

Rosland Weekly Miner

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TO BUILD WEST.

The announcement in our dispatches yesterday that the Grand Trunk had definitely decided to build a line of railway from Gravenhurst or North Bay in Ontario to Winnipeg, is news of vital importance to the whole of Western Canada. While it is expected to take several years to build, it is quite probable that with modern constructive methods the road will be an accomplished fact sooner than most people realize.

The Canadian Northern line is expected to reach the Rockies by the end of next year, and when the Grand Trunk line is completed, in the course of four or five years, British Columbia will then have three Canadian outlets to the eastern provinces. The Canadian Northern and the Grand Trunk will cut the province a couple of hundred miles north of the C. P. R., and will undoubtedly open up a valuable section of the province. It is more than probable that tributary lines will be found a mineral section as valuable as the Kootenays to the C. P. R., and if they derive an equal revenue the profitability of the ventures will be assured.

THE DECLINE OF SILVER.

Readers of The Miner yesterday morning could not have failed to observe the reasons given for the rapid decline of silver in the London dispatch under that heading. It is regarded as being directly the result of China's flooding the market with silver in the payment of the indemnity to the powers. This is probably correct. China, instead of being a large purchaser of silver, as in the past, has become a shipper of silver in payment of manufactured articles. Hence the white metal has reached the lowest ebb ever known in its history. It is reasonable to believe that after the payment of the indemnity the conditions will be reversed again, and China will exchange her tea, silk and other articles for silver, which will raise its price to the point held before the recent decline. This fact may not raise the price of silver to the point desired by the mine owners, but there is nothing in the present decline to cause us to become disheartened.

While it may not be profitable to work silver mines now, material changes over which we have control, such as a change in taxation and cheaper methods of treating not only silver, but low-grade gold and copper ores as well, will be the means of fostering the silver mining industry, and place it on its feet once more to be reckoned with in the commerce and business of the world.

We must all acknowledge that this is a great question—a question on which there is a wide difference of opinion—but there seems to be a disposition on all sides to discuss it, and a solution will doubtless be reached in the near future. The Miner has printed several speeches on the silver-lead question by gentlemen who have given the subject some thought, and that the people are interested in the question and talking about it is made manifest by the demands made upon us for copies of these speeches.

We have great silver-lead mines in this part of the province, and the government should take hold of the matter—and we believe it will when the facts are made clear—and foster and encourage it in every way possible.

COEUR D'ALENES PROSPEROUS.

Never in the history of the Coeur d'Alenes were so many men employed in the mines as at the present time. Mining men say the number of men working now is from 350 to 500 more than last year at this time. Good times and prosperity have greatly increased during the past six months. Business men are exceedingly well pleased with the condition of affairs, and not a complaint can be heard from anyone. It is estimated that 3000 men have employment at the present time in the mines there.

There is food for thought in the above. Sheriff Hensy, who folded his arms when the Bunker Hill mill was blown up with dynamite a few years ago and did nothing to protect life and property, sought vindication by election on the 4th of this month to the office of sheriff of Shoshone county. He was completely snowed under. The district is rich in the precious metals, and all it needs is peace to make it prosperous, which it now has. It seemed necessary for the Coeur d'Alenes to go through the "slough of despond," but it has emerged with flying colors. Mob violence, murder, arson and kindred crimes no longer has a foothold there.

VALUE OF LAND GRANTS.

In view of the possibility of land grants in British Columbia being made to different projected railways it may not be out of the way to instance the value placed upon land grants in the past by the Dominion government. When the value per acre of the grants to the Canadian Pacific railway was being discussed in parliament various estimates and calculations were made by both the members of the opposition and the government. In 1875, when Mr. Mackenzie was leader of the then Liberal government, the contract for the construction of the Georgian Bay branch was under discussion. The proposed cash subsidy was placed at \$10,000 per mile and a land grant of 20,000 acres. Sir Charles Tupper criticized the grant, stating that the land was worth \$2.00 per acre, while several other members of the opposition stated that \$5.00 was not too high a value. Mr. Mackenzie and Mr. Blake, however, considered that \$1.00 per acre was the outside figure for the lands. It was practically on this value that the subsequent grants were made to the C. P. R. and other railways by the governments of Sir Alexander Mackenzie and Sir John Macdonald. With the then existing feeling regarding the uncertainty of the profitability of any railway in the Northwest, it may be that the prominent men of that period were justified in their pessimistic view. Recent years, however, have demonstrated that these lands are of great value, and we may look for a gradual increase in their price for many years to come. The great influx of population during the past two years, and the almost certainty of a greater addition to our population during the next two or three decades, will tend to increase the value of our public domain to a greater extent than few at present estimate.

The C. P. R. has increased the price of its lands to \$5.00 an acre, the figure which was considered very optimistic twenty years ago. Within the very near future, there is little reason to doubt, that an offer of \$5.00 an acre to the C. P. R. will not be considered, for they will further increase their price. Considering the efforts which are now being made to settle the country and the favorable tide of immigration which has set in, nothing should be done to affect it, and the increasing value of the price can hardly be considered opportune from the country's standpoint. But as it is a business proposition with the Canadian Pacific, the people have possibly no right to object. However, the experience of the past should be of value to our legislators and no grants—and we do not see the necessity of any being made—should be given to promoters of railway schemes at the ridiculous value of former years. The lands belong to the people of Canada, and if any profit is to be made its citizens as a whole should receive the benefit.

A NOBLE SENTIMENT.

President Roosevelt appointed Dr. Crum, a colored man, collector of the port of Charleston, South Carolina. The port is a very important one. It seems a protest was entered against the appointment, not because the appointee was not competent or worthy to fill the position, but on account of his color. The reply of Mr. Roosevelt is characteristic and worthy of the man. "It has been my sedulous endeavor to appoint only men of high character and good capacity, whether white or black," says the president in a letter to a prominent citizen of Charleston, "but

it has been my consistent policy in every state, where their numbers warranted it, to recognize colored men of good reputation and standing in making appointments to office." Again he says: "I do not intend to appoint any unfit man to office. So far as I legitimately can, I shall always endeavor to pay regard to the wishes and feelings of each locality, but I cannot consent to take the position that the door of hope, the door of opportunity, is to be shut upon any man. Such an attitude would, according to my convictions, be fundamentally wrong. It seems to me that it is a good thing from every standpoint to let the colored man know that if he shows in marked degree the quality of good citizenship, the qualities which the white man feels are entitled to reward, then he will not be cut off from all hope of a similar reward."

We think this sentiment will find a response in the breasts of all right-thinking people. If the door of hope is forever closed against a human being, be he white or black, the incentive to rise and advance is cut off. Such a person will forever be in a debased condition. It is the hope that is within us that spurs us on to effort, the desire to reach the topmost round of the ladder that makes effort a pleasure and life worth living.

If a colored man of education, refinement and fitness has worked his way above his surroundings, why should he not receive reward and encouragement for what he has done? There need never be fear that the black man in this country will ever be master of the situation. Those who rise above their fellows will be the exception, not the rule. The Anglo-Saxon is the dominant race, and probably always will be. We love to read the story of the poor white boy who has left the paternal rook penniless and has died leaving a name to inspire the youth of coming generations to deeds of effort and greatness. We would seldom read of such things if the "door of hope" was closed against the youth of our land; whereas now our history is full of noble examples of men treading the upper walks of life through personal effort with the incentive of bettering their condition in life.

There are not many white men who have shown the ability of Booker T. Washington as an educator, an organizer or a man of practical affairs. Still the president was severely criticized in certain quarters for inviting him to dinner, although the criticism fell flat so far as the entire country is concerned. And it will probably be the same in regard to the appointment of Dr. Crum as collector of the port of Charleston. Fred Douglas was another remarkable colored man, who was honored by Lincoln by appointment to office, and fulfilled the duties with honor to himself and credit to his country.

THE QUICK TURN.

It may be a fortunate thing for the Prior government that Mr. Denis Murphy resigned his portfolio so soon after accepting the post. We cannot see that it is so much a reflection upon the new government as it is upon Mr. Murphy himself. He should have first acquainted himself with all the conditions of his appointment before accepting the post of provincial secretary. His conduct cannot raise him in the opinion of the public generally. A vacillating politician can never win the respect of his colleagues or the electors, for neither would be sure of the stand which he might take upon any particular question. The people respect the man who after mature consideration adopts a platform and fights his battles, but they think lightly of the man who forms opinions on public questions and changes them the next day. The Prior government may not be the kind the people want, but certainly if it were made up of men of the changeable character of Mr. Murphy they would have every reason to object. He may have unearthed sufficient and good reasons for the course he has adopted, but the trouble has been caused by his not finding them out sooner.

LOOKING FOR SNAPS.

The McLears have returned from New York and have succeeded in financing the Coast-Kootenay road—provided an additional subsidy is given the enterprise by the Dominion government. The province has already promised a subsidy. It certainly does not require much financing after the government guarantees more than enough in money and lands to build the road. Eastern capitalists are looking for such snaps. The money put out by them in such schemes at the beginning comes back a hundred fold. The lands they will hold and advance the price when the country becomes populated. Why the government should give the McLears a bonus when Hill already has surveyors in the field locating a route through practically the same district, with no intention of asking more than the right of way, looks bad on the face of it.

THERE'S MILLIONS IN IT.

From the way the Olalla Copper Mining & Smelting Company advertises it is certainly the biggest thing on earth. We have before us a page advertisement in the New York Sun. We are told that "fortune knocks at your door. The most gigantic mining, smelting, railroad and real estate enterprise ever offered the public; so planned that the man or woman of limited means stands shoulder to shoulder with the wealthier ones in the acquirement of stock and sharing of dividends."

The servant girls and the day laborers who invest their savings in such institutions as the Olalla company can be named as legion. If high salaries were not paid officers and large offices, with plate glass fronts, were not occupied the Olalla company could undoubtedly declare dividends on the receipts of the sale of stock and without a pick being

stuck in the ground to develop their mining propositions.

The officers of this company crossed the continent a few months ago to visit their holdings at Olalla, near Keremeos, and they had their coming flashed over the wires, telling of senators and other distinguished people never heard of before who were coming, and of the millions of dollars they were bringing with them—enough, in fact, to develop all the copper propositions in British Columbia. Since their departure we have heard nothing about great development work going on at Olalla. The Olalla company are said to own mining property that may become valuable. It is located in a promising district; but prospects are not mines, a fact well known here, but not so well known in New York city. The Olalla people will redeem themselves by going to work, if they have so much faith in their holdings and have millions to burn, and do less spread-eagle advertising. The conclusion may then be eradicated that it is not purely a stock jobbing institution.

OUR ZINC PRODUCT.

In dealing with Slocan zinc ore zinc is a new factor to be taken into consideration. Since the decision that zinc ores can be admitted into the United States free of duty it can no longer be considered simply a by-product, but must be reckoned with as one of the main stays of the Slocan mines. If, as our correspondent at Kaslo intimates, the big mines of that district put in individual plants for the roasting and treatment of that ore it takes no stretch of the imagination to see what the result will be. Byron D. White, one of the heavy stockholders of the Slocan Star, says zinc ore with proper treatment can be shipped to the smelters of the other side at a profit to the mine owners of from \$8 to \$10 per ton. These ores also run from 50 to 100 ounces in silver, with a big amount in lead, making the total average value per ton about \$75. With silver at low-water mark and lead in the "slough of despond" most of the mines in the "Silvery Slocan" are closed down. But a new chapter is about to be written since it is made known that the big mines of the Slocan are preparing to ship zinc concentrates to the United States smelters at a fair profit above all expenses. As the situation appears now zinc is no longer a waste product, to be cast aside as worthless, but is the main cash-pushing aside both silver and lead—at least for the time being. Silver is more likely to be a by-product than zinc.

We are told that the Payne, the Bosun and the Idaho are ready to ship—in fact, have already shipped zinc ore—and that the Lucky Jim, the Ivanhoe, the Wakefield, the Enterprise, the Slocan Star, the Mountain Chief, the Hughtett, the Whitewater and other well-known mines will soon become regular shippers. It looks as though the clouds would soon roll by, so far as the Slocan is concerned, which cannot but brighten the outlook everywhere.

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the railway bonus business. The people have been brought face to face too closely with the evil. The fact that the C. P. R. was granted a land subsidy is no argument that other projected lines should be treated likewise. The C. P. R. has 22,000,000 acres of land left, worth from \$3 to \$9 an acre, and much of it will be sold at a higher price. To place such an immense body of land in the hands of a coterie of individuals in the light of the present day and generation would seem to be little less than criminal.

Let it once be understood that no lands or money are to be given away to build railways eastern capitalists, instead of being shy waiting to get something for nothing, will only too gladly jump in and not only build the Coast-to-Kootenay but the transcontinental lines projected as well. The tide of immigration is setting this way; American capitalists are buying up our lands by the hundreds of thousands of acres; not a day passes but what we read about it; we are more in danger of being overrun than of not getting our share of the influx of people; and to give away the people's domain to railway speculators and bonus hunters in the face of these facts would be the acme of folly.

It is to be hoped that the Dominion government will put the seal of its disapproval on the scheme of McLean Bros. and of Mackenzie and Mann, and the Grand Trunk to receive more from it than the right of way. No wonder there are so many advocates of government ownership of railways.

AN AMERICAN OPINION.

The development of the Canadian west is proving a very important theme for many American editors, and scarcely a week passes without an article of some nature relative to Canada's progress. This is the kind of advertising which built up the Western States and it will do the same for Western Canada. The proposed new Grand Trunk Pacific line has given a new impetus to the favorable American press comments. The following from the Detroit Journal makes interesting reading:

It is published that Canada, even before the completion of the transcontinental railway, carrying the news to Rudyard Kipling, who doomed Canada for a generation to be regarded in England as "Our Lady of the Snows." Carry the news to those who predicted that the Canadian Pacific was built a century in advance of the needs of the territory it traversed. Carry the news to the thousands whose descendants will yet see the Canadian Northwest the home of fifty millions of people. Carry the news to American capitalists whose eyes have already started the development of Canada's manufacturing potentialities, and for whom another railway will mean the opening of a new empire to become as truly American as many parts of the United States.

Canada has already 17,000 miles of railway, that cost nearly \$900,000,000. She has the longest continuous stretch of internal navigation in the world. She has 70 miles of canals, 10,000 postoffices, 80,000 miles of telegraph wire, 18,000 public schools, 40,000 men in her lumber camps in the winter, 17 universities and over 60 colleges, only 15 per cent of illiterates, a river over 2000 miles long, 6,000,000 people, of whom nearly 90 per cent are Canadian born and only 3 per cent foreign born. Canada ranks fourth in the production of gold; has a million square miles of practically unexplored territory; coal beds that will yield over 4,000,000 tons yearly for 5000 years; and a per capita debt nearly twice that of the United States.

"Canada is one of the most fortunately situated countries—politically—in the world. She is bounded on the east and west by the Monroe doctrine, on the north by the impenetrable barrier of eternal ice, on the south by a neighbor that wishes her well and is giving of her millions as pledges of friendly treatment. She has no more need of a navy than for another north pole; little more use for an army than Hudson Bay has for an awning. Her peace is guaranteed in inviolable circumstance. Her destiny is to aid us in feeding and clothing the world; to build up a nation of liberty-loving people; to develop her tremendous natural resources, with the help of American millions in new and transplanted industries.

"The United States is not precisely an effete country as yet. But the surprises in discoveries of vast material wealth, in natural deposits of coal, iron, copper, silver and gold are of our past mainly. In Canada, they are only beginning. Merely the fringe of that vast territory north of us has been examined closely. It is the greatest oyster remaining in the world, barring only Russia, and Americans are to have a large share in prying off the upper shell and partaking of the meat beneath."

The world's big copper mines are growing lower in grade, with the exception of the Boston & Montana mine of the Anaconda Company, which maintains its wonderful values, and is possibly the most profitable copper mine of the world at the present time, says Horace J. Stevens. The Rio Tinto mine of Spain, from which the Romans mined millions of tons of ore a thousand years after it was opened by the Carthaginians, has a disseminated ore averaging 1 1-4 per cent in its bottom levels, 500 feet below the surface. Copper mines frequently improve at medium depths, but no copper mine improves at great depth. The Lake mines hold their values far better than those of any other district, but there is a tendency toward lessened values at great depths in the mines of this district.

There is no doubt about oil having been struck in the Lineham well, situated in the Flathead valley in Southern Alberta, says the Fort Steele Prospector. During an attempt to extract the tools which had been lost in the well, the oil oozed, rising two feet above the surface. The flow continues at intervals of about every two hours. Every vessel about the camp was filled and many barrels overturned into the creek and was lost.

The somewhat eccentric but highly polished gentleman who runs the Nelson Tribune has been talking through his hat again. This seems to be a weekly occurrence. If he would let the Rosland papers alone and devote his energies exclusively to the Tribune perhaps he could float the enterprise without stopping at odd times to catch his breath. We simply throw out a suggestion, not that we care very much.

If the Kettle River Valley is underlain with oil, as an oil expert believes, the possibilities of that region would seem to be illimitable. As announced in our special from Grand Forks boring for oil is soon to commence, and the outcome will be watched with interest.

It looks as though Jim Hill was going to build the V., V. & E. road to the coast without asking for a bonus. Quite a contrast from the course marked out by Mackenzie and Mann and McLean Bros. But then Hill is a railroad builder.

About 200 men are now employed in the mines of the Republic camp. Of this number, the Quip has 30, the Morning Glory 6, the Black Tail 10, the Lone Pine-Surprise 10, the Trade Dollar 10, the San Poi 10 and California 30.

It is stated on reliable authority that the mine owners of Republic will get a \$5 freight and treatment rate as soon as the V., V. & E. spur is completed to the Granby smelter.

THE MESSAGE.

The message in part is as follows: "To the senate and house of representatives: We still continue in a period of unbounded prosperity. This prosperity is not the creature of law, but undoubtedly the result of the work we have been instrumental in creating the conditions which made it possible, and by unwise legislation it would be easy enough to destroy it."

PERIODS OF DEPRESSION.

"There will undoubtedly be periods of depression. The wave will recede, but the tide will advance. This nation is seated on a continent flanked by two great oceans. It is composed of men, the descendants of pioneers, or, in a sense, pioneers themselves, of men who came out from among the nations of the old world, bold, energetic, bold, and love of adventure found in their own eager hearts. Such a nation, so placed, will surely wrest success from fortune."

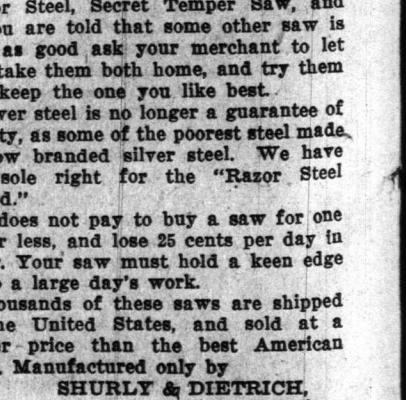
REGULATE TRUSTS.

"In my message to the present congress at its first session I discussed at length the question of the regulation of these big corporations commonly doing an interstate business, often with some tendency to monopoly, which are popularly known as trusts. The experience of the past year has emphasized, in my opinion, the necessity of the steps I then proposed. A fundamental requisite of social efficiency is a high standard of individual energy and excellence, but this is in nowise inconsistent with power to act in combination for aims which cannot be so well achieved by the individual acting alone. A fundamental base of civilization is the inviolability of property, but this is in nowise inconsistent with the right of society to emulate the exercise of the artificial powers which it confers on the owners of property in the name of corporate franchises, in such a way as to prevent the misuse of these powers. Corporations, and especially combinations of corporations, should be managed under public regulations."

DEVELOPMENT OF INDUSTRY.

"Experience has shown that under our system of government the necessary supervision cannot be obtained by state action. It must, therefore, be achieved by national action. Our aim is not to do away with corporations. On the contrary, these big aggregations are an inevitable development of modern industry, and the effort to destroy them would be futile, unless accomplished in ways that would work the utmost mischief to the entire body politic. We can do nothing of good in this way of regulating and supervising these corporations unless we fix clearly in our minds that we are not attacking the corporations but the effort to destroy them with an evil in them. We are not hostile to them, we are merely determined that they shall not be held as to subserve the public good. We draw the

THE RAZOR STEEL, SECRET TEMPER, CROSS-CUT SAW.



MESSAGE OF THE

An Interesting Do Both Houses of Congress Deals With Question of Inter-State Commerce

WASHINGTON, D. C., Dec. 2.—President Roosevelt's message was read in congress at noon today.

Among the important expressions of President Roosevelt in his message to the two houses of congress at the beginning of the second session of the 57th congress, are the following: "We will continue in a period of unbounded prosperity. A fundamental base of civilization is the inviolability of property; but this is in nowise inconsistent with the right of society to regulate the exercise of the artificial powers which it confers upon the owners of property under the name of corporate franchises in such a way as to prevent the misuse of these powers. We are not hostile to them, we are merely determined that they shall be so handled as to subserve the public good."

"I believe that monopolies, unjust discrimination, which prevent or cripple competition, fraudulent over-capitalization and other evils in trust organizations and practice which injuriously affect interstate trade, can be prevented under the power of congress to regulate commerce with foreign nations, and among the several states through regulations and requirements operating directly upon such commerce, the instrumentalities thereof and those engaged therein."

"We should not shrink from amending the constitution so as to secure beyond peradventure the power sought. The question of regulation of the trusts stands apart from the question of tariff revision. Wherever the tariff conditions are such that a change cannot, with advantage, be made by the applicant of the reciprocity idea, then it can be made outright by a lowering of duties on a given article."

"In my judgment the tariff on anthracite coal should be removed."

"I earnestly hope that a secretary of commerce may be created, with a seat in the cabinet. "The formation of the international tribunal, which sits at The Hague, is an event of good omen for which great consequences for the welfare of all mankind may flow."

"The congress has wisely provided that we shall build at once an isthmian canal, if possible, to Panama. The attorney-general reports that we can undoubtedly acquire good title from the French Panama Canal Company."

"There should be no halt in the work of building up the navy, it is the surest guarantee of peace."

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