THE MESSAGE TO CONGRESS

(Continued from page 1.)

---can with propriety be left in private hands. But neither do I believe in the Tanks. But neither do I believe in di-gevernment filtening from overseeing any work when it becomes evident that assess are sure to obtain therein un-less there is governmental supervision. It is not my province to indicate the exact terms of the law which should be exact terms of the law which should

be enacted; but I call the attention the Congress to certain existing conv tions with which it is desirable to deal. In my judgment the most important provision which such law should contain is that conferring upon same com-petent administrative body the power to decide, upon the case being brought before it, whether a given rate pre-scribed by a railroad is reasonable and st, and if it is found to be unreason de and unjust, then, after full inves tigation of the complaint, to prescribe the limit of rate beyond which it shall not be lawful to go-the maximum coconchie rate, as it is commonly called-this decision to go into effect within a reasonable time and to obtain from thence onward, subject to review by the courts. It sometimes happens at pres-ent, not that a rate is too high but that a favored shipper is given too low a rate. In such case the commission would have the right o fix this already established minimum need only one or two such decisions by the commission to cure railroad com-panies of the practise of giving im-proper minimum rates. I call your at-tention to the fact that my proposal is not to give the commission power t initiate or originate rates generally initiate or originate rates generally, but to regulate a rate already fixed or originated by the roads, upon com-plaint and after investigation. A heavy penalty should be exacted from any corporation which fails to respect an order of the commission. I regard this power to establish a maximum rate as being essential to any scheme of real reform in the matter of railway regu-lation. The first necessity is to secure it; and unless it is granted to the comit; and unless it is granted to the con-talssion there is little use in touching the subject at all.

Illegal transactions often occur under the forms of law. It has often oc-curred that a shipper has been told by a traffic officer to buy a large quan-tity of some commodity and then after It has been bought an open reduction is made in the rate to take effect im-mediately, the arrangement resulting to the profit of the one shipper and the one ratroad and to the damage of all their competitors; for it must not p forgotten that the big shippers are a least as much to blame as any reilror. in the matter of rebates. The law should make it clear so that nobody can fail to understand that any kind of commision paid on freight ship-ments, whether in this form or in the form of fictitious damages, or of a con-cession, a free pass, reduced passen-ger rate, or payment of brokerngs, is lilegal. It is worth while considering whether it would not be wise to confer on the government the right of civil action against the beneficiary of rebate for at least twice the valu of the rebate; this would here stop what is really blackmail. Elevator aiiewances should be stopped, for the have now grown to such an extent that they are demoralizing and are used as

#### **REGULATION OF RATES.**

#### Honest Agreement Among Railroads To Carry Out Law Best.

The best possible regulation of rates comen and children. All such legisla tion frees the corporation that wishes to do well from being driven into dowould, of course, be that regulation secured by an honest agreement among the railroads themselves to carry out the law. Such a general agreement lag ill, in order to compete with its rival, which prefers to do ill. We de-



pure

ngredients.

inte.

CREAM OF TARTAR

BAKING POWDER.

CONTAINS NO ALUM

See formula on every can.

Your grocer sells Three Crown

the best of the good ones. When

the quality is superior why no

buy goods made in Utah?

Let me most carnestly say that these recommendations are not made in any spirit of hostility to the railroads. On ethical grounds, on grounds of right, such hostility would be intolerable; and on grounds of mere national self-inter-est we must remember that such headli-ity would tell against the welfare nor merely of some few rich men, but of a multitude of small investors, a multitude of railway employes, wage-work-ers; and most severely against the in-terest of the public as a whole. I be-lieve that on the whole our railroads have done well and not iii; but the railroad men who wish to do well should not be exposed to competition with those who have no such desire, and the only way to seeure this end is to give to some government tribunal the power see that justice is done by the unwilling exactly as it is gladly done by the willing. Moreover, if some government body is given increased power the effect will be to furnish authoritative answer on behalf of the railroad whenever irrational clamor against it raised, or whenever charges in or whenever charges made against it are disproved. I ask this legislation not only in the interest of the public, but in the interest of the est railroad man and the honest hipper alike, for it is they who are highly jeopardized by the practices of heir dishonest competitors. This legslation should be enacted in a spirit as as possible from hysteria and If we of the American body politic are true to the traditions we have inherited we shall always scorn any effort to make us hate any man because he is rich, just as much as we should scorn any effort to make us look down upon or freat contemptuously any man because he is poor. We judge a man by his conduct-that is, by his character-and not by his wealth or in-tellect. If he makes his fortune hon-

estly, there is no just cause of quarrel with him. Indeed, we have nothing but the kindliest feelings of admiration for the successful business man who be-haves decently, whether he has made als success by building or managing a oad or by shipping goods over that raffroad. The big raffroad men and big shippers are simply Americans of the ordinary type who have developed to an extraordinary degree certain great business qualifies. They are neither better nor worse than their fellow-citizens of smaller means. They are mercly more able in certain lines and therfore exposed to certain peculiarly strong temptations. These temptations have not sprung newly into being; the exceptionally successful among man-kind have always been exposed to them; but they have grown amazingly in power as a result of the extraordin ary development of industrialism along new lines, and under these new con-ditions, which the lawmakers of old could not foresee and therefore could not provide against, they have become so serious and menacing as to demand entirely new remedies. It is in the in-terest of the best type of railroad man and the best type of shipper no less than of the public that there should be governmental supervision and regula-tion of these great business operations, for the sume reason that it is in the in-

probity which while evolt as quickly at the thought of pandering to any gus of popular prejudice against rich men as at the thought of anything even re-motely resembling subserviency to rich men. But while I fully admit the difficulties in the way. I do not for a moment admit that these difficulties warrant us in stopping in our effort to secure a wise and just system, They to secure a wise and just system. They should have no other effect than to spur us on to the exercise of the reso-lution, the even-handed justice, and lution, the even-handed justice, and the fertility of resource, which we like to think of as typically American, and which will in the end achieve good re-sults in this as in other fields of ac-tivity. The task is a great one and underlies the task of dealing with the whole industrial problem. But the fact that it is a great problem does not fact that it is a great problem does not warrant us in shrinking from the at-tempt to solve it. At present we face such utter lack of supervision, such freedom from the restraints of law, that excellent men have often been lit-erally forced into doing what they deplored because otherwise they were eft at the mercy of unscrupu-cus competitors. To rail at and assail the men who have done as they best could under such conditions accom-plishes little. What we need to do is to develop an orderly system; and such a system can only come through the gradually increased exercise of the right of efficient government control. In my annual message to the Fifty-eighth Congress, at its third session, I to treat its employes aright that the in-should be an effective employers lia-bility act, or an effective system of factory laws to prevent the abuse of called attention to the necessity for legislation requiring the use of block block signals upon railroads engaged in terstate commerce. The number of se-rious collisions upon unblocked roads that have occurred within the past year adds force to the recommendation then made. The Congress should provide, made. by appropriate legislation, for the in roduction of block signals upon all allroads engaged in interstate com merce at the earliest practicable date, as a measure of increased safety to the traveling public.

## vent all abuses in the employment of women and children in the district. These will be useful chiefly as object lessons, but even this limited amount of usefulness would be of real national alue LABOR DISPUTES. Unwise to Limit Power of Courts to Issue Injunctions. There has been demand for depriving courts of the power to Issue injunctions in labor disputes. Such special limita-tion of the equity powers of our courts would be most unwise. It is true that, some judges have misused this power but this does not justify a denial of the power any more than an improper ex-ercise of the power to call a strike by a labor leader would justify the denial of the right to strike. The remedy is to reguinte the procedure by requiring of the right to strike. The remedy is to regulate the procedure by requiring the fudge to give due notice to the ad-verse parties before granting the writ, the hearing to be exparte if the ad-verse party does not appear at the time and place ordered. What is due notice must depend upon the facts of the case: it should not be used as a pretext to permit violation of law, or the jeopar-dizing of life or property. Of course, this would not authorize the issuing of a restraining order or infunction in any Baking Powder a restraining order or injunction in any case in which it is not already author-ized by existing law, AMMONIA, or other injurious a CHILD LABOR. Department of Commerce Should Investigate the Matter. I renew the recommendation I made in my last annual message for an in-vestigation by the department of commerce and labor of gen-

of commerce and labor of gen-eral labor conditions, especial at-tention to be paid to the condi-tions of child labor and child-labor legislation in the several states. Such \*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\* Moreover, under any healthy plan, the benefits will develop gradu-ally and not rapidly. Finally, we must an investigation should take into ac-count the various problems with which the question of child labor is connected. It is true that these problems can be actually met in most cases only by the any and not rapidly. Finally, we must clearly understand that the public ser-vants who are to do this peculiarly re-sponsible and delicate work must themselves be of the highest type both as regards integrity and efficiency. They must be well paid, for otherwise able men can not in the long run be states themselve, but it would be well for the nation to endeavor to secure and publish comprehensive informa-tion as to the conditions of the labor of children in the different states, so as to spur up those that are behindhand. able men can not in the long run b secured; and they must possess a lofty probity which will revolt as quickly at and to secure approximately uniform legislation of a high character among legislation of a high character among the several states. In such a republic as ours the one thing that we cannot afford to neglect is the problem of turnafford to neglect is the problem of turn-ing out decent citizens. The future of the nation depends upon the citizen-ship of the generations to come; the children of today are those who tomor-row will shape the destiny of our land, and we cannot afford to neglect them. The legislature of Colorado has recom-mended that the natinal government provide some seneral measure for the provide some general measure for the protection from abuse of children and dumb animals throughout the United States. I lay the matter before you for what I trust will be your favorable onsideration

# RACE SUICIDE.

#### Entrance of Women into Industries Has Much to do With It

The department of commerce and labor should also make a thorough inves-tigation of the conditions of women in industry. Over 5,000,000 American women are now engaged in gainful occu-pations; yet there is an almost complete dearth of data upon which to base any trustworthy conclusions as regards a subject as important as it is vast and complicated. There is need of full knowledge on which to base action looking toward state and municipal legislation for the protection of work-ing women. The introduction of workadjustment to factory conditions must be made; but surely it can be made with less miction and less harmful ef-fects on family life than is now the case. This whole matter in reality forms one of the greatest sociological phenomena of our time: it is a social question of the first importance, of far greater imortance than any merely political or inortance than any merely political or economic question can be; and to solve it we need ample data, gathered in a same and scientific spirit in the course of an exhaustive investigation. EMPLOYER AND EMPLOYE.

in which it has become dominant. Un less we continue to keep a quick and lively sense of the great fundamental truth that our concern is with the in-dividual worth of the individual man, this government can not permanently hold the place which it has achieved among the nations. The vital lines of noid the place which it has achieved among the nations. The vital lines of cleavage among our people do not cor-respond, and indeed run at right angles to, the lines of cleavage which divide occupation from ocupation, which di-vide wage-workers from capitalists, farmers from backers man of small farmers from bankers, men of small means from men of large means, men who live in the towns from men who I've in the cowns from men who live in the country; for the vital line of cleavage is the line which divides the hotest man who tries to do well by ids neighbor from the dishonest man who does ill by his neighbor. In other words, the standard we shall es-tablish is the standard of conduct, not the standard of occupation, of means, or of social position. It is the man's moral quality, his attitude toward the great questions which concern all hu

namity, his cleanliness of life, his power to do his duty toward himself and toward others, which really count; and if we substitute for the standard of personal judgment which treats each man according to his merits, another standard in accordance with which all men of another class discriminated against, we shall do irreparable dam-age to the body politic. I believe that our people are too same, too self-re-specting, too fit for self-government, ever to adopt such an attitude. This specting, too fit for self-government, ever to adopt such an attitude. This government is not and never shall be government by a plutocracy. This gov-ernment is not and never shall be gov-ernment by a mob. It shall continue to be in the future what it has been in the past, a government based on the theory that each man, rich or poor, is to be treated simply and solely on his theory that each man, rich or poor, is to be treated simply and solely on his worth as a man, that all his personal and property rights are to be safe-guarded, and that he is neither to wrong others nor to suffer wrong from

others. The noblest of all forms of govern ment is self-government; but it is also the most difficult. We who possess this priceless boon, and who desire to hand it on to our children and our chil-dren's children, should ever bear in mind the thought so finely expressed by Burke: "Men are qualified for civil bearthe expression to their disliberty in exact proportion to their dis position to put moral chains upon their own appetites; in proportion as they are disposed to listen to the counsels of the wise and good in preference to the flattery of knaves. Society can not exist unless a controlling power upor will and appetite be placed somewhere and the less of it there be within the more there must be without. It is ordained in the eternal constitution of things that men of intemperate minds can not be free. Their passions forge their fetters."

### INSURANCE.

#### Congress Should Consider What Pow er it Has Over Subject.

The great insurance companies af ford striking examples of corporatio whose business has extended so far beyond the jurisdiction of the states which created them as to preclude strict enforcement of supervision and regula-tion by the parent states. In my last annual message I recommended "that the Congress carefully consider wheth-er the power of the bureau of corpora-tions cannot constitutionally be ex-tended to cover interstate transactions emphasized the importance of an early and exhaustive consideration of this question, to see whether it is not pos-sible to furnish better safeguards than the several states have been able to furnish against corruption of the fla-grant kind which has been exposed. It has been only too clearly shown that certain of the men at the head of these regulation for the protection of work-ing women. The introduction of work-into industry is working change and disturbance in the domestic and social life of the nation. The decrease in marriage, and especially in the birth rate, has been coincident with it. We must face accomplished facts, and the adjustment to factory conditions must complete remedy for this condition must be found in an aroused public conbe found in an aroused public con-science, a higher sense of ethical conduct in the community at large, and es-pecially among business men and in the great profession of the law, and in the growth of a spirit which condemns all dishonesty, whether in rich man or in poor man, whether it takes the shape of bribery or of blackmail. But much can be done by legislation which is not only drastic but practical. There

TEA Tell your friends if you like it; if not, tell your grocer. Your grocer returns your money if you don't like

Schilling's liest. possibility of adequate state supervis

lon, the Congress should carefully con-sider whether further legislation can be had. What is suid above applies with equal force to fraternal and benevolent organizations which contract for life insurance. PUBLIC REVENUES. Expenditures Must be Reduced or

### Laws Changed.

There is more need of stability than of the attempt to attain an ideal perfection in the methods of raising reve-nue; and the shock and strain to the business world certain to attend any serious change in these methods render such change inadvisable unless for grave reason. It is not possible to lay down any general rule by which to determine the moment when the rea-sons for will outweigh the reasons against such a change. Much must de-pend, not merely on the needs, but on the desires, of the people as a whole: for needs and desires are not neces-sarily identical. Of course no change can be made on lines beneficial to, or desired by, one section or one state only. There must be something like a general agreement among the citizens of the several states, as represented in the Congress, that the change is need-ed and desired in the interest of the people as a whole; and there should then be a sincere, intelligent, and dis-interested effort to make it in such shape as will combine, so far as possible, the maximum of good to the people at large with the minimum of neo essary disregard for the special inter-ests of localities or classes. But in time of peace the revenue must on the average, taking a series of years together, equal the expenditures or else the revenues must be increased. Last year there was a deficit. Unless our expenditures can be kept within the revenues then our revenue laws must be readjusted. It is revenue laws must be readjusted. It is as yet too early to attempt to outline what shape such a readjustment should take, for it is as yet too early to say whether there will be need for it. It should be considered whether it is not desirable that the tariff laws should provide for applying as against on in four of any other nation maxior in favor of any other nation maxi-mum and minimum tariff rates estab-lished by the Congress, so as to secure a certain reciprocity of treatment be-tween other nations and ourselves. Having in view even larger considera-tions of policy than those of a purely conomic nature, it would, in m judg ment, be well to endeavor to bring about closer commercial connections

about closer commercial connections with the other peoples of this contin-ent. I am happy to be able to announce to you that Russia now treats us on the most-favored-nation basis. I carnestly recommend to the Con-gress the need of economy and to this end of a rigid scrutiny of appropria-tions. As examples mergin I call your tions. As examples merely, I call you attention to one or two specific mat-ters. All unencessary offices should be abolished. The commissioner of the general land office recommends the abolishment of the office of receiver of abolishment of the office of receiver of public moneys for United States land offices. This will effect a saving of about \$250,000 a year. As the business of the nation grows it is inevitable that there should be from time to time a legitimate increase in the number of officials, and this fact renders it all the more innovant that when office the more important that when offices become unnecessary they should be abolished. In the public printing also a large saving of public money can be minde. There is a constantly growing

# iness methods, within or between the several departments, that will best promote the economy, efficiency best promote the economy, efficience and high character of the governme

## FEDERAL ELECTIONS

Should be a Law Against Bribery and Corruption in Them.

Corruption in Them. In my last annual message I said: "The power of the government to pro-tect the integrity of the elections of its own officials is inherent and has been recognized and affirmed by re-pated declarations of the suprem-court. There is no enemy of free gov-ernment more dangerous and hole ed-insidious as the corruption of the elec-torate. No one defends or excuss corruption, and it would seen to follow that none would oppose vigorous meas-ures to eradicate it. I recommend the bribery and corruption in federal elec-tions. The details of such a law may be safely left to the wise discretion of the Congress, but it should go as far as under the Constitution it is possible to go, and should include severe pen-alities against him who gives or receives a bribe intended to influence his act or opinion as an elector; and provisions for the publication not only of the ex-penditures for nominations and elec-tions of all candidates, but also of all contributions received and expenditures contributions received and expenditures made by political committees."

I desire to repeat this recommenda-tion. In political campaigns in a cour-try as large and populous as ours it is inevitable that there should be much expense of an entirely legitimate kind. This, of course, means that many con-This, of course, means that many con-tributions, and some of them of large size, must be made, and, as a matter of fact, in any big political contest such contributions are always made to both sides. It is entirely proper both ic give and receive them, unless there is an improper motive connected with either alft or recention. If the with an improper motive connected with either gift or reception. If they are extorted by any kind of pressure or promise, expressed or implied, direct or indirect, in the way of favor or immun-ity, then the giving or receiving be-comes not only improper but criminal. It will undoubtedly be difficult as a matter of practical detail to shape an out which shall grand with act which shall guard with reasonable certainty against such misconduct; but if it is possible to secure by law the full and verified publication in detail of all the sums contributed to all expended by the candidates or commit-tees of any political parties the result can not but be wholesome. All contributions by corporations to any poin-ical committee or for any political pur-pose should be forbidden by law; dtrectors should not be permitted to use stockholders' money for such purposes: and, moreover, a prohibition of t effective method of stopping evils nimed at in corrupt p tises acts. Not only should prac the national and the several state legislatures forbid any offi-cer of a corporation from using the money of the corporation in or about any election, but they should also for bid such use of money in connection with any legislation save by the em-ployment of counsel in public manner for distinctly legal services.

## THE HAGUE CONFERENCE.

#### Aim of the American Government is Righteousness.

The first conference of nations held t The Hague in 1899, being unable to dispose of all the business before it, recommended the consideration and set tlement of a number of important questions by another conference to be called subsequently and at an early date These questions were the following: (1) The rights and duties of neutrals; (2) the limitation of the armed forces on land and sea, and of military budgets. (3) the use of new types and calibers of nonde. There is a constantly growing tendency to publish masses of unim-portant information. It is probably not unfair to say that many tens of thousands of volumes are published at which no human heing ever books and at a conference held in the the which, at a conference held in the United States and attended by the lawmakers of 15 different nations, had reiterated the demand for a second co Iterated the demand for a second con-ference of nations, I issued invitations to all the powers signatory to The Hague convention to send delegates to such a conference and suggested that it be again held at The Hague. In its note of Dec. 16, 1904, the United States government communicated to the rep-resentatives of foreign governments its belief that the conference could be best belief that the conference could be besi arranged under the provisions of the present Hague treaty. From all the powers acceptance was received, coupled in some cases with the condition that we should wait until

### DESERET EVENING NEWS: TUESDAY, DECEMBER 5, 1905.

would, for instance, at once put a stop to the efforts of any one big shipper or big railroad to discriminate against or secure advantages over some rivals and such management would make th allroads themselves agents for enforc ing the law. The power vested in the government to put a stop to agree-ments to the detriment of the public should. In my judgment, be accomshould in my judgment, under spec-ified conditions and careful super-vision, agreements clearly in the interest of the public, But, in my judgment, the necessity for giving this further power is by no means as great as the necessity for giving the commission or administrative body the powers I have enumerated above; and it may well be inadvisable above; and it may well be inadvisable to attempt to vest this particular power in the commission or other admin-fistrative body until it already possesses and is exercising what I regard as by far the most important of all powers I recommend—as indeed the vitally im-position cover—that to far a given max. is an adjunct of manhood. portant power-that to fix a given maxnum rate, which after the lapse a reasonable time, goes into full effect. subject to review by the courts.

### PRIVATE CAR LINES

#### Should be Under Supervision of I. C. Commission or Like Body.

All private-car lines, industrial roads refrigerator charges, and the like should be expressly put under the supervision of the interstate commerce commission or some similar body so far as rates, and agreements practically affecting rates, are concerned. The private-car owners and the owners of industrial failroads are entitled to a fair and reasonable compensation on their in reasonable compensation on their in-vestment, but neither private cars nor futurial railroads nor spur tracks should be utilized as devices for secur-ing preferential rates. A rebate in feing charges, or in mileage, or in a division of the rate for refrecting charges is just as periodous as a rebate in each other way. No how which chail in any other way. No lower rate should apply on goods imported than actually obtains on domestic goods from the American seaboard to destination except in cases where water competition is the controlling influence. There should be publicity of the accounts of common carriers; no common carrier engaged in interstate business should Engagen in interstite business should keep any books or memoranda other than those reported pursuant to hav or regulation, and these books or memor-anda should be open to the inspection of the government. Only in this way can violations or evasions of the law be surely detected. A system of evancan violations or evasions of the law be surely detected. A system of exam-ination of railroad accounts should be provided similar to that now conducted into the mational banks by the bank examiners, a few first-class railroad accountants, if they had proper direc-tion and proper authority to inspect books and papers, could accomplish much in procenting willful violations of the law. It would not be necessary for them to examine into the accounts of them to examine into the accounts a any callroad unless for good reasons they were directed to do so by the interstate commerce commission. It i greatly to be desired that some way might be found by which an agreement of frameportation within a state h tenden to operate as a fratid upon it deral interstate commerce laws could brought under the jurisdiction of the federal authorities. At present it or curs that large shipments of interstat traffic are controlled by concessions or purely state business, which of cours

amounts to an evasion of the law. The commission should have power to enforce fair recatment by the great trank lines of lateral and branch Miner. I urge upon the Congress the need of providing for expeditious action by the

al, which prefers to do fil. We de-e to set up a moral standard. There can be no delusion more fatal to the nation than the delusion that the standard of profits, of business pros-perity, is sufficient in judging any busiess or political question-from rate ness of political question—from rate legislation to municipal government. Business success, whether for the in-dividual or for the nation, is a good thing only so far as it is accompanied by and develops a high standard of onduct-honor, integrity, civic cour-ige. The kind of business prosperity age that blunts the standard of honor, that puts an inordinate value on mere wealth, that makes a man ruthless and conscienceless in trade and weak and cowardly in citizenship, is not a good thing at all, but a very bad thing for the nation. This government stands for manhood first and for business only

BAILWAY THE HIGHWAY.

It Must be Kept Open to All on Equal Terms.

The question of transportation lies at the root of all industrial success.

and the revolution in transportation which has taken place during the last century has been the most impor-factor in the growth of the new strial conditions. Most emphatalf ndustrial conditions. cally we do not wish to see the man of

creat talents refused the reward fo is talents. Still less do we wish to ee him penalized, but we do desire o see the system of railroad handled ransportation so handled he strong man shall be given that dvanatge over the weak man. We wish to insure as fair treat-nent for the small town as for the advanatge We wish big city; for the small shipper as for the big shipper. In the old days the highway of commerce, whether by vater or by a road on land, was open o all; it belonged to the public and and the traffic along it was free. At pres-out the raflway is this highway, and we must do our best to see that it is kept open to all on equal terms. Unfoult and complex thing to manage, and it is far better that it should be managed by private individuals than by the government. But it can only be o managed on condition that justic done the public. It is because, in my judgment, public ownership of rati-roads is highly undesirable and would probably in this country entail far-caching disaster, that I wish to see auch supervision and regulation of hem in the interest of the public as vil) make it evident that there is no need for public ownership. The op-noments of government regulation dwell upon the difficulties to be enountered and the intricate and in-colved nature of the problem. Then intention is true. It is a complicatee ad delicate problem, and all kinds o difficulties are sure to arise in con-nection with any plan of solution, while no plan will bring all the benefits hoped for by its more optimistic adher-



Act on the liver and bowels, cure biliousness, constipation, morning and rick headashe, break up colds, relieve tacomfort hle fullness after dinner. Painless cathartic, 25c



and give restful sleep. Especially bene-ficial in nervousness and anemia. Cho-colate-coated, pleasant to take. Two sizes: 50c. and \$1. Druggists or mail. work of the district: Moreover, there C. I. HOOD CO., Lowell, Mass. should be proper factory laws to pre-

## SAFETY APPLIANCES.

## Renews Recommendation for Legisla-

tion Concerning Them. Through decisions of the supreme ourt of the United States and the

ourt lower federal courts in cases brought before them for adjudication the safety-appliance law has been materially trengthened, and the government has been enabled to secure its effective enforcement in almost all cases, with the result that the condition of railroad quipment throughout the country h much improved and railroad employed litions than heretofore. The govern-nent's most effective aid in arriving t this result has been its inspection rvice, and that these improved

litions are not more general is due to Le insufficient number of inspectors imployed. The inspection service has ully demonstrated its usefulness, and appropriating for its maintenand ce the ongress should make provision for an accease in the number of inspectors.

### HOURS OF LABOR.

A Matter that May Properly Engage

Attention of Congress, The excessive hours of labor to which railroad employes in train ser-vice are in many cases subjected is also matter which muy well engage th serious attention of the Congress. The strain, both mental and physical, upor those who are engaged in the move-ment and operation of railroad trains under modern conditions is perhaps greater than that which exists in ther industry, and if there are any easons for limiting by law the hours reasons for limiting by law the hours of labor in any employment, they cet-tataly apply with peculiar force to the employment of those upon whose vig-flarce and aleriness in the performance i their duties the safety of all who ravel by rail depends.

In my annual message to the Fiftyeventh Congress, at its second second, I recommended the passage of an employers' liability law the District of Columbia and for ur pavy-yards. I renewed that amendation in my message to the Fifty-eighth Congress, at its second session, and further suggested the ap pointment of a commission to make omprehensive study of employers' lia bility, with a view to the enactmen of a wise and constitutional law cover ing the subject, applicable to all indus-tries within the scope of the federa power. I hope that such a law will be prepared and enacted as speedily as ossible.

possible. The national government has as a rule but little occasion to deal with the formidable group of problems connected more or less directly with what is known as the labor question, for in the great majority of cases these problems must be dealt with by the state and municipal authorities\_and not by the ational government. The national govnational government. The national gov-ernment has control of the District of Columbia, however, and it should see to it that the City of Washington is made a model city in all respects, both as regards parks, public playgrounds, proper regulation of the system of housing so as to do away with the evils of alley tenements, a proper system of ed-ucation, a proper system of dealing with treancy and juvenile offenders, a proper handling of the charitable work of the district. Moreover, there

#### Great Evil of Disputes is to Trea Parties as of Different Classes.

In any great labor disturbance not only are employer and employe inter-ested, but also a third party-the general public. Every considerable labor difficulty in which interstate commerce is involved should be investigated by the government and the facts officiall; reported to the public.

The question of securing a healthy self-respecting and mutually sympa-thetic attitude as between employer and employe, capitalist and wage-worker, is a difficult one. All phases of the labor problem prove difficult when ap-proached. But the underlying princioles, the root principles, in accordance with which the problem must be solved are entirely simple. We can get justice and right dealing only if we put as of paramount importance the principle d treating a man on his worth as nan rather than with reference to his social position, his occupation, or the class to which he belongs. There are selfish and brutal men in all ranks of sense and brutal men in all ranks of life. If they are capitalists their sel-fishness and brutality may take the form of hard indifference to suffering, greedy disregard of every moral restraint which interferes with the accu-mulation of wealth, and cold-blooded exploitation of the weak; or, if they are exploitation of the weak; or, if they are laborers, the form of laziness, of sullen envy of the more fortunate, and of willingness to perform deeds of mur-derous violence. Such conduct is just as reprehensible in one case as in the ether, and all honest and forseeing men should ton in warring scalars if a best hould join in warring against it wherbecomes manifest. Individual ver ft apitalist and individual wage-worker reportation and union, are alike enti-led to the protection of the law, and nust allke obey the law. Moreover, in addition to mere obedience to the law ach man, if he be really a good citi must show broad sympathy his neighbor and genuine desire to look it any question arising between them from the standpoint of that neighbor no less than from his own: and to this and it is essential that capitalist and vage-worker should consult freely on with the other, should each strive ring closer the day when both shall cealize that they are properly partners and not enemies. To ap To approach th arise ween them solely from the standpoint which treats each side in the mass a he enomy of the other side in the mass

both wicked and foolish. In moast the most direful among the influ-mces which have brought about the downfall of republics has ever been the growth of the class spirit, the growth the spirit which tends to make an subordinate the welfare of ublic as a whole to the welfare of the buonc as a whole to the weithere of the particular class to which he be-ongs, the substitution of loyalty o a class, for loyalty to the na-lon. This inevitably brings about a endency to treat each man not on his nerits as an individual, but on bis position as belonging to a certain class in the community. If such a spirit grows up in this republic is will ultiinately prove fatal to us, as in the past it has proved fatal to every community

need of a far stricter and more un form regulation of the vast insurance interests of this country. The United States should in this respect follow the policy of other nations by providing adequate national supervision of com mercial interests which are clearly na-tional in character. My predecessors

have repeatedly recognized that the foreign business of these companies is an important part of our foreign com-mercial relations. During the administrations of Presidents Cleveland, Har rison, and McKinley, the state depart-ment exercised its influence, through diplomatic channels, to prevent unjust discrimination by foreign countries against American Insurance companies These negotiations illustrated the pro-priety of the Congress recognizing the national character of insurance, for in the absence of federal legislation the state department could only give ex-pression to the wishes of the authoriles of the several states, whose polic was ineffective through want of uniormity.

formity. I repeat my previous recommen-dation that the Congress should also consider whether the federal government has any power or owes any duty with respect to do-mestic transactions in insurance of an interstate character. That state of an interstate character. That state supervision has proved inadequate is generally conceded. The burden upon insurance companies, and therefore their policyholders, of conflicting reg-ulations of many states, is unquestion-ed, while but little effective check is im-posed incoments and uncertainty and uncertainty of the states of t posed upon any able and unscrupulous man who desires to exploit the company in his own interest at the ex-pense of the pollcyholders and of the public. The inability of a state to regpany ulate effectively insurance corporations created under the laws of other states created under the larger part of their business elsewhere is also clear. As a remedy for this evil of conflicting, in-effective, and yet burden some regula-tions there has been for many years a videspread demand for federal super-ision. The Congress has already rec riston ognized that interstate insurance may be a proper subject for federal legisla-tion, for in creating the bureau of corporations it authorized it to publish and supply useful information concerning interstate corporations, "including corporations engaged in insurance." It is obvious that if the compilation of sta-tistics be the limit of the federal power. is wholly ineffective to regulate this rm of commercial intercourse betwee the states, and as the insurance busi-ness has outgrown in magnitude the



to discolored teeth. It brightens and whitens them, hardens the gums, makes the breath sweet and the health good;" that's a dentist's advice.

In handy metal cans or bottles, 25c. Dr. Graves' Tooth Powder Co. thousands of volumes are published at which no human being ever looks and or which there is no real demand whatever

Yet, in speaking of economy, I must n no wise be understood as advocatng the false economy which is in the and the worst extravagance. end the worst extravagance. To cut down on the navy, for instance, would be a crime against the nation. To fail to push forward all work on the Pana-ma canal would be as great a folly. To cut



#### Should be Element of Elasticity in Monetary System.

In my message of Dec. 2, 1902, to the Congress I said: "Interest rates are a potent factor in business activity, and in order that these rates may be equalized to meet the varying needs of the seasons and of widely senarated communities and to the varying needs of the seasons and of widely separated communities, and to prevent the recurrence of financial stringencies which injuriously affect legitimate business, it is necessary that there should be an element of elasticity n our monetary system. Banks are the natural servants of commerce, and upon them should be placed, as far as prac-tocable the burden of furnishing and maintaining a circulation adequate to supply the needs of our diversified in-dustries and of our domestic and forign commerce; and the issue should be so regulated that a sufficient supply should be always available for

he business interests of the country." Every consideration of prudence deands the addition of the element of elasticity to our currency system. The evil does not consist in an inadequate olume of money, but in the rigidity of this volume, which does not respond as it should to the varying needs of communities and of seasons. Inflation must be avoided; but some provision should be made that will insure a larger volume of money during the fall and winter months than in the lass active seasons of the year; so that the currency will contract against speculation, and will expand for the needs of legitimate business. At present the treas-ury department is at irregularly recurring intervals obliged, in the interest of the business world—that is in the inter-ests of the American public-to try to avert financial crises by providing a remedy which should be provided by congressional action.

## EXECUTIVE DEPARTMENTS.

Should be Reorganized With Better **Business** Methods.

At various times I have instituted investigations into the organization and conduct of the busness of the executive departments. While none of these injuiries have yet progressed for enough to warrant final conclusions, they have already confirmed and emphasized the

general impression that the organiza-tion of the departments is often faulty n principle and wasteful in results, thile many of their business methods are antiquated and inefficient. There is every reason why our executive governiental machinery should be at least as well planned, economical, and efficient as the best machinery of the great business organizations, which at present is not the case. To make it so is a task of complex detail and essentially executive in its nature; probably no leg-islative body, no matter how wise and able, could undertake it with reasonthat the Congress consider this subject with a view to provide by legislation for the transfer, distribution, consolidaconsolidation, and assignment of duties and ex-ecutive organizations or parts of or-

ganizations, and far the changes in bus-

the end of the war then waging between Russia and Japan. The emperor of Russia, immediately after the treaty of Russia, immediately after the treaty of peace which so happily terminated this war, in a note presented to the presi-dent on Sept. 3, through Ambassador Rosers, took the initiative in recommending that the conference be now called. The United States government in response expressed its cordial acquiescence and stated that it would,  $\pi_s$ matter of course, take part in new conference and endeavor to further its aims. We assume that all civilized governments will support the movement, and that the conference is now an assured fact. This government will do everything in its power to se-cure the success of the conference to the end that substantial progress may International be made in the cause of

eace, justice, and good will. This renders it proper proper at this This renders it proper at this time to say something as to the general attitude of this govern-ment toward peace. More and more war is coming to be looked upon as in itself a lamentable and evil thing. A wanton or useless war, or a war of mere aggression-in short, any war begun or carried on in a con-scienceless spirit, is to be condemned as a peculiarly atrocious crime against all humanity. We can, however, do nothing of permanent value for peaceunless we keep ever clearly in mind the chical element which lies at the root of the problem. Our aim is righteousness Peace is normally the handmaiden of righteousness; but when peace and ighteousness conflict then a great and upright people can never for a momen hesitate to follow the path which lead toward righteousness, even though that path also leads to war. There are persons who advocate peace at any price, there are others who, following a faisinalogy, think that because it is no longer necessary in civilized countries for individuals to protect their rights with a strong hand, it is therefore unnecessary for nations to be ready to defend their rights. These persons would do irreparable harm to any na-

R. E. Evans, Florist, 36 S. Main St. Floral Designs a Specialty. Phones 961. UNION DENTAL CO., 218 South Main. HONEST WORK HONEST PRICES. Painless Extraction of Teeth or No Tay. All Work Positively Guaranteed. Phones: Ball, 1128-X; Ind., 1125. DR. LOY B. DUNCAN DENTIST.

Over Walker Bros. Dry Goods Store. nd. Phone 3270. Bell Phone 1017 v ALL WORK CUARANTEED

