

Advertisement

Which is Better for Arizona-Prosperity or Experiment?

What Every Arizona Voter Should Know and Why.

Arizona has hundreds of thousands of acres of land that should be tapped by railroads.

One running from \$10 to \$40 a ton is being thrown on the dump because it costs too much to haul it to a railroad.

What Arizona needs most to develop her resources is Railroads.

Under the laws of the State and the rules of the Interstate Commerce Commission, railroads cannot make improvements or extensions except with borrowed money. (See Laws of the First Legislature of the State of Arizona, Chap. 90, Sec. 48, and Rules of I. C. C.)

By reason of the absolutely unnecessary expense and unfair reduction of earnings, it will cost the railroads about one and a half million dollars a year, if the bills submitted to the people to be voted on November 5th become laws.

One and a Half Million Dollars will pay interest, at 5%, on Thirty Million Dollars. These bills will exclude just that much capital from the state, which could be invested, would develop the country and give employment to thousands of people.

THE MEN WHO HAVE SUBMITTED THESE BILLS HAVE CONFIDENCE THAT THE PEOPLE WILL GIVE THE RAILROADS A SQUARE DEAL. THEREFORE, THE RAILROADS HAVE REFUSED HERETOFORE TO TREAT WITH SELF-SEEKING POLITICIANS AND HAVE APPEALED THEIR CASE TO THE PEOPLE OF THE STATE OF ARIZONA.

PROSPERITY FIRST, EXPERIMENT SECOND, THEREFORE, DEFEAT THESE BILLS NOVEMBER 5TH.

"AN ACT REGULATING THE NUMBER OF MEN TO BE EMPLOYED ON TRAINS AND ENGINES."

(On Official Ballot, Nos. 304 and 305—House Bill No. 44.)

This is a useless expenditure of money and against public policy. It requires an extra man on light engines, that is, engines that are not pulling cars. Of what earthly use is such a man? Where would he sit? What would he do? Just draw pay. Do you think that is fair? Certainly you don't. The fewer men on an engine the better. There is less chance of their talking instead of attending to business, and causing a wreck.

"AN ACT REGULATING HEADLIGHTS ON ALL LOCOMOTIVES."

(On Official Ballot, Nos. 306 and 307—House Bill No. 42.)

It practically creates a monopoly. One company, the Pyle Co., virtually controls all high candle power electric headlight patents. What was the power behind the throne? Experiments have shown conclusively that electric headlights are dangerous on double track. Inventions are coming so thick and fast that this form of light may be a back number in two or three years. Why tie the railroads down with a law and prevent them from taking advantage of new inventions? Even now, competent authorities disagree as to the best form of headlight.

"AN ACT REQUIRING ALL ENGINEERS AND CONDUCTORS TO HAVE THREE YEARS' EXPERIENCE BEFORE BEING ELIGIBLE TO HOLD SUCH POSITION."

(On Official Ballot, Nos. 308 and 309—House Bill No. 50.)

It is class legislation that forces every man who now holds a position as an engineer or conductor, if he did not have three years' experience as a fireman, or a brakeman, to give up his job. Experience won't make brains. Some men might be firemen, or brakemen, for years and still be unfitted for promotion, and others, after one year's experience would be perfectly competent to handle a train. The law robs the sons of Arizona of their birthright and forces them to give way, because of lack of opportunity, to the tramp engineer, or conductor—men who are able to produce letters showing they have had three years' experience, letters that may be forged.

"AN ACT LIMITING THE NUMBER OF CARS IN A TRAIN."

(On Official Ballot, Nos. 310 and 311—House Bill No. 45.)

The development of the State will be held back because the railroads will not be allowed to work up to their full capacity. What inducement is there to a railroad to improve its lines by eliminating curves, reducing grades, putting in heavier rails and better equipment, if it is not going to be allowed to reap the benefits. It is claimed that it is dangerous to handle long trains. Where does the danger lie, with modern airbrake equipment? On the Southern Pacific, there has not been a man even injured in more than three years as the result of handling long trains. Mr. Cattleman and Mr. Farmer, it means that your products must wait, if the train has seventy cars, when it reaches the station where your cars are, even though the engine might be capable of handling ten or fifteen cars more with ease. What you want is service, and you don't want that service restricted by law, as long as it is safe.

"AN ACT PROVIDING THAT RAILROADS SHALL NOT CHARGE MORE THAN THREE CENTS A MILE."

(On Official Ballot, Nos. 312 and 313—Senate Bill No. 24.)

The population of Arizona is less than two to the square mile. Passenger traffic is so light that this law will make a drain of about \$320,000 a year on the railroads. It will limit their borrowing power by just that much, will force them to curtail present high class service and will inhibit expansion in the future. The Southern Pacific took in, last year, from sources in the State of Arizona, \$501,474.44, and spent \$3,818,533.51. Does that look as if it were charging the people too much? The three-cent fare law will force the restriction of excursion and homeseekers' rates, that are doing so much to bring people into the State. In proportion to population, the rates in Arizona are now lower than any State in the Union. Texas has tried these restrictive laws with the result that railroad construction has about come to a standstill—only 12 miles of road built in the first six months of 1912, and no promise for the second six months. Remember \$320,000.00 will pay interest, at 5%, on \$6,400,000.00 that the railroads will not be able to invest.

"AN ACT PROVIDING FOR A SEMI-MONTHLY PAY DAY."

(On Official Ballot, Nos. 314 and 315—Senate Bill No. 19.)

It will put a burden on the State by increasing poverty, because the temptation to spend money foolishly when one has it in his pocket is too great for the average man. We are usually broke the day after pay day. It would be twice as bad with two pay days. The workmen don't want it, as shown by the petition sent in to the Corporation Commission against the law by the railroad men. This law would play into the hands of that class of business that lives by inducing the working man to spend all he has on pay day. It will increase the cost of doing business for both the merchants and the railroads, without benefiting either. Nor will it benefit the working man.

FINALLY:—The people of this State established a Corporation Commission to take care of just such questions as these. (See Chap. 90, Laws of the First Session of the Legislature of the State of Arizona.) Here the railroads and the people might be heard and equal justice done. Why not let this body attend to these matters? Why enact laws that are not needed?



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- Act 1. Lawn in front of Bruce Wilton's Country Home, West Chester, N. Y.
"The hours I spent with thee, dear heart
Are as a string of pearls to me."
- Act 2. One hour later. Bruce Wilton's study.
"I count them over, ev'ry one a-part
My Ro-sa-ry! My Ro-sa-ry!"
- Act 3. Bruce Wilton's Study the next morning.
"I tell each bead unto the end,
And there a cross is hung."
- Act 4. Outside the Chapel one year later.
"I kiss each bead and strive to learn
To kiss the Cross, sweetheart! to kiss the Cross!"

Text by Robert Cameron Rogers. Complete magnificent production. Gorgeous Electrical Effects.

THE PANICS OF 1893 AND 1907

DEMOCRATIC PARTY RESPONSIBLE FOR THE DISTRESS WHICH MARKED ITS ADMINISTRATION.

FACT IS CLEARLY SHOWN

The Financial Disturbance of Five Years Ago Not Due to Adverse Republican Legislation Nor to Any Cause for Which the Republican Party Must Answer.

With an audacity which can only be explained by the desperate situation which makes a resort to even the most improbable of theories a political necessity, the Democratic campaign text book charges the Republican party with responsibility for the panic of 1893 and the hard times that ensued. "The Republicans have been trying to make the country believe," says the text book, "that the panic of 1893 was brought about by the Democratic bill which was passed in 1894." And then the text book writer proceeds to make merry over the absurdity of charging an effect in one year to a cause that did not transpire until the year after.

Well, here are the facts: The last year of the Harrison administration, 1892, was the most prosperous the country had enjoyed up to that time. Labor was fully employed, capital was actively seeking investment, and the farmers were getting a good price for a big crop. So far as industrial and commercial conditions were concerned, there was not a cloud in the sky. Republican speakers and newspapers tried to persuade the people that they should let well enough alone and that Democratic success might bring disaster. But they would not listen. The

prices of some things were pretty high. The Democrats declared it was because of the high tariff and promised that if put into power they would revise the tariff "in the interest of the plain people." There was little expectation throughout the country that Harrison would be defeated, and business boomed right up to election day. But Harrison was defeated.

How the Panic Came. And then what happened? Why, instantly, men who had money which they were about to invest locked it up in the vaults and said "We will just wait a while to see what happens." Manufacturers engaged in producing protected articles, realizing that as soon as the Democratic congress could get at it their protection would be reduced, immediately began to cut their output to current demands. Who could blame them for refusing to go ahead and pile their warehouses full of goods which might have to be sold in competition with similar products made in countries where the factory wage scale was one-half or one-fourth of the factory wage scale which they had been paying? Jobbers and wholesalers cut their orders to the manufacturers in the same way and for the same reason. Retailers all over the country bought their supplies from day to day, fearing to be caught with high-priced goods when the low-priced flood came.

And so it happened that although the Wilson bill was not actually passed until late in 1894 the panic began the day after the election of 1892. It was not what the Democratic president and congress had done, but what everybody knew they intended to do that wrought the havoc. Indeed if the Wilson bill could have been passed the day Cleveland was inaugurated the damage to the country would have been far less than that which actually occurred.

The Danger of Uncertainty. This country is big enough and rich enough and resourceful enough to adjust itself to nearly any tariff law, no matter how bad it may be, if it only knows what it is. But during all the long months of debate over the bill the business of the country was, as it

were, hung up in the air. If man had known that the duty on articles in which they were interested was to be reduced ten per cent they could have figured accordingly. If they had known the duty was to be reduced 50 per cent or 100 per cent they would have had some basis upon which to adjust themselves. But they did not know what the reduction would be, so they had absolutely no basis upon which to do their figuring. They simply had to wait and wait and wait, keeping just as close to shore as they possibly could until the long agony was over. That is the analysis of the panic from 1893 to 1897, and no matter how vigorously the Democratic text book may dispute it, it cannot deny or refute it.

Two Kinds of Panics. There is some reason, of course why the unthinking should charge the responsibility for the panic of 1907 upon the Republican party, because that party was in power when the panic occurred. But it is to be remembered that there are two kinds of panics, one due to loss of confidence in measures and the other due to loss of confidence in men. A political party is justly chargeable with a business disturbance due to bad measures or the fear of bad measures; but it is not chargeable with responsibility for a disturbance brought about by the conduct of men. It was the fear of injurious legislation that brought upon the country the disaster of 1893-7. And therefore these disasters are chargeable to the Democratic party. But the money stringency of 1907 was due absolutely to the frenzied financiering of a group of men operating entirely outside of politics and having no connection whatever with the government. It was nowhere charged that the panic of 1907 was brought about either by legislation which the Republican party had enacted or that it was threatening to pass. Neither then nor at any time since then has any Republican measure been charged with having brought it about, and the only new legislation which was demanded as the outcome of it was the emergency currency law, the need of which had never before been demon-

strated so plainly, and which was promptly passed.

These are the facts in relation to the panics of 1893-7 and of 1907. That Democratic legislation was directly responsible for the former cannot be successfully denied. That Republican legislation was responsible, directly or indirectly, for the latter can not be successfully maintained.

WANTED TO SHIP WOOL TO THE U. S.

Australian Sheep Raisers Anxious for Democratic Victory.

From the Glasgow, Mont., Independent.

The Hon. James Bryce, British ambassador to the United States has been in Australia this summer, and in a recent speech at Melbourne he cheered the hearts of the Australian wool growers by telling that there was prospect of an early reduction in the American wool tariff. This, he predicted, would mean a large increase in the wool exports from Australia to the United States.

The ambassador is right. That is just what will happen if the wool tariff is lowered, and the Montana sheep men know, because they remember what happened in 1894 when wool wasn't worth anything and when sheep were worth even less. When the Democratic members of the ways and means committee of the house, in the recent session of congress, presented their wool bill for consideration, they claimed that it would increase the imports of wool into America by 150,000,000 pounds.

But there can be no increase in the consumption of wool and the American grower is wondering what would become of 150,000,000 pounds of his wool under the Democratic tariff laws. Nearly 30,000,000 of that 150,000,000 is grown right here in Montana. It is no wonder that England is urging the election of a Democratic congress and that London looks with favor upon the candidacy of Woodrow Wilson.

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