him in after life, whether he remains on the farm, enters the industrial field, or chooses a profession.

CLEAN, NEW BLOOD IS NEEDED IN ADMINISTRATIVE OFFICES.

"There are many questions of great interest to the people which could profitably be discussed, such as forestry, agriculture, and other resources of the state, but about these, parties do not differ. They are questions about which we agree as citizens, regardless of party affiliation. There is one subject, however, upon which I desire to touch before closing, and that is the importance of securing new blood in the administration of the offices of the state, outside of the governorship. My associates on the Democratic ticket are all men of the highest character and ability and would put new energy into the administration of their respective offices. If you desire good administration, give to a Democratic governor the support of the other executive officers of the state.

"In conclusion, my friends, I hope that you will pardon me if I speak in a personal vein for a few moments. For more than a year it had been the hope of the Democracy to place in nomination for the governorship that peerless leader of men, that sterling man of the people, the loved friend and counselor, John Lind, who, as governor, gave the people of the state, regardless of party, a new and higher ideal in administration and citizenship. To him I owe much—more than I can ever repay. May life to him be always as perfect and happy as he has been true to its duties. He having declined to again lead our forces, the duty was assigned to me.

"The party has honored me with its nomination for the highest office in the gift of the people of the state, and I accepted with the determination to wage a winning battle and confident that I would be able to do so. I believe I am fighting for right and justice and the best interests of our citizens. I yield to no man in my love for our institutions and our state. In Minnesota my life has been spent, and I promise you that if elected, I will, under the guidance of God, be true to the interests of the state and its people."

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