MR J. A. LONG'S PLATFORM TWO CENT PARE REASONABLE

highways of commerce, over which all our products are to be marketed, and over which all of our people get their goods from other markets.

"These great public corporations have been granted a part of the sovereign power of the State, and they are engaged in the business of serving the public, for hire, in transportating passengers and freight over their roads, and for that service they have been making their own rates of charges without let or hindrance. The only limitation has been that our State railroad commission, away back in the year 1891, did direct that passenger fares, first class, should not exceed 3½ cents per mile, and the second class fares should not exceed 2½ cents per mile, and some freight rates are published by the corporation commission, but in practice the railroads fix the rates. You will see in the report of the commission for In the report of the commission for 1905, pages 207 and 208, that the rall-roads in some cases, have actually requested the corporation commission to allow them to reduce rates on some things for certain purposes, and on one line of road, the Mt. Airy-Sanford branch of the Southern, the order reads: 'this being a reduction of rates for this line, petition is granted.' Here you have the great Southern Railway Company actually filing a pe-tition to our corporation commission praying to be allowed to reduce the rates, mileage rates, on one of interesting the pass CARRIER'S STAND. mileage rates, on one of its

"My distinguished competitor has en in this office for eight years, and been in this office for eight years, and the areasonable rate of inthese rates on this line were reduced at the earnest prayer and petition of the carrier. Those who ride on free to the carrier. Those who ride on free to the rate reasonable rate of ingraph property, if allowed at 4 per cent of the carrier. Those who ride on free to the rate reasonable rate of inare partaking of the hospitalities of the rational are the ones who favor the rates remaining as they are, and will support my competitor. The same would allow the rationable to earn as much as 4 per cent upon their true and will support my competitor. The passes, because the high passenger fares paid by those who buy tickets make up, to the roads, the amount lost by giving the free passes. The exiter a like cents paid by the people on the present rate of fares enables on the present r passes and to pay lobbyists to try to keep the Legislature' in line,' They have been fixing the tax the people hould pay for any and all service ndered by them. The rates are pratically just what they choose to make them, and if you ship goods by one of their trains, and refuse to pay the amount named in the rates for transportation, you will not get them carried at all.

the amount named in the rates for transportation, you will not get then carried at all.

The Legislature of the State, in the year 1831, passed a bill making and creating a commission to, take these matters into control and do something floward releving the people of the state, and they are getting floward releving the people of the birden they have been beared at 183,470,909, and they are getting floward releving the people of the birden they have been beared at 183,470,909, and they are paying taxes on only a valuation of \$45,780,909. From the birden they have been beared at 183,470,909, and they are paying taxes on only a valuation of \$45,780,909. From the proposed of this State, and they are paying taxes on only a valuation of \$45,780,909. From the proposed of the state, and thought we had really done something. But the railroad commission that would protect us from injustice and extortion. The people were beaten in Legislature after Legislature after Legislature and thought we had really done something. But the railroad commission, elected by the Legislature at that time, did almost nothing, except to draw their salaries. Later two of them were turned out of office for running a hotel jointly with railroads. "In 189 we put the present commission in office, made them elective by the poople, and the people of the State of the water of the proposed of the state of the proposed of the state of the water of the proposed of the state of the proposed of the proposed of the state of the proposed of the proposed of the proposed of the proposed of the proposed

establish:

"First,—Passenger fares at an average rate of two cents per mile; second— A reduction of freight rates to a point which will leave the railroads fair and reasonable dividends on the actual value only of their property, after excluding watered stock and bonds and exobitant salaries; third—Taxation upon railroads upon the same valuation they are entitled to earn dividends.

to earn dividends. "The railroads, as far back as 1899, reported to the census bureau the val-ue of their property in North Caro-lina, at \$150,000,000, while as late as lina, at \$150,000,000, while as late as 1901, they were paying taxes on a valuation of less than \$40,000,000.

"In that year our Legislature passed an act which forced up the valuation to \$68,590,000, and this act specified that it should go into effect from its ratification." For some reason, the corporation commission assumed the authority to 'suspend' the operation of the aut for two years. This was virtually a gift to the railroads of State and county taxes, of about 400,000. It caused a deficit in the resources of the State treasury, so that the State was forced to issue its bonds to the amount of \$300,000. All of which was the result of the action of the corporation commission in 'suspending the act for the years 1901 and 1902.

pending the act for the years 1901 and 1902.
USED STATE'S MONEY TO FIGHT
STATE.

Sheriff Jackson, of Washington county, brought an action against the corporation commission to compet them to levy and assess the taxes for the years 1901 and 1902; according to the requirements of the solemn act of the Legislature. Instead of waiting patiently and quietly for the courts to decide the question for them, and then abiding the result, my competitor. Mr. McNell, who seeks a renomination to succeed himself, empress to the solemn and t

Mr. Jacob A. Long. Candidate for Corporation Comminisioner in Opposition to Franklin McNolli Speaks at Pittsboro, Outlining ills Platforns on the Relifroad Question—Advocates Two-Cent Pares, Reduction in Freight Hates and Taration on Dividend—Enraining Valuation of Ratiroad Property.

Epscial to The Observer.

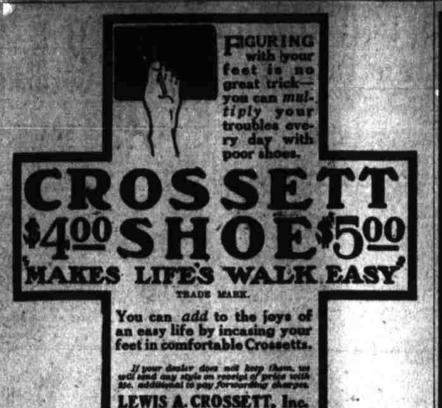
Pittsboro, May 8.—Jacob Long, Esq. Pittsboro, May 8.—J

correct. Yet it appears that it was by the sudden change of one judge that my competitor was enabled, with the employment of counsel with the State's money, to sustain his ruling. "It releived the railroads of two years' taxes on \$30,000,000, of property that had been directed to be levied by a solemn act of the Legislature.

sum of \$22,441,705, and their opera-ting expenses at the sum of \$13,971,-222, leaving a net income of \$8,470,-483. Included in account of operating expenses is all the high salaries of their officers, and, I am informed that some of them get as much as \$100,009, and many of them very high salaries, which if reduced to a reasonable amount would increase the net earnings very much. (See page 508 net earnings very much. (See page 508 of coporation commission's report for 1905.) The Supreme Court of the United States has held in a number of

(See Livingston vs. Sanford, 154, U. S. 578.—Dow vs. Beidleman, 125 U. S., Wellman vs. R. R. Co. 154 U. S., Reagan vs. Trust Co, 154 U. S., 412.) ENORMOUS EARNINGS OF ROADS.

"The corporatin commission's report for 1968, shows that the railroads of this State have been assessed for taxation at \$68,500,000, (round numbers) and 4 per cent on this sum is a reasonable income says the Supreme Court. This will amount to \$2,740,000.



NORTH ABINGTON, MASS.

"The matters I have been discussing are business matters for you to consider. It is your business, and you ought to think about it in the light of a purely business transaction. I have not tried to evade anything in its discussion that would lead you to any other conclusion than a just conclusion of what is right and proper, The rafiroads are great highways for trav-el and for exchanging the commodi-ties of one section for the commodities of other sections, and in their field "The railroads in this State report of usefuliness, ought not to be unjust-their gross earnings at the enormous by treated, but ought to be encouraged sum of \$22,441,705, and their opera-ting expenses at the sum of \$13,371.— their facilities increased. At the same time, if the people let them make their own charges and collect

their own rates, the country will, be-fore long, belong to the railroad, and the burdens will become unbearable.

"It is said of my competitor that he is an honest man, and that he be-lieves he has discharged his duties honestly and sincerely. I do not ques-tion his honesty or his sincerety. My friends the more honest and sincere he is, in his conclusions, the less likely he is to change the rates now imwhose servants they are, to aid and assist in piacing upon the roads a just and fair valuation, with lower rates for passengers and freights,

"If I am nominated and elevated, I

shall be just to the railroads and othsnail be just to the railroads and other great interests committed to he supervision of the commission, and at the same time, I will be just to the people whose servant I will be.

"The railroads can abate many millions from their present collections from the people, and leave this money in the pockets of the people here in North Carolina, instead of collecting it and carrying it away to pay as

the Supreme Court of the United States, Judge Shiras, caused the loss of the income tax levied by act of Congress, and transferred from the millionaires fully \$80,000,000, annual taxation to the backs of the people less able to bear it.

RAILROAD RELIEVED OF \$400,000 to meet the deficit caused thereby.

J am not questioning the integration of passengers will make up for the frequency of the roads in other States have this rate. Why not North Carolina? The rate of taxation in this State is much lower on the hundred dollars than it is in to make the charge of at least \$400,000, of taxes and the State had to issue her bonds for the roads in other States. A just valuation on the railroads in the will therefore bear more lightly when the tax is to be computed against them, because the rate of tax upon the hundred dollars is less than in the other States. A just valuation on the railroads in the other state. A just valuation on the railroads in the will regulate the charges so for the actual value of the investment, and no more. The only change recommended by my competitor, that I have been discussing the wasn't correct. Yet it appears that it was by the sudden change of one judge that my competitor was enabled, with the first deliberate to conclusions in favor of the law wasn't correct. Yet it appears that it was by the sudden change of one judge that my competitor was enabled, with the state of tax and the first deliberate to conclusions in favor of the law wasn't correct. Yet it appears that it was by the sudden change of one judge that my competitor was enabled, with the first deliberate to conclusions in favor of the law wasn't correct. Yet it appears that it was by the sudden change of one judge that was ought to think about it in the light of a purely bushness transaction. I have pot tried to evade anything in its the conclusion that two the passengers will make up for the farce, Ohlo, the farce, Ohlo, Ohlo, on the farce, Ohlo, on th cents per mile to 5 cents per mile. the poor generally buy second-class tickets. What a farce that would be, and how unjust to the people. I place myself in the hands of the great lawmyself in the hands of the great lawabiding, tax-paying, justice-loving
citizenship of this good State, and I
ask your judgment and your support
in this fight for the right. No one
that I know of has, out in the open,
and where he could be heard publicly, protested that my position was not just and right. But my friends, I know that there is a strong opposition in this State to making any change of the officer who is now the head of the commission, and is its chairman. The railroads and all their influence are arrayed against any change and they have many ways to influence the people. They have many employes, and they maintain a strong lobby at avery seat of government, where legislation is going on, and they have their friends at all the conventions

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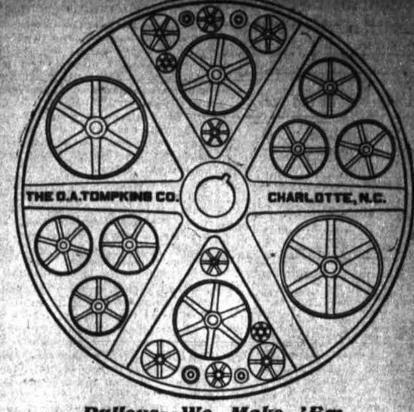
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