Lively Times May Be Expected in Michigan

Governor-elect Pingree Tells of His Plans for Radical Reforms in State Legislation and Whets His Snickersnee for the Corporations.

From the Chicago Times-Herald.

radical measures that will profoundly stir the people of the state and attract the attention and invite the study of the nation. He has in meditation many reforms calculated to draw pub-lic interest to the snapping point of

much ready cash this mileage system gives a railroad? Supposing the Michi-gan Central has 10,000 mileage books out. The people pay \$200,000 for them, don't they? Well, supposing they are on an average half used up, that leaves \$100,000 that the railroads keep ahead of their patrons. They manage to keep ahead of the game right along.

TWO-CENT FARES.

"They say they couldn't make a liv-"They say they couldn't make a living on a 2-cent fare basis. I claim it would be the best thing that could happen to them. Let them get their prices down to where the people can afford to ride and they won't be slow to get on the cars. They act scared when I mention 2-cent fares, and say: "Why, we'll have to have a receiver, we can't get along on a 2-cent fare."

"You know, the railroads of Michigan do pay a specific tax from 2 to 3 per cent., according to amount per mile, on gross earnings. That money goes into our primary school fund, although I don't suppose half the people We can't get along on a 2-cent fare.' Now, that's all bosh. How do they know they can't? They never tried it.

Marquette get one? And why doesn't the Grand Trunk? They've been sell-ing tickets for any distance in the state for 2 cents for several years now, and the Englishmen that own the road haven't asked for a receiver. It must be this receiver business is an American dodge-a regular sharp yankee

Why, I was so astonished to see a rail-road corporation with so sensible ideas I couldn't sleep! I remarked to the porter that a fellow could afford to take a whole section at that price, and he took the breath away from me by saying that would not be necessary, he would not let down the upper. I might take the lower and pay for it, and if any one came along wanting the

pay. "That's the nearest thing to a cor-

If the 2 cents a mile with a 500-mile book doesn't compel it to hire a re-ceiver and go bankrupt the Michigan Central and some of the other roads could do it. Two cents a mile these days, when all sorts of farm produce and labor are so cheap, is worth as much to the railroads as 4 cents was twenty years ago.

THE UPPER PENINSULA.

"Of course, you know the upper pen-insula is a little differently situated than the lower, and the 2-cent idea would have to be made into a 3-cent fare up there. They charge 4 cents there now. One of our legislators had a bill last session to reduce the reterfare up there. They charge a cents there now. One of our legislators had a bill last session to reduce the rates to 3 cents, but the railroad lobbyists got it on the side track, and it is there yet. I'm going to shove it off this winter if I can. You see, the country is pretty sparsely settled up there, and they can't carry people so cheap as they can't carry people so cheap as they can down here."

LOWER FREIGHT RATES. The 2-cent fare idea is only the first plan that Mr. Pingree hopes to get into the form of law this winter. He also expects to tackle the freight transportation matter. The governor wants lower freight rates and no discrimination.

Detroit, Dec. 10.—Governor-elect Pingree has said it. Michigan is to be battered this winter with the bullets of reform, while the whole country looks on at the battle. The famous mayor-governor has outlined his plan of action and the coming fight between him and his legislature will contribute the most intensely interesting chapter in the history of commonwealth government in the United States.

Mr. Pingree will go to Lansing primed with several far-reaching and radical measures that will profoundly state, this very year, it cost a farmer \$40 a car to ship his wheat to Detroit. It was the only line there was and there was on escaping its greed. If it had said \$50 the farmers would have had to pay it. But \$40 was enough. That road had a straight line to Detroit, no change of roads, and it charged the enormous price of \$40 a car. But the Flint and Pere Marquette road got an extension to within ten miles of Gladwin, and now what do you think it costs to ship a car of wheat to Detroit? You would scarcely believe that it is only \$17, but it is true.

"Now, do you suppose for a minute that the employes of the Michigan Central were getting any more when "There is not much to my plan, but its road had a car to ship a car of wheat to Detroit?"

To REFORM THE PRIMARY.

One of the most important measures that Governor Pingree will father in the legislature will be a primary election or caucus law that has been for some time a hobby with him.

"Yes, sir," said the governor-elect, "you may say that I am going for that law. There ought to be a change. There's too much trouble, crookedness and expense connected with the presention but the smoke of jobbery rises right away. It costs us here in Detroit several thousand dollars for every convention, and each party has to have one before each election, you know.

"There is not much to my plan, but

the attention and invite the study of the nation. He has in meditation many reforms calculated to draw public interest to the snapping point of tensity. He proposes to apply corrotten many interest to the snapping point of the state to the snapping point of the snapping point of the snapping point of the snapping point of the past.

WILL BE A HARD FIGHT.

In a word, the new governor will attempt to overturn combetely much in the business, industrial and agricultural life of the state, and to do this without delay. It will be a hard fight, but Hazer S. Pingree is a hard fight, but the condition of the state of the

those that are poor? If a man has \$20 to spare he can buy a 1,000-mile book and ride for 2 cents a mile. But if he is poor the railroads make him pay 3 cents. Nice state of affairs, isn't it? Fine thing for the railroads, too, you know.

"Did you ever stop to figure how much ready cash this mileage system grows a railroad? Supposing the Michi."

"Do you know of any legitimate reason why the poor laboring man should."

son why the poor laboring man should pay city, county and state taxes on his cottage and lot, while the big railroad corporations pay no city taxes and get off almost scot free from state taxes?
When I was down east a while ago they looked at me in blank amazement when I told them that our railroads never paid any city taxes. There ought to be a law to compel them to pay the same rate of taxes on their assessed valuation as any way way way have an the valuation as

per cent, according to amount per mile, on gross earnings. That money goes into our primary school fund, al-though I don't suppose half the people

We can't get along on a 2-cent fare.'
Now, that's all bosh. How do they know they can't? They never tried it. I tell you the people want to ride, but they can't afford to pay one-third more than their rich neighbors, so they stay at home.

"Now, one of the best arguments I have seen in favor of a 2-cent fare road in Michigan is right to the point. It was a road that sold a 500-mile book for \$10. That's the Flint and Pere Marquette road. Why, I was never so as-

need attending to. There are other big corporations that are sucking their existence out of the people without giving anything to the government in return. Do you know we exempt telegraph and A POINT.

"And, do you know, the very day I bought that 500-mile book they sold me a sleeping car berth—a lower—for \$1: clear from Saginaw into Detroit, too. Why, I was so astonished to see a rail-I guess if we taxed them the same as we do other people they would appre-ciate what the government does and be more willing to pay for it.

AS TO STOCK WATERING. he would not let down the upper. I might take the lower and pay for it, and if any one came along wanting the upper he would just say it was taken, and in the morning I could pay for it. If no one wanted it I shouldn't have to pay. wrong, and it will never end in this state till we have a law forbidding it.

That's the nearest thing to a corporation with a soul that I have ever come across. I asked if the president of the Flint and Pere Marquette was not a Massachusetts man. You know down there you can buy a 500-mile ticket and a whole family may ride on it. The agent told me I was right, the president did live down east.

"I tell you this simply goes to show that a railroad can do business profitably without fleecing the public. The Flint and Pere Marquette railroad isn't a very big system, you know, and I guess if the 2 cents a mile with a 500-mile book doesn't compel it to hire a rechants is seen in the lessened ability of "This consolidation business is a bad thing when the railroads take it up. They have gone and done it in the street railway business in Detroit, right squarely in the face of the constitution of the state of Michigan, too. When you have consolidation there are always lower wages and higher rates of transportation. The effect on meritage of the state that are practically dead, or worse than dead, repealed by the will of the people, though not by law, and standing daily as violated laws, a reproach to the community.

"I want to get rid of some of those old laws," said the governor-elect, "for they don't do any good, filling up voltages and the state that are practically dead, or worse than dead, repealed by the will of the people, though not by law, and standing daily as violated laws, a reproach to the community.

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"I want to get rid of some of those old laws," said the governor-elect, "for they don't do any good, filling up voltages." transportation. The effect on mer-chants is seen in the lessened ability of discharged men to buy goods. The farmers feel it, too, and the railroads suffer also. If they were not so hard headed they could see it. But they try to get even through excessive rates.
Combinations of this kind contemplate
the least amount of work, the least
pay for labor and the greatest possible
charges.
"There is not he slightest difference

between the Detroit street railways and the Michigan Central and Lake Shore roads, except in degree. Mr. Vanderbilt owns the bulk of stock in both of these railroads, against the express provision of the constitution of press provision of the constitution of the state. If these roads were in com-petition, as they should be, there would be the greatest number of men em-ployed, wages would increase and fares and freight rates would come tumbling down. Unfortunately, railroads are op-erated to aid speculation and overcap-italization. The money gained by ex-cess stock manipulation and mortgag-ing goes into banking businesses and ing goes into banking businesses and transportation becomes a side issue with most of them.

THE FARMER.

"State governments have created

convention by buying up a few votes for a small price. It would simply be determined which man of a party was

determined which man of a party was
the man wanted to run for the office.
I tell you it's a sure cure for \$\frac{a}{2}\text{good}\$
deal of the caucus jobbery that bothers
us and that makes our present system
so odious to good people.
"In connection with that, there's another matter that ought to be attended to by the legislature, and that is
this matter of coercing voters by methods that are not just right. You know

islature will make some interesting situations certain, while the pro-Pingree
members will see to it that he has good
fighting lines for his reform attacks on
the corporations.

The mayor will scarcely acknowledge
that he has any legislative "programme." This is the way he prefers
to state it: "I have some ideas that I
want to see made into law, but I have
no programme." this matter of coercing voters by metrods that are not just right. You know these big quasi-public corporations, and some that are not quasi-public, but just as big and powerful, after take advantage of a laboring man's dependence upon them by gently suggesting to him for whom he shall vote. Such tacit force is unbecoming an American institution and a law to stop it should be passed at once.

VOTE ON FRANCHISES.

quette road. Why, I was never so astonished in my life as the day I struck Saginaw and didn't have quite money the way or get killed. What do we get to didn't have quite money the way or get killed. What do we get to didn't have quite money the way or get killed. What do we get to didn't have quite money the way or get killed. What do we get to did me he would sell me a 500-mile book. I thought he was fooling me good. Maybe it is, but it's pretty much their representatives, the aldermen get

book. I thought he was fooling me at first, but he passed it out and I paid for it.

"Now, if roads that sell transportation for 2 cents a mile have to have receivers, why doesn't the Flint and Pere Marquette get one? And why doesn't the Grand Trunk? They've been sell-the Grand Trunk? They've been sell-the grands to support the government. "And it isn't railroads alone that leed attending to. There are other big or portations that are sucking their ex-

a special case, but, then, that is noth-ing new. Here a year or two ago we voted whether we should have free text books or not. It's on a similar princi-ple. It's plain what I mean without any further explanation.

FEDERALISM IN CITY RULE. "Yes, I am in favor of the federal system of city government, making the mayor the direct head of all affairs, with the commissions, like the public works and lighting board, directly responsible to him. As it is, our munic-ipal business is disjointed, because a half dozen disconnected commissions half dozen disconnected commissions have charge of them. But under the federal system, the heads of all would meet weekly, or at stated intervals, for conference, and all parts of the municipal service would have a connection that would be beneficial to it. There would be a definite responsibility to the mayor, and he in turn would shoulder the load of responsibility to the people."

The fourth class of legislation that the new reform governor will attempt

the new reform governor will attempt will be rather negative in character. It

they don't do any good, filing up vol-ume after volume of statute books, forceless and forgotten. There are too many of them lumbering up the stat-utes, and I want to see to it that some of them are repealed and taken off the books. I can't specify, but everybody knows that the statute books are full of them. It will be simply a cleaning-up process. That's all." HOW THE LEGISLATURE STANDS.

Mr. Pingree's election to the chair of the governorship was a distinct expres-sion of the people's will. His plurality sion of the people's will. His plurality was some 83,000 votes, and this is taken as an indorsement of his reform methods by the people of the state. He is not allied with corporate concerns, but is peculiarly independent of them. He owes not an lota to the corporations or trusts of the state for his election, for they opposed him with all their power. If anything, he will enter office opposed to their interests and favorable decadful! Why didn't you ask him to er. If anything, he will enter office opposed to their interests and favorable
to legislation that will trim their edges.
The great farming element and laboring men, all of whom cast their
votes for his election, are united in expecting great things that will redound
to their industrial interests from Michigan's coming governor. "There'll be
great times in Lansing this winter," is
a common expression in street corner

May Be

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"I'm a trifle off my text, but I'll get back to it all right. What I desire as beneficial to all, the railroads included, is to carry out the provisions of the state campaign. Without doubt he will try to clip the governor's wings, although he says he will support any Pingree measures that command prevent the wreck toward which bad management is surely leading them, for monopoly ends in wreck sooner or later. "There must be a strict enforcement of laws and constitutions made for the general welfare. There must be no oppression of any class or corporation. All must be subject to the same burdens. The word class should never be used. In the great human family there should be no favorites. Even the semblance or shadow of oppression must cease to exist."

To reform the Primary.

One of the most important measures

To NEFORM THE PRIMARY.

Conditions

To Conditions of the most streamous fights of the state campaign. Without doubt he will try to clip the governor's wings, although he says he will support any Pingree measures that command his good sense. Arrayed with Mr. Thompson are some blue bloods and a coterle of old-timers in the senate, who will without doubt be united in opposing many Pingree reforms.

However, the mayor will have some fighting material in the upper house. From Detroit there will go to that body Senator C. W. Moore, who has served in the lower house, and who has served as comptroller of the city of Detroit. He will be the exponent of Pingree ideas, and there will gather at once around him a considerable element in sympathy with the reform ideas of the new governor.

Conditions of the most important measures

CONDITIONS OF THE HOUSE. In the house, which is looked upon as more nearly reflecting the feeling of the people at large, there will be no small opposition to Pingree reforms. Nothing more is expected of the old-time members, who are in sympathy with the McMillan machine, than that they will make all possible trouble for the new governor. It is impossible to reflect at all closely the opinions of the lower house before its organization or to determine with an accuracy the Pinto determine with an accuracy the Pin-

to determine with an accuracy the Pin-gree elements.

This situation, with the senate al-most certain to be anti-Pingree and the lower house uncertain, is just what is sure to make a lively session, for it means opposition, and the more oppo-sition the mayor-governor has the harder and often the more effectively he fights. Some of his municipal fights

reform propaganda.

Perhaps this view is correct. At any rate there is no doubt that the personal hatred of Mr. Pingree in the legislature will make some interesting situations certain, while the pro-Pingree members will see to it that he has good fighting lines for his reform attacks on the corporations.

The mayor will scarcely acknowledge

no programme.

The Pingree programme, in brief, as can be seen from the foregoing, in-cludes proposed legislation of five sorts: cludes proposed legislation of five sorts:
Taxing corporate property as other property is taxed, exercising the right of the state to fix maximum rates of fare and freight, amendments to caucus laws looking to the abolition of the convention system, giving Michigan cities the right to purchase and own street railway tracks, and the referendum in cities for the final adoption of important franchises.

What the people of the state, who are primarily responsible for the big Pingree majority, will look for will be laws controlling more effectively the giant corporations, especially the railroads. The farmers are pretty unanimous in thinking the railroads impose upon them, and there are thousands besides the farmers who want lower fares, and these the mayor-governor

fares, and these the mayor-governor stands for almost before anything else.

How the Prencher Won the Warm Regard of Two Irish Girls.

From the New York Tribune: Here is a new story of Henry Ward Beecher, which illustrates better than many well-known anecdotes of the great preacher his ready sympathy, cheery good humor and love for un-usual incidents.

About ten years ago A young Irlsh woman named Bridget Dowd, employ-ed as a servant in one of the families in the Heights district, sent to the old country for her cousin, who wanted to try her fortune in the New World The cousin came accordingly, landed in New York, and came over to Brook-lyn to find the address she had receiv-ed. She reached the Heights, finding ed. She reached the Heights, inding her way by asking strangers, but when she had arrived there she could not find the street in which her cousin lived. The longer she wandered about the streets the more hopelessly involved she became. Finally, in despair, the detarmination to ring the deer hed. volved she became. Finally, in despair, the determination to ring the door beil of the nearest house, and ask.

She did so, and the door was opened by a noble-looking old man, with a magnificent physique and wavy white hair. She asked him the address, but instead of answering her he asked in a kindly way what she wanted. Encouraged by his manner, the young immigrant told him her troubles, and explained why she wanted the adexplained why she wanted the ad-

dress.
"Well," said he, "you just wait till I get my hat, and I'll go along and show you the way."
In a moment he reappeared, and the strange couple started off together. As they walked, he asked her all about herself, and her life and troubles in the said country, and she told him ev-

they walked, he asked her an about herself, and her life and troubles in the old country, and she told him everything. They chatted together like cld friends, and the young woman, delighted as she was with her new friend, could not understand the reason of the puzzled glances that met them from every one whom they passed.

At last they stopped before a handsome house, and the old man said: "You stand here at the gate, while I ring the bell." He then went down to the basement door, when the servant girl appeared at the door, and asked: "Does Bridget Dowd live here?"

"Yes, sir," said the servant; "she's the upstairs girl."

"Well," said the visitor, chuckling to himself, "will you kindly tell her that Mr. Beecher would like to see her?"

The girl carried the message upstairs,

"What!" said one of the ladies. "Mr. Beecher at the basement door? How dreadful! Why didn't you ask him to the front door? Go right down, you foolish girl, and apologize to him, and ask him to come to the other door."

But Mr. Beecher firmly refused, to budge from the basement door. He wanted to see Bridget Dowd, and in a few minutes that young woman, much ilustered at the honor that was being done her, came to the door.

"Are you Miss Dowd?" asked Mr. Beecher.

"Yes, sir."

"Well," said he, beckoning to the young woman at the gate, who now

THE FARMER.

"State governments have created possibilities that these shrewd corportions have freight rates and no discrimination.

"It is largely for the interest of the farmers that I want to secure a law regulating freight rates," said the mayor-governor in discussing the hown on the producing class, early passe of his programme. "High freight rates are an injustice to them. Every extra cent it costs to get the produce to market is so much out of their pockets. Competition would do the work five had enough competition in railiproading, but we havent.

"When only one road runs through a given freitory its freight charges are fixed at the point where they think they can bleed the people most without the people kicking over the traces. The schemer who selis watered stock doesn't produce anything. We have peter in open market with wheat and potatoes shipped over such a road have to competition, could charge comply alia as much for carrying them.

"Just let me illustrate what I mean" State operand the contraints of the state these surders are restored to the state these burdens are fixed at the point where they think they can bleed the people most without the people sicking over the traces. The schemer who selis watered stock doesn't produce anything. We have made that, through a sinjeped over such a road have to competition in transportation, could charge only half as much for carrying them.

"Just let me illustrate what I mean" State these burdens are chosen for the state these burdens are fixed at these burdens are fixed at the point where they think they can bleed the people most without the people sicking over the traces. The schemer who sells watered stock doesn't produce anything. We have made the people in the country. The great shipped over such a road have to competition in transportation, could charge only half as much for carrying them.

"Just let me illustrate what I mean "Just let me illustrate what I mean of the state these burdens areligion to the state these burdens are for the state these burden



A GIFT OF BRAINS

The Yule Tide comes attended by pleasant exchange of gift-.. husband surprises wife and "vice versa---parents gratify the cherished wishes of children, and the little ones and big ones all combine to make mother and father happy with some pleasant remembrance. Many puzzle and say

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