CAREER OF HAZEN S. PINGREE.

Review of an Interesting Fight for the Rights of the People as Opposed to the Usurped Power of Combined Special Interests.

The personality of Hazen S. Pingree, four times mayor of Detroit and now governor-elect of Michigan, isone of the most interesting that have been projected on the screen of American politics in this generation. In response to numeros requests The Tribune presents herewith some facts as to Mr. Pingree's career, and more particularly as to his course with reference to those great issues between corporate activity and popular rights which are so rapidly pushing to the front of our politics, municipal and state. A blography of him has already been printed in these columns, but it may not be amiss to say in review that he carved out a fortune from the shoemaker's amiss to say in review that he carved out a fortune from the shoemaker's bench, was a brave soldier during the war and since his entrance into politi-cal life has often been accused of eccen-tricity but never of dishonesty. He has said some bitter things against cor-porations, but then he has had some bitter experiences with them.

AS MAYOR OF DETROIT.

He was elected mayor of Detroit in response to the urging of a number of citizens who were not satisfied with prior administrations under which valuable public franchises had been voted away for a song, laws governing corporate interests had been violated. corporate interests had been Violated, favoritism had run rampant and corruption invaded high places. He consented only after other business men had refused the responsibility. Once in the fight he went into it to win, and soon had the whole corporate influence of Detroit and of Michigan against him. As President Gates, of Iowa college, one of his biographers, says:

hlm. As President Gates, of Iowa college, one of his biographers, says:

It ought to be true that the strong governing forces, the business, social, industrial and commercial leaders of the city would rush to his support. What did they do? There was almost nothing of the power of such interests that was not turned against Mr. Pingree. He is a member of a shoe-manufacturing firm. The corporate interests of the city did what they could to ruin his firm. There was a time when not a bank in the city of Detroit was out of the combination which refused to take the account of Pingree & Smith, a firm of excellent repute and standing in the city of Detroit, a firm operating a factory and employing more people than any other shoe factory in the west, a firm of thirty years' standing, a firm of more importance to the city than all the landed estates of the city, and an institution paying from four thousand to six thousand dollars every week to labor. Mr. Pingree was put out of the directorship of the bank he helped to organize and in which he held twenty-seven thousand dollars' worth of stock. His business was not the only one conspired against. Some of those who dared to be his friends, business or social, were similarly treated. Mr. Pingree has been obliged to spend thousands of dollars of his own private money to carry out his plans in the interests of the tax-payers of Detroit. The above is a specimen of the return he has received.

CITY IMPROVEMENTS.

that a gas monopoly had been operating in Detroit for twenty years without a franchise, and that another had out a franchise, and that another had for agricultural purposes was only aceir franchises permitted them to do. In six years this company had stolen \$500,000. Pingree stopped that. He also tried to correct the inequality caused by the exemption from city taxation of worth of railroad property well able to pay its due share of the burdens of government, but the railway lobby at Lansing was too much for him. When he becomes governor he will break another lance with that lobby, and may possibly have better

Another thing which Pingree did while mayor of Detroit was to establish a municipal electric light plant, which cost \$600,000, cut prices in two and is now worth \$2,000,000. He also turned the street cleaning department upside down, and introduced both effectiveness and economy in its opera-tion. He greatly enlarged the city's school facilities, spent \$1,000,000 for new sewers, constructed a fine driveway, established Belle Isle park, one of the finest in the world and wrought other improvements all without extra cost to the public. While warring on the recalcitrant or illicit corporations, Pingree got the newspapers down on him. Not one would print his side of the Not one would print his side of the case. He simply started a daily paper of his own, posted it on bulletin boards and thus communicated with the people, who never wavered in their sup port of him.

THE POTATO PATCH PLAN. It is a well known fact that there

in every large city, even at the of times, a great number of laboring men who, through some mis-fortune, are not able to obtain continuous employment at such wages as will support them and their families, and who are therefore driven by necessity to apply to the organized charities during the whole or a portion of the winter months. Realizing this fact, Mayor Pingree conceived in the early summer of 1894, when more persons than usual were out of employment on account of the hard times, the idea of furnishing these unfortunates with continuous employment by opening up the vacant lots of the city for cultivation the deserving poor. At first the name was ridiculed by many and baptized by various designations, such as "Pingree's notato patches," "The Mayor's potato crop" and "City farming," Mr. Pingree, however, believed in his novel plan and persevered, with the result that the scheme although tried late in the season, was a signal suc-cess, no less than nine hundred and forty-five families raising sufficient vegetable food for their winter use.

Under Mayor Pingree's direction a committee was appointed, who secured several thousand acres of land, but for lack of funds only 420 acres were accepted the first year. This land was plowed, harrowed and staked in lots of one-quarter to one-half acre each. Seed and tools were furnished by the com-mittee and the land was cultivated by the amateur farmers under the direction of a volunteer superintendent. All and none but worthy persons with fam-

As it was the middle of June before the work was begun, there was not sufficient time to obtain, in every case, the best soil, yet when the crop was harvested it averaged about fifteen hushels of potatoes per lot, while large crops of beans and turnips and other vegetables were raised and daily consumed. The estimated total value of the crop produced was from twelve to fourteen thousand dollars, at a cost to the committee of about thirty-six hun-dred dollars. This latter sum was made up by subscriptions.

THE PLAN A SUCCESS. Poor people who have been out of work for months fought for a chance to get a pat h of ground to till, and those who were successful used the best efforts to obtain a full crop. Applications for land for the next senson, 1895, were made by a large pro-

The personality of Hazen S. Pingree, portion of them. The crops turned out given to any other company until the four times mayor of Detroit and now so well, in spite of the lateness of the old company had had refusal of same.

to determine whether the matter was practical so far as the employment of their city poor was concerned, are New

RAN THE CITY.

"Then followed a long period during which time the street car companies virtually ran the city. They owned the common council, and public officials generally were subservient to their wishes. In 1891 the conditions were such that it culminated in a mass meeting being held, which was densely packed with citizens of all classes, to protest against the arrogance, tyranny protest against the arrogance, tyranny and poor service of this company. The companies claimed the right to say when the city might be permitted to pave its principal streets and through its subservient tools it prevented necessary public improvements.



HAZEN S. PINGREE, GOVERNOR-ELECT OF MICHIGAN.

against. Some of those who dared to be his friends, business or social, were similarly treated. Mr. Pingree has been obliged to spend thousands of dollars of his own private money to carry out his plans in the interests of the tax-payers of Detroit. The above is a specimen of the return he has received.

CITY IMPROVEMENTS.

Mayor Pingree is best known for his potato patch scheme and his successful battle for a three-cent street car fare. But these were only parts of a general scheme of municipal house cleaning which he undertook and in the main effected. For instance, he found that a gas monopoly had been operating in Detroit for twenty years without a franchise, and that another had been collectives. n collecting 28 per cent, more than cessible to a large proportion of the inthe early part of the season the difficulty resulting from these circumstances was removed by the generosity of several citizens, who furnished transportation for all those engaged n the city farms.
Although the season was very un-

Although the season was very un-favorably on acount of floods, which were particularly disastrous, a fair crop was raised, estimated in value at \$1,464, while \$775 was expended in the cultivation of the land. The people for whose benefit this project was in-tended second at first suspicious and tended seemed at first suspicious and incredulous, but afterwards showed interest and appreciation. In Buffalo, New York, the scheme

was indorsed by the mayor, Edgar B. Jewett, who, by a personal effort in 1895, raised \$2,000. Five hundred and 1895, raised \$2,000. Five hundred and seventy-eight families were given plots to cultivate and the result of their efforts were very successful. During the past season the state legislature authorized the city of Buffalo to make an appropriation for this work and the common council appropriated \$3.500.
The work, however, was carired on with an expenditure of about \$3,000, and twelve hundred families, or between five and six thousand persons, were benefited. Duluth, Minn., is another place where the scheme has been eminently successful.

THE STREET CAR WAR.

Mayor Pingree himself, in an address delivered Jan. 25, 1896, at Providence, R. I., has told the story of his street car war. We use his own words: "Thirty-two years ago, when the people of Detroit granted a charter to a street car company to run cars through its steets for the accommodation of the public and permitted the tion of the public and permitted the charging of rate which, in the years of the war, when all things were high, were considered reasonable, they little were considered reasonable, they little thought that this apparently harmless company would grow into an immense and powerful corporation controlling hundreds of miles of streets and be capitalized and bonded at the end of that time for over \$12,000,000. The facts of which I shall speak and which are true of the street railways of Detroit are, in general, equally true of the street railways of other cities. The lessons to be drawn from our experience there, are good in all large cities of the United States, as far as my information goes.

plant grew in size, due to the extension of its tracks and the increase in population, it also grew in influence in political affairs. It went into politics as a company, and here our troubles began. Its stock was held and its divi-dend divided, principally among certain citizens of our own, but the con-trol of the company was in the hands of a single individual. This gentleman, through good management and the great earning power of the system, has, from humble beginnings, become very wealthy. To this he and his fel-low operators are perhaps fairly en-

titled "Although the state law of Michigan provides that the life of no corporation shall extend longer than thirty years, and that at the end of that time all privileges granted shall again revert to the people, about sixteen years ago a council had been elected which represented more particularly the street car company than it did the people at large. Of the methods employed in packing the caucuses, and other doubtful ways, to elect this council, I need not speak in detail; suffice it to say that in consideration of certain page. not speak in detail; sumce it to say that in consideration of certain new lines to be established, the life of the company's charter was extended thir-ty years from that time. There is not the least doubt that this extension was obtained by corrupt means, and at the time no one doubted it, but as it could

"It is a fact that a committee of principal citizens, appointed for that purpose, besought the street car magnate to permit the paving of Woodward avenue, our principal street, which was in a scandalous condition, half paved with rotten cedar block and cobble stone, and were fatly refused the privilege, and were told that it could not be repayed until the company the privilege, and were told that it could not be repayed until the company was ready to pave between the tracks, and that it was satisfied with things as they were. The service of the street cars was most abominable; slow horses with small, badly ventilated cars conwith small, badly ventilated cars con-stituted our entire street car system until 1893. The company said they were satisfied with horse cars. It was then that the city determined to test in the courts the validity of the extended courts the validity of the extended charter. Two of the most eminent law-yers of the city were engaged, but these, due to certain influences not readily explained, refused to go on with the suit, and when the city began to look for others to take the case, it was found that every lawyer of any note, except one, had been retained by the company. This gentleman, together with an able lawyer from another city, was retained to represent the city's

THE LIGHT PROBLEM. "Some of the bonds being held in

New York, it was possible to throw the case in to the United States court and out of our state courts. About this time, it devolved upon me in taking care of the interests of the whole peo-ple of the city, to attempt the reduc-tion in price of gas, which was being sold for \$1.75 and \$1.50 per 1,000 feet, by sold for \$1.75 and \$1.50 per 1,000 feet, by a company doing business without a charter. The stock of the two plants in existence was also held principally in Detroit. Public lighting was furnished by a private concern at a cost of \$11.15 per lamp per year, a combination having been formed which made it impossible to procure it for less price. The lights were poor and the service bad. I determined to go to the legislature for permission for the city legislature for permission for the city to do its own lighting, which being granted, bonds were voted and a plant erected which furnishes twice the light per lamp for \$7.20 per year, and now lights the entire city and effects a sav-

ing of over \$75,000 a year.

"The owners, stockholders and hangers-on of the private lighting companies were thereafter also counted among my sworn enemies. These and other public monopolies were mostly owned and controlled by a few Detroit people, who out of them had grown rich, and are its bankers, influential men and so-called best citizens. But the city was being bled to death and the taxpayers mulcted for the benefit of a favored few. I considered such conditions to be unjust. The charges in every case were out of all propor-tion to the value rendered, and for the same returns we in Detroit were get-ting less value received than almost any city in the United States. In any city in the United States. In short, we were a corporation-ridden town in every sense of that word. "Since I have held public office my motto has been: 'Equal rights to all,

motto has been: 'Equal rights to all, special privileges to none.' So valuable was the street car franchise of the company of which I have spoken that it has been possible to bond the business, and pay interest upon watered stock to the value of four or five times the value of the plant. In fact, when the old company sold out to the present owners for nearly \$8,000,000. present owners for nearly \$8,000,000. all that was worth anything was a franchise with sixteen years to run, but hopes for more, and some old flat rails and primitive cars. It will not seem strange to you after this explanation, in my efforts to reduce prices for the benefit of the whole people, that I should have encountered the opposi-tion of all those who claimed vested rights and special privileges to get rich

put up with the expectation that I had been re-elected a second time as would be slaughtered, for the street car mayor by over 2,500 majority, a third companies still ran the caucuses and time by 5,000 and again a fourth time. we did not know at the time how thoroughly in earnest the masses were upon the matter of street car reform, party or no party. A STIFF FIGHT.

"After having been elected, and when I became conversant with my duties as mayor, and better acquainted with methods in vogue to bleed the city. I mayor, and better acquainted with methods in vogue to bleed the city. I saw that there were other abuses which needed to be looked into, such as gas at \$1.75, while other cities were paying \$1 a 1,000 or less; the exorbitant price paid for electric lighting; the bleeding in the council and school board, the contractors' ring which made us pay two prices for street paving, etc. The opposition of the entire class who were profiting by these abuses, of course, became more and more crystallized as I endeavored to do my whole duty to the public, and I at last found myself alone with only the masses of the common people at my back. Arrayed against me, either through interest, political or social pressure brought to bear, were the corporations, pretty much of all kinds, the banks, the fashionable churches, the lawyers whom corporations and bender the second of the propositions and decrease. the lawyers whom corporations and banks, hire, the architects and doctors whom they employ and all the Eng-

whom they employ and all the English dailies of our city.
"I was called a socialist, anarchist, demagogue and pretty much everything that was bad, and the feeling against me became so bitter that to all intents and purposes my family and myself were socially ostracized by the people who were formerly our friends. I state these facts not to give you to understand that Detroit people are worse than elsewhere or that I am an exception. This opposition would have been the same, no matter who was been the same, no matter who was mayor, provided he had labored for reform as I did. The gentlemen to whom I refer only stand for representatives of a class whom you will find in any city, men of good standing and characteristics. ter, but who consider private interests paramount to public welfare. Detroit being a city of 250,000 people, it was not so large but what it was possible for them to crystallize the solid array

to their particular abuses and privi-leges being attacked, joined forces with the car companies and did all in their power thereafter to thwart my efforts to reduce fares and recover to the city the stolen franchises.

WHIPPED IN COURT.

"As regards the suit at issue: the city won its case before the federal circuit court, but upon appeal before the Unit-ed States Court of Appeals, the city lost. The city brought suit to test the validity of an ordinance which extended the franchise so as to cover more than 30 years, this being the limit of time for which a charter can be granted to a corporation by the laws of the state. The decision of the court being, in effect, that although the autiliar in effect, that although the equities lay on the side of the city, the interests

involved to the bondholders and stockholders were so great that the court
fels a delicacy of depriving them of
what the court called their property.
"In this connection I may state that
there is a growing feeling in the United States, and especially in the west, that the United States courts have of late years shown strong tendencies almost uniformly to decide against the rights of the people, and in favor of the seemingly more sacred vested rights of cor-porations. Until about thirty years ago, it was just the other way. Their of the latter are constant and unceaspresent attitude may, perhaps, be acing, always working in the dark, alpresent attitude may, perhaps, be accounted for when we consider that United States judges have almost uniformly before their appointment, been prominent corporation lawyers, that often the influences which recommend for appointment are large corporations or stockholders in them, and that their association and environment while upon the bench is largely of this class. Whether these surmises are true or not, it will in-deed be a sad day for our Republic when the courts come to consider the rights of the people and the welfare of the working masses less sacred than the supposed claims of rights of cor-porations, trusts and combines.

"To revert to our struggle with the street car company. When the case had been decided against the city, the company became more arrogant than ever, its stocks having in the time, and just fifteen days before the last court rendered its decision, been bought by New York parties at a figure much less than the stock would have commanded, had been known by the owners (I owners, not purchasers) that the de-cision would be in their favor. The plant of the Citizens' company (the company which gave us the most trouble) can be duplicated today for probably \$2,000,000; yet I believe there are out some \$12,000,000 of bonds upon which it pays interest. This will show you how profitable is the investment. you how profitable is the investment. I read in a newspaper that the street car plant of Philadelphia can be duplicated for \$15,000,000, yet it is bonded and pays Interest on \$112,000,000, and this the people must pay for.

THREE-CENT FARE.

"About the time that things looked "About the time that things looked darkest, and it seemed probable that the companies would have their own way in spite of the people, I induced certain gentlemen of means to come to betroit and look the ground over, with a view of granting them a cheap-rate franchise. My fight had been for a reduction of fare, a three-cent fare and universal transfers. I believed from figures and evidences in my possession, that three cents was all a ride was worth, and that at that price there was worth, and that at that price there was a handsome return. A new company was formed to which the council gave a franchise of about 75 miles of track. the charge to be eight tickets for 25 cents in the daytime and six for 25 cents at night, and general transfers over all its lines. The best streets and principal paying thoroughfares were in possession of the old company, the new company took what it could get, but asked for a terminal facilities within the half mile circle of the hall. To this the old company objected. This then become the issue between those with me and those against

me.
"Then began a fight against me and this company in the state legislature, where we went for authority to grant these facilities, of which probably there

tioned, the people were with me almost

THE FARE RAISED.

"About December 19th last a threat was made by the company that if we did not he down and keep still, fares would be raised to five cents, as it would be raised to five cents, as it claimed a right to do by its charter, it had previously given six rides for 25 cents. The fares were raised in due time and then the cars did not pay for their running, for the people would not ride in them at that rate. They walked, or rode with the other company when possible.

"All the members of the council who during the past year or two had been

during the past year or two had been hypnotized by the street car company or had listened to the voice of the or had listened to the voice of the political charmer, had been defeated by the people at the polls, and a council composed largely of new men was to come in January 14th. The five-cent bluff was made to serve as an excuse for boodle aldermen to vote in favor of the company. An effort was made by the company to rush through a charter during the last two weeks of the old council, again extending its franchise for 50 years, in consideration of a three-cent fare, but no trans-fers for less than five cents. I op-posed this and the company needed two votes to pass it over my veto. There was boodling and corruption rampant. In such cases those that are dishonest and accept money for their votes never tell, nor does the briber: It is only when by accident some honest man is approached that it comes tangibly to

approached that it comes tangibly to the surface.

"One of the aldermen stated publicly and in the press that he had been of-fered \$6,000 in cash for his vote by the company's manager. The latter, of course, denied this. We have had boodling in Detroit in almost evry case where a valuable rubble framely was where a valuable public franchise was sought, and in every case the honest public official who was approached, but paramount to public welfare. Detroit being a city of 250,000 people, it was not so large but what it was possible for them to crystallize the solid array of wealth and influence against me. It has always been so and will continue to be, that any man who takes up the cause of the common people or exerts his labors in behalf of justice, equality and right, will, when he interferes with the claims of the favored few. or disturbs existing conditions by which they profit, be ostracized, hated and misrepresented. Any man who receives the support of the masses or has their interests at heart, is naturally called a demagogue. Had I known in advance how it would be, I dare say courage might have failed me. I say this as a warning to others.

"The very people who were loudest in their denunciation of the street railway company's methods, when it came to their particular abuses and privileges being attacked, joined forces with the car companies and did all in their power thereafter to thwart my efforts to reduce fares and recover to the city

ent the country and the fourth was sent to state prison.

"To go back to the last ordinance, the one of two weeks ago. It could not be passed over my veto and there we stand at the present day. Charg-ing five cents straight, which was held up as a threat while the ordinance was under passage, did not pay, so this company has come down to a three-cent fare also. We are waiting to see

what it will do next.
"While its franchise has still some 14 years to run, it is a valuable prop-erty and the company could carry peo-ple at a great profit for three cents. or perhaps at even less rates, were it not for the fact that it is capitalized on a five-cent basis and must pay interest upon such onerous sums. I be-lieve, however, firmly, that there is a lieve, however, firmly, that there is a good profit even upon the water and all at a three-cent rate. It, however, behooves the people of Detroit to be on guard for the next 14 years. They can scarcely afford to go to sleep nights. Franchise-grabbers sleep not, nor slumber. The efforts of the people for reform are usually spasmodic, and when the spasm is over, then again begins the process of sapping and mining by franchise-grabbers. The labors of the latter are constant and unceasways corrupting.

SAFEGUARDS.

"There is but a single safeguard against this corruptions of the people's servants that I know of. Let no franchise be granted except upon a vote of the whole people. This method may be somewhat more cumbersome, but it is the only cure for the evils which now threaten American cities. Evils of government can only be cured when the honest masses attend the primaries. Let the cry be: 'Don't allow your primaries to be run in the interests of private gain. Let every citizen go. Attend the primaries.'

"But while our street car troubles are not yet permanently settled, we have been learning something which

perhaps may be of value to you here as well as to other cities. We have learned. for instance, when these franchises have become so very valuable and are bonded for such enormous sums, that the companies and their influence and power become so great that they are greater than the people and rule over them. The offenseless one-horse car with its glass box, where a passenger deposited his nickle has grown into an enormous corporation, in which are financially interested men of influence and wealth in every community. To perpetuate this becomes their aim. becomes a monster which fastens its tentacles upon every branch of municipal government and whose corrupting influences penetrate everywhere; an old man of the sea, who cannot be shaken man of the sea, who cannot be shaken off except by an almost superhuman effort. At the bottom of this is, of course, the constant effort to get a franchise for nothing, or practically so, or have it extended, which is worth millions. Money is often protected by money. It is cheaper to bribe aldermen than pay in reduction of fares or taxation that should be paid to the entire people.

tire people.
"I believe that I can safely say from our own experience, the experience of Chicago, New York, and other cities, that corporations owning or endeavoring to procure public franchises, which ing to procure public franchises, which by their nature are monopolies, and hence very valuable, are responsible for most, if not all, the corruption in American municipal politics and American cities. It has become a very serious question whether these shall rule the people or the people them. What I say with regard to cities applies equally to the influence of railroads, great corporations and trusts, with our state legislatures and with congress. state legislatures and with congress.
The amounts of money involved in their affairs have. I believe, become dangerous to the liberties of the people and the future of the republic. Greed has no conscience or patriotism.

THE ONE CURE.

'As regards municipalities and how to lessen the growing influence and power of traction companies, while I am not yet ready to advocate municipal opera-tion of roads, I am strongly in favor of I should have encountered the opposition of all those who claimed vested rights and special privileges to get rich off the people of our city. They had got used to this privilege. Nearly all of the gentlemen whom I had antagonized were men of great social and political influence, and social pressure was largely instrumental in bringing into line against me any friends I may have had among that class. The companies attacked cried, "The corporations stated edition of the popular of the people's interest, were sadily handicapped by the position of our most influential men. I had been elected largely upon the platform of street railway reform. That it was a popular of should not provide any normally Democratic city of about 3,000. In fact, Deiroit was so solidly Democratic that it was deposited for set and I was solidly Democratic city of solid per company was in progress, I

honestly, can be made to operate in

honestly, can be made to operate in American cities, I am not in favor of municipal running of cars. This may perhaps come later. As yet it would be too great a power in the hands of corrupt politicians.

"We, in Detroit, have become very wary of giving away franchises. The people are becoming afraid of these tremendous interests growing constantly, and which work solely for evil and corrupt politics. There are cities, which, we shall women suffering from any form of illness peculiar to their sex are requested to communicate promptly with Mrs. Pinkham, at Lynn, Mass. All rupt polities. There are cities, which, today, are bound hard and foot by franchises which they innocently granted many years ago. I believe that the people in some of these cities will never get back what is rightfully theirs the experimental of these franchises. at the expiration of these franchises. "It has been my lot to run up against certain monopolistic corporations in our

city in trying to do what I thought best

for the interest of the whole people and in consequence I have been repre and in consequence I have been represented as opposed to all forms of incorporate capital. I am not so opposed. I see clearly that corporate capital, in many forms of business nowadays, is beneficial and proper; but I say emphatically that all corporations which do business upon charters granted them by the public for public purposes and which by their very nature are monopolies, such as railroads, traction companies. are monopolies, such as railroads, trac-tion companies, telegraph and tele-phone lines, etc., should not be permit-ted to charge according to their own sweet will, but should be under the supervision and control of the people, so that only reasonable and just rates be charged. There is no uncertainty about street car investments in large cities. The business is not as hazard-ous as farming. A reasonable per cent. about street car investments in large cities. The business is not as hazardous as farming. A reasonable per cent. upon the actual vale of the plant is all that should be asked for or permitted. I will not go into the argument why low-street car fares benefit a city and its large class of working people. It is the pennies that count. The pennies daily make many dollars yearly. To a working man or a shop clerk, it is often a question of a few dollars between barely able to live and getting along nicely. Low street car fares encourage manufactories and public school education for children. It favors the building of homes and discourages tenement life. Electricity has cheapened the cost of operation and equipment 60 per cent. In the last ten years. In private lines of business everything has cheapened. It is only monopolistic corporations which are able to keep up war prices, and their

able to keep up war prices, and their able to keep up war prices, and their enormous profits are apparent when you try to buy their multi-watered stock and see the amounts for which they are able to bond their business. It is the right to operate which the public gives away often for nothing, which is the man factor in values: the which is the main factor in values; the plant is often not worth a tenth of the

It is proper to add that since the foregoing address was delivered Mayor Pingree won his fight for a three-cent fare, the street car companies making a complete surrender. HIS FUTURE PROGRAMME.

In a speech before the Detroit Cham-ber of Commerce in 1895 Mayor Pingree went further into his views on the issues. He there laid down the prop-osition, first of all, that there should be no difference in the treatment of individual capital and corporate capi-tal "An individual or a partnership is required to do business upon actual tal "An individual or a partnership is required to do business upon actual capital. The same rule should apply to corporations. No corporation should be permitted by law to issue stock which is not represented by actual value. This is especially true of public corporations owning and controlling public franchises. The evils arising from what is known as watered stock are great. In order to earn interest are great. In order to earn interest upon such stock, it is necessary to draw from the public more money than is required to carry on the business with profit. Combinations are being formed in all parts of the country, between street railway companies, gas companies, electric light companies, tween street railway companies, gas companies, electric light companies, telephone companies and other organizations whose life comes from the body of the people, and to the extent that such combinations represent false values, the paying power of the people who must support legitimate business is lessened. If this system continues in a short time the only profitable business will be the operation of public ness will be the operation of franchises. All manufacturing interests will be crippled. All mercantile business will be injured. All trades

will be cheapened, and there will be established a class more dangerous than any that has heretofore existed, either in this or any other country."

The following is a list of the reforms which Mr. Pingree will fight for as governor of Michigan:
1. Doing away as far as possible, with conventions for local officers, and

giving the people themselves a direct vote in primary elections for the nom-ination of candidates. 2. Two-cent fares on all the railroads of the lower peinsula. 3. Taxation of railroad property the same as other property.

4. The application of the principles of the interstate commerce law to com-

merce within the State, to secure to farmers and shippers the advantages of the campetition in places not hav ing several lines of railroad.

5. Submit to popular vote the granting of street railroad and other quasi-

public franchises as a check upon the corruption of aldermea and other city 6. The suppression of trusts and monopolies as far as the State can go

in that direction. 7. Laws against overcapitalization of corporations and swindles committed promoters. s. Laws against the coercion of vot-

ers, and particularly to prevent cor-porations of a public character, like railroads and banks, exerting unlue





THE N. K. FAIRBANK COMPANY, Chicago, New York, Philadelphia, Pittobur

THE IDEAL AMERICAN TRIP NORTHERN STEAMSHIP COMPANY. Superbly Appointed and Commidious to 1 Steamships. NORTHWEST AND NORTHLAND, American through and through, leave Buffalo Tuesdays and Fridays 9, 30 p.m. for Cleveland, Detroit, Mackinsc, The Soo, Duluth, and Western Points, passing all places of interest by daylight. In connection with THE GREAT NORTHERN RAILWAY, it forms the most direct route, and from every

THE GREAT NORTHERN RAILWAY, it forms the most direct route, and from every point of comparison, the most delightful and comfortable one to Minneapolis, St. Paul, Great Falls, Helena, Futte Spokane and Pacific coast. The only transcentinental ine running the famous buffet, library, observation car.

New 67 hour train for Portland via Spokane. HOTEL LAPAYETTE, Lake Minnetonka, 16 miles from Minneapolif, largest and most beautiul resort in the west.

Tickets and any information of any agent or A. A. HEARD, General Passenger agent, Buffalo, N. Y.

AN INVITATION.

Mrs. Pinkham, at Lynn, Mass. All letters are re ceived. opened, read and an swered by women only. A woman can freely talk of her private

Pinkham and the write Mrs. Pinkham for

advice during the last few months. Think what a volume of experience she has to draw from! No physician living ever treated so many cases of female ills, and from this vast experience surely it is more than possible she has gained the very knowledge that will help your case.

She is glad to have you write or call upon her. You will find her a woman full of sympathy, with a great desire to assist those who are sick. If her medicine is not what you need, she will frankly tell you so, and there are nine chances out of ten that she will tell you exactly what to do for relief. She asks nothing in return except your good will, and her advice has relieved thousands.

Surely, any ailing woman, rich or poor, is very foolish if she does not take advantage of this generous offer of assistance.

Never in the history of medicine has the demand for one particular remedy for female diseases equalled that attained by Lydia E. Pinkham's Vegetable Compound, and never in the history of Mrs. Pinkham's wonderful Compound has the demand for it been so great as it is to-day.



Youngstown, O., Sept. 18, 1896 To THE NUX-PHOSPHO Co., Gentlemen:—I consider Nux-Phospho the greatest nerve medicine on earth, and my physician, after testing it, highly en-dorsed it. It has cured me completely of kidney, liver and bladder troubles. Yours truly,

thas F. Marquett Heater in Union Iron & Steel Co.

For Sale by Matthews Bros., John H. Phelps, N. M. Elcke, Lorenz & Koem-pel, C. Lorenz, also G. W. Davis, C. Hen-wood & Co., Providence.

THE MOOSIC POWDER CO., ROOMS | AND 2, COM'LTH B'L'D'G.

SCRANTON, PA. MINING AND BLASTING OWDER

MADE AT MOOSIC AND RUSE.

LAFLIN & RAND POWDER CO'S ORANGE GUN POWDER

Repauno Chemical Co.'s EXPLOSIVES.

Electric Batteries. Electric Exploders, for ex-ploding blasts, Safety Puse, and

WILLIAM S. MILLAR, Alderman 8th Ward, Scranton ROOMS 4 AND 5 GAS AND WATER CO. BUILDING, CORNER WYOMING AVE. AND CENTER ST.

OFFICE HOURS from 7.30 a. m. to 9 p. m. (1 hour intermission for dinner and

Particular Attention Given to Collections Prompt Settlement Guaranteed, Your Bushness is Respectfully Selicited. Telephone 136-



FRENCH REMEDY produces the above recuits in 30 days. It acts powerfully and quickly. Cures when all other fail. Young men will regain their lost manhood, and old nen will recover their youthful vigor by using REVIVO. It quickly and surely restores Nerousness, Lost Vitality, Impotency, Nightly Emissions, Lost Power, Failing Memory, Wasting Diseases, and all effects of self-abuse or excess and indiscretion, which units one for study, business or marriage. It not only cures by starting at the seat of disease, but is agreat nerve tonic and blood builder, bringing back the pink glow to pale cheeks and restoring the fire of youth. It wards of Insanity and Consumption. Insist on having REVIVO, no ther. It can be carried in vest pocket. By mill, \$1.00 per package, or six for \$5.00, with a positive written guarantee to cure or refund he money. Circular free. Address

For Sale by MATTHEWS BROS., Druggist Scranton, Pa.