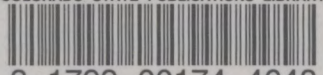


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GOVERNOR DAVIS H. WAITE

TO THE

NINTH GENERAL ASSEMBLY

OF THE

STATE OF COLORADO

PUBLISHED BY ORDER OF THE GENERAL ASSEMBLY

1893



DENVER, COLORADO:
THE SMITH-BROOKS PRINTING CO., STATE PRINTERS,
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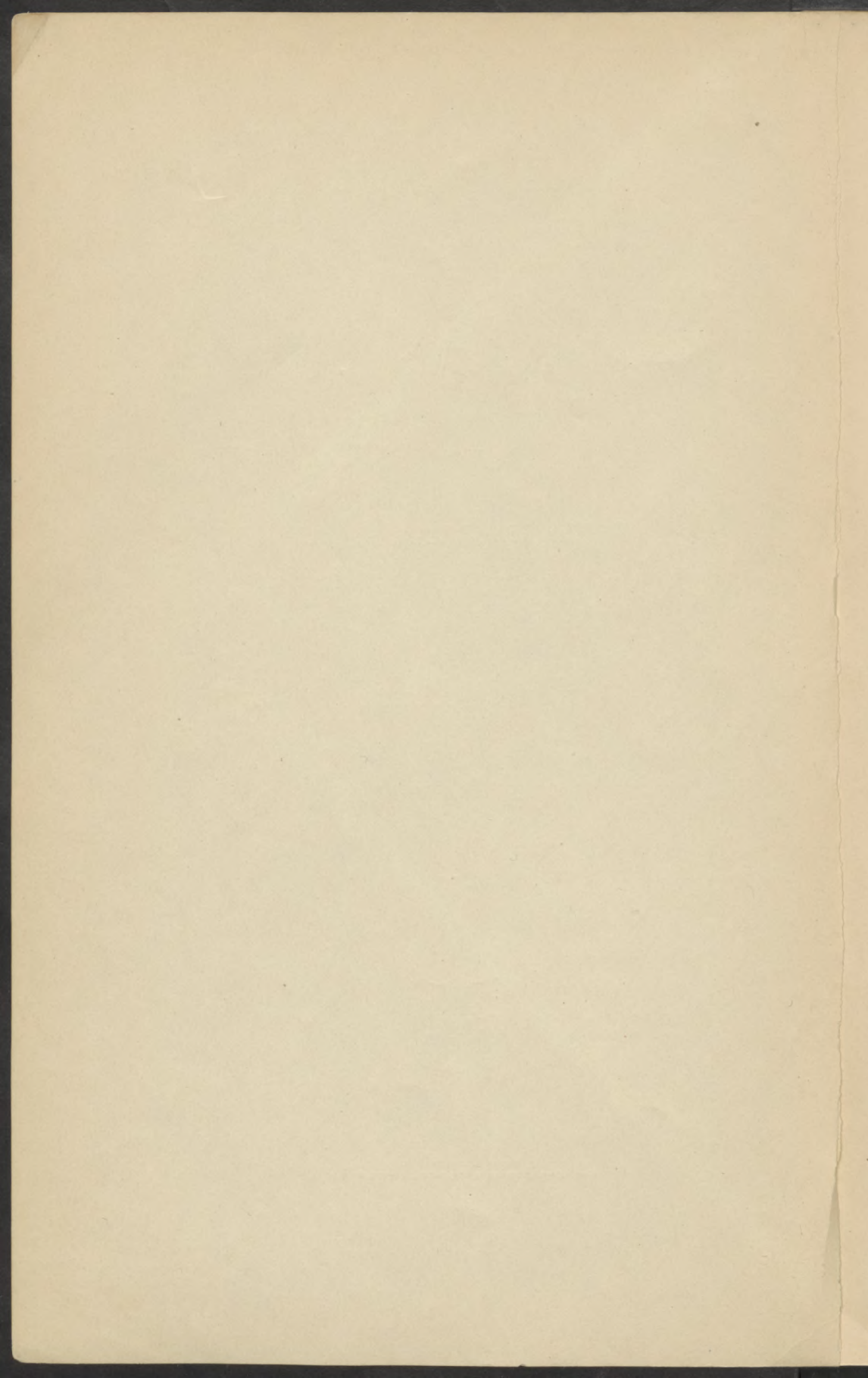
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ADDRESS.

*Gentlemen of the Senate and
House of Representatives:*

We are assembled to witness the inauguration of the State officers chosen at the late election. My honored predecessor, Governor Routt, at the opening of this legislative session, submitted his biennial message, referring minutely to the financial situation of the State government, and the condition of the various State institutions, and, agreeing as I do with most of his recommendations, I am relieved in good part from any extended consideration of these subjects. If the newly elected State administration represented a policy like that of the preceding State administration for a number of terms, this inaugural address might well be brief, but, since the late election has occasioned a change in men and measures, it is but reasonable that some reference should be made to the principles and the policy which will influence the present State administration.

THE RAILROAD QUESTION.

There is nothing of greater importance to the people of Colorado than the railroad question. There is no issue that for a longer period has engaged the attention of the citizens of the State, or upon which the public

sentiment has been so united, and none in which fewer practical concessions have been made to that sentiment. A law was passed in 1885 creating a railway commission in this State, but giving to the commissioner only advisory power. The Fifth General Assembly (1885), in opposition to the recommendations of Governor Eaton, not only refused to amend the law, so as to give power to the commissioner to fix rates, but also denied any appropriation for his support.

Governor Adams, in his inaugural address of January, 1887, called attention to the railroad question and invoked legislation, such as would be just alike to the railways and the people. The following is from his reference to railroad matters in that address :

“There must be no discrimination between communities or individuals. There must be no favoritism which gives prosperity to one concern and inflicts bankruptcy upon its competitor. All patrons of a railroad should be treated with absolute equality, and this equality is to be determined by locality and cost of service. These are but the principles of common honesty and business fairness, and to their operation the railroads should not object.”

Again in his message (1889) he renewed, in the strongest terms, these recommendations.

Governor Cooper, in his inaugural address, January 8, 1889, made similar recommendations, quoting in full the seventh plank of the Republican State platform, adopted in 1888, as follows :

“*Seventh*—We favor fair, but stringent legislation respecting the railways in our State.

"We declare that pools, rebates and all discriminations should be prohibited, and the prohibition rigidly enforced by heavy penalties. We also demand legislation that will prevent the charging of exorbitant rates.

"We also demand legislation prohibiting all officers, judicial, legislative and executive, from accepting, directly or indirectly, railway passes or free tickets." And in his biennial message (1891) Governor Cooper renewed these recommendations.

Nevertheless the Seventh General Assembly gave no heed to the recommendations of either Governor Adams or Governor Cooper, or to the instructions of the Republican platform of 1888.

Governor Routt, in his inaugural address, January, 1891, addressing the Eighth General Assembly, renewed and endorsed in the strongest terms the railroad policy recommended by his predecessors, and quoted in full from the Republican State platform of 1890, as follows:

"*Resolved*, That the interests of the people of the State require of the next legislature the passage of a wise and judicious railroad law, one, in its terms, that will be just and fair both to the people and to the railroad corporations; that we believe the public welfare will be best promoted by the appointment of a railway commission, composed of three men thoroughly acquainted with the commercial and economic conditions of the State; and that, to the end that the rights of the people may be subserved, and the interest of the State fostered, we demand that whatever railroad law is passed, shall invest such commission with the power to revise the rates of the carriage of either passengers or freight."

- Governor Routt also quoted the railroad plank of the Democratic party of Colorado, adopted in 1890, which substantially demanded the same railroad legislation.

Neither the Republican nor Democratic party in this state, to my knowledge, at any State or even county convention has ever repealed, amended or changed in the slightest respect this position upon the railroad question. But the Eighth General Assembly, in defiance of both the political and non-partisan sentiment of the State, refused to enact any railroad legislation whatever. During the last year a new political party appeared in the field, and with aggressive and well defined political principles, swept the State at the late election. This new party, represented by the present state administration, is well known to be at least equally radical with either of the old parties as to railroad legislation, and the accessions at the late election from the two old parties, which increased the new party in one year from about 7,000 electors to over 52,000, was in part occasioned by a general dissatisfaction among the voters for the reason that both the Seventh and Eighth General Assemblies had ignored the just demands of the people for relief from extravagant and unjust railway discriminations.

The right to make tariffs and enforce their collection is inherent in any railway system, but the right, directly or indirectly, for any railway to rebate a portion of its tariff, and thus discriminate between its customers in the collection of its revenues, is a right which no civilized government claims and no sovereign has dared to exercise for centuries. If the Congress of the United States should enact a law which established on

any commodity one impost duty for the city of New York, and a different duty for other cities, or one duty for one firm and another duty for another firm, no matter how slight the difference, the people would resort to arms, if need be, rather than submit; yet such has been the condition of railway affairs in Colorado for years. The right to discriminate is boldly claimed and has been wantonly exercised.

In certain mining districts \$8.00 per ton is charged freight on silver ore to Denver by the car load, and the shipper loads the cars, and this is claimed to be the lowest possible rate at which silver ore can be transported to Denver at a profit, and this is a rate which compels the bulk of the ore of an ordinary silver mine across the range to go over the dump as not paying shipping expenses. At the same time, the same railway company mines its own coal at its own expense, loads its cars, ships it fifteen miles to its own coke ovens, unloads and cokes the coal, reloads and then transports the coke over the same mountain range and route it transports the silver ore, and sells the coke at Denver at \$5.00 per ton. Of course, the coal-coke transportation is at a small profit, and the ore transportation at an extravagant rate, but what right has a railway company, upon any correct business principle, to even up its diminutive profits on coal and coke by overcharges on silver ore? And why should the silver producer, who has no interest in or connection with coal mining, pay a special tax for the benefit of a railway or coal monopoly of \$3.00 per ton over and above what we are bound to consider a fair profit to the transportation company, since it fixed the rate itself? That the State has been nominally prosperous under such a condition of affairs

is owing to its unexampled resources, but even in the most favored mining regions there are many mineral deposits unworked, and some entire counties in Colorado, possessed of abundant, varied and valuable mineral resources, are undeveloped simply because the rates of railroad transportation are prohibitory.

Railroad companies will not recognize, as they should, the fact that they sustain a different relation to the public from persons engaged in ordinary business enterprises. They do not deal with all citizens alike; they discriminate between persons and places, and, therefore, the states and congress are continually called upon to enforce in some way the plain principles of the common law for the protection of the public from the unlawful conduct of "common carriers" of the commerce of the country. The chief cause of complaint is always unjust discrimination. No state commission ever made an unfair demand of any railway company, and yet there never was a state railway commission created, with authority to regulate fares and freights, that the railway companies did not oppose by every possible means and pronounce it ruinous to railway interests, and, at the same time, the same railway authorities, in competition with other roads, have put down the rates for "long haul" freights much lower than they were ever fixed by any railway commission.

The railway management protests, long and loudly, against the reasonable demands of the people expressed through their legislatures, as calculated to destroy the efficiency and revenues of the railways, but we never hear any protests from the railways against the demands of the monopolies, trusts and combines, although the granting of their absurd and extortionate demands for

long haul rates, at figures even below actual cost, occasions the necessity and affords the only excuse of railway corporations to impose on local traffic and non-competing points "all the charges that the traffic will bear."

With what propriety can the railway authorities object to a demand for such reasonable freight and passage rates as shall be just alike to the railways and the people, and not only fail to protest against but even make haste to grant such demands as the following, made by the Standard Oil Company, upon the Cleveland and Marietta Railroad. (This was a secret arrangement, but it cropped out lately in legal proceedings in the United States Court.) This demand is as follows: "The Standard Oil Company threatens to store and afterwards pipe all oils under its control, unless you make the following arrangements, viz: You shall make a uniform rate of 35 cents per barrel for all persons, except the Standard Oil Company; you shall charge them 10 cents per barrel for their oil, and also pay them 25 cents per barrel out of the 35 cents collected of other shippers."

It is true no railway managers of this State were connected with this outrageous arrangement, but that a somewhat similar demand has been conceded to this same company is evident from the fact that packages of oil are shipped from Pittsburg, Pa., to Ogden, Utah, through the State of Colorado, for 85 cents per package, while similar sized packages pay a freight of \$1.15 per package, shipped from the oil fields of our own State to Ogden, and 2,000 miles less distance.

There is no disposition on the part of the people of Colorado to ask for any railway legislation that would

be unjust to the railway corporations, tend to cripple their resources or prevent that extension of lines which the business interests of the State demand. The system of discrimination is not only an usurped power, granted by no law and supported by the decision of no court, but it is utterly contrary to all legitimate business principles and injurious to both railways and people.

Nevertheless I am of the opinion:

First—That there is no intention on the part of the railway authorities of this State to materially change the policy that has prevailed for the last five years, and

Second—That, even if any particular railway is disposed to listen to the just complaints of its patrons and afford relief, it is practically prevented by the pooling system in force among the railways of the State.

The action of the State conventions of the Republican and the Democratic parties of Colorado in 1890 was wise and patriotic. It truly represented then as it represents now, the sentiment of the State, and the Populist party ought to be, and, in my judgment, will be satisfied with railroad legislation that is just alike to the railways and the people.

I therefore recommend to the Ninth General Assembly the following :

First—The repeal of the present law providing for a railway commission.

Second—A new act for a railway commission, with three commissioners, empowered to hear and determine complaints without recourse to the courts, and to revise the rates of the carriage of passengers and freight.

Third—That the system of pooling, as now in force among the railways of the State be made illegal; and,

Fourth—That the issuing by any railroad company of any pass or free ticket to, or the acceptance of or traveling upon such pass or free ticket by any State, District, County or Municipal official be made a penal offense.

STATE LANDS.

Another matter of vast importance to the people of Colorado, is the management and disposition of State lands. Under the reckless policy which has so generally prevailed in the Nation as to its public lands, the State has doubtless disposed of the bulk of its most valuable lands. During the administration of my immediate predecessor, the land policy has been changed to a system of leasing instead of sale. I most heartily indorse this policy. The State Board of Land Commissioners recommends that the State officers be relieved from active management, and that a bureau or commission be established for the classification, appraisal and leasing of the State lands. The provisions of the State Constitution require that certain State officers shall constitute the Land Board, and I cordially indorse the idea of the commissioners so far as it can be carried out and not conflict with the provisions of the State Constitution.

It is quite evident that the so-called "arid lands" of the United States, and situated mostly in the Rocky Mountain States, are not adapted to homestead settlement, without a system of reservoirs and irrigation, far too costly to be made by private enterprise. The expense of making these lands cultivatable, will not, and perhaps ought not, be borne by the States not locally benefited by the improvement of the arid lands. A bill has already been introduced in Congress, provid-

ing for the cession of these lands to the States in which the lands are situate, and imposing upon these States the burden of making the necessary improvements for successful cultivation. I am in favor of the State accepting the arid lands of the United States in Colorado, for the benefit of our school fund and the various educational institutions connected with our common school system, and for paying the expenses of irrigating the land; the State, as it is able, to make the necessary irrigation canals, and thereafter to lease these lands to actual settlers only, upon the lowest terms consistent with the cost expended by the State, and a reasonable interest for the benefit of the school fund.

Perhaps the most general evil that afflicts mankind is land monopoly. So criminally wasteful has been the land policy of the United States that an area of public lands nearly equal to all the New England States and New York and Pennsylvania combined, has been given away to railroad corporations. This insane policy in connection with the financial policy of the government for the past thirty years, has produced effects which endanger the permanence of our free institutions. Kansas, which only forty years ago had not a landlord within its borders, and whose lands, not donated to railroads, were taken up unmortgaged under the pre-emption, homestead and timber culture acts, is now cultivated by farmers, 30 per cent. of whom are tenants, and its farms are mortgaged for \$235,000,000. In Ohio, one of the older States, possessing a most fertile soil, a fine climate and hardly excelled in natural resources by any other State in the Union, 35 per cent. of its farmers are tenants.

In Colorado, vast tracts of land have been taken from the people under Mexican land grants, many of them bogus in their inception, and all of them increased in area by perjured testimony and fraudulent surveys. Immense tracts of the best agricultural lands in Colorado have been gobbled up by alien land owners and in good part by fraudulent land entries. A large portion of the coal lands in the State, now belonging to individuals and corporations, were entered fraudulently as "agricultural land," and, until within the past two years no attempt whatever has been made by the State government to secure to the State any benefit from its title to its mineral lands, although such lands have been the chief source of the prosperity of the people of Colorado.

It may not be advisable to attempt to remedy all these wrongs, or to legislate to unsettle land titles, or to disturb "vested rights," but in view of the acknowledged facts above recited, common sense demands that this criminal waste of the public lands shall cease. I therefore recommend to the Ninth General Assembly that it enact a law taking away from the State Land Board the right to convey, by any deed, the ultimate title to any of the State lands. I also recommend a memorial to Congress in favor of the cession by the United States to Colorado of the "arid lands" within the State; that our Senators and Representatives in Congress be requested and instructed to support said memorial, and to use their best endeavors to secure such conditions to the cession of the arid lands that this last remnant of the heritage of the people in the public lands of the United States shall be conveyed to the State free of all risk from the jobbery of corporations, and the robbery of land monopolists.

CONVICT LABOR—IRRIGATION.

Within the past two years, the time, to some extent, of the convicts of the Penitentiary at Canon City has been employed in the construction of a State Irrigating Canal, which, when completed, will add greatly to the value of some of the State lands and will also be a source of revenue by supplying with water lands of private citizens in the vicinity. I most heartily approve the employment of convict labor in constructing State irrigating canals, as of great public utility, and not coming into competition with the labor of the private citizen, and I can see no good reason why convict labor should not also be employed in making public roads and bridges.

I recommend a law to prohibit the leasing of convict labor to any person or persons, or corporation, and that convict labor upon irrigating canals through lands not belonging to the State be permitted only upon the condition that the canal and its bed, when completed, shall be the property of the State, and that the water rents of the canal shall be a perpetual source of revenue to the State, but upon such terms as shall be just to all parties concerned.

I leave to the wisdom of the Assembly to devise ways and means by which the State Irrigating Canal may be extended into localities so far from the Penitentiary that convict labor may not be available, or other irrigating canals be made in such localities, with due regard to the rights of the State as to its lands, and the rights of private citizens.

LABOR.

I do not believe the labor question will ever be equitably settled until the laboring men, as a class, com-

posing a majority of the voters, acquaint themselves with their rights and by their votes compel legislation against monopoly and in favor of the people.

It is said that a system of arbitration, voluntarily adopted by manufacturers and workmen in certain parts of England, has put an end in those districts to lockouts and strikes. Voluntary arbitration may not be practicable in this country, but, in my opinion, compulsory arbitration is better than industrial war. In the quarrels of children they are usually left to fight it out, but this mode of settling disputes is illegal among men, and the state compels the contestants, unless they settle peaceably, to submit their differences to a court. Difficulties between States are settled by the supreme court of the United States and the decision, whatever it may be, must be accepted by the defeated sovereign party.

But a corporation and its employes are left to fight out their difficulties for any length of time, unless there may be such breaches of the peace as compel police interference. No attention is paid to the inconvenience, the loss and even business ruin often occasioned by a lockout or strike to parties often hundreds of miles distant from where these labor difficulties occur, and in no sense responsible for them. The public have rights, and they ought not to be jeopardized by a strike or lockout. Compulsory arbitration is not a certain specific for labor troubles; it is simply the application to the settlement of industrial controversies of the same essential principle, which, throughout the civilized world, is employed for the settlement of other controversies.

I recommend as applicable to all corporations in Colorado, employing forty or more workmen, a law establishing, as to labor difficulties, compulsory arbitra-

tion ; that general strikes and lockouts be made illegal, and that certain judicial officers of our present judiciary be designated to hear and determine this class of labor difficulties.

I also recommend that the State hereafter let out no work or job of any kind, by contract, except in printing, publishing and in the cases required to be by contract by the State Constitution.

CAPITAL PUNISHMENT.

From the examination I have been able to make, it appears that, by the abolition of capital punishment in Michigan, Wisconsin and Kansas, the percentage of crime in all those States has been diminished, and, at the same time, the percentage of convictions for the crime of murder in the first degree has been increased. In view of these facts, I recommend that a law be enacted to the effect that no person convicted in Colorado of murder in the first degree shall be executed, except on special warrant of the Governor of the State, with the understanding that the punishment for the crime of murder in the first degree shall be life imprisonment.

FEMALE SUFFRAGE.

About eight years ago a law was passed giving to the women of Colorado the right to vote at school district elections, and, inasmuch as, since that time, the heavens have not fallen, and the efficiency of the public schools has been greatly improved, I recommend a law extending to the women of Colorado the right of suffrage at all municipal elections.

THE FEE SYSTEM.

The system of paying for the services of the county officials by fees was most righteously abolished by the

Eighth General Assembly. It is possible that under the salaries as fixed by law the pay of some of the county officials is insufficient. If the Assembly so thinks, I recommend that the deficiency be supplied by increasing the salaries of those officers a specific amount, but in no case to restore the fee system.

THE AUSTRALIAN BALLOT.

The Australian ballot, though cumbersome, is correct in principle. The people of the State have become somewhat familiar with it, and I recommend no change except such as is necessary to relieve the law of complicated and useless requirements. When a political party has met in regular conventions, and by a fair majority of its regularly elected delegates decided upon its political policy for the campaign, no faction or minority of the party and no State or county officer should have any authority to sit in judgment on such action, and no other ticket should be printed on the official ballot under the distinctive name of that party. The right to locate local nominations upon any ticket should be left solely to the county or district conventions making the nominations.

THE CAPITOL BUILDING.

The act creating the board of capitol managers provides that "the term of office shall be until the entire completion and furnishing of said capitol building and the full acceptance of the same by the State of Colorado." And the act further provides that "the entire construction and furnishing of said capitol building shall be completed by the first day of January, A. D. 1893." It is a question, therefore, if the life of said board has not expired by its own limitation.

Inasmuch as the law provides for architects, superintendents, etc., it appears to me that the general supervision that the State need exercise in the premises, can be efficiently performed by a board of capitol managers composed of three of the State officers who should receive no compensation therefor, outside of necessary expenses. I advise that the section of the law providing for the appointment of the present board of capitol managers be repealed, and a new enactment made in conformity with this recommendation.

EXCESS OR ILLEGAL WARRANTS.

About \$505,000 of excess warrants, pronounced illegal and void by the Supreme Court of the State, have been paid by moneys taken from the school fund, and said warrants left in said fund as interest-bearing investments, and about \$360,000 of similar warrants are held by outside parties.

Inasmuch as the Constitution requires that "the Public School Fund of the State shall forever remain inviolate and intact," and the School Fund appears to be saddled with a half million dollars in warrants confessed to be illegal and void, I recommend that without delay you ascertain the amount of each of these warrants, the time at which, and the purpose for which, each was issued, and take the proper steps to conclude as to the validity thereof, to the end that if the Public School Fund of the State has been depleted by investment in any invalid, worthless or fraudulent warrants, the blame may be placed where it belongs, and all possible restoration be made of all money unlawfully taken from the School Fund. In this connection I invite your attention to an act, entitled "An Act in relation to excess

and deficient warrants," approved April 9, 1891, to enquire into the constitutionality of said act.

COMMON SCHOOL BOOKS.

In view of the fact that a trust has been formed throughout the United States in the publication of school books, and the people of this State are compelled to pay extortionate prices for the school books used in our common schools, and in view of the further fact that our State Constitution requires printing by the State to be by contract, and also forbids any compulsory designation of school books, I recommend a law providing that the State issue proposals and receive bids from school book publishers for the publication of English text books used in common schools; that contracts be made by the State with those publishers whose bids may be the lowest and be approved, for the delivery of such text books as shall be ordered by the State; that the series be uniform, and that all school districts in Colorado which desire and make application for said books, or any of them, be supplied at the cost price paid by the State.

THE WORLD'S FAIR.

Two years ago the Eighth General Assembly appropriated \$50,000 to pay the expenses of Colorado exhibits. Only about \$22,000 of this amount has been available, although about \$2,000 more than was appropriated has been expended. The commission asks, and Governor Routt has recommended, a further appropriation of \$100,000, about \$30,000 of which will be used in repaying advances made to the commission. I have not had the time to make myself acquainted with the work of this commission, but it is extremely desir-

able that there should be at the World's Fair at Chicago, a proper display of the mineral, agricultural and other resources of the State, and I recommend this matter to your careful attention.

I also recommend the following :

1. An eight-hour law, so framed as to compel general observance in all trades and occupations where men work under a common employer.

2. An amended mechanics' lien law, sufficient to secure wages.

3. An employers' liability law.

4. An amended anti-child labor law, with penalties severe enough to prevent the growing evils of child labor.

5. An anti-Pinkerton law, forbidding the employment in this state of a private armed force.

6. An amendment to the present law of attachment, taking away from creditors the right to sue out an attachment for debt except for the first, second, third, fourth, fifth, sixth and ninth causes as specified in the attachment law of 1879.

7. That the "Abstract of Title" business, as now conducted by private individuals in the recorder's office of the various counties in the State, be made illegal and cease on and after July 4 next. That the County Commissioners, either by purchase of the books now used, or the preparation of new sets for the use of the County, have the business done by and in the office of the County Clerk and Recorder; that all abstracts of title

supplied shall be entered of record upon the abstract of title books, and that such books shall be accessible to the public as are other records.

8. That a law be passed abbreviating deeds, mortgages, chattel and real, and other conveyances, to dispense with useless verbiage and reduce the expense of record.

9. That a law be enacted providing that, hereafter, no trust deed be foreclosed in this State, except in the way provided in the laws of 1879, for the foreclosure of real estate mortgages, and that the trustor of a trust deed have the same right of an equity of redemption as real estate mortgagors.

10. That the Ninth General Assembly do recommend to the electors of this State to vote at the next general election to revise, alter and amend the Constitution of the State of Colorado.

11. That the Ninth General Assembly do memorialize Congress—

First—That a constitutional amendment be submitted to the States, providing that United States Senators be elected by a direct vote of the people.

Second—That the United States government issue no bonds to provide funds for the construction of the Nicaragua canal by any private or public corporation whatever, and that, if the United States government supplies the money to build said canal, its construction and control shall be directly by the government.

Third—That no bonds be issued by the government for the purchase of gold.

Fourth—That the pensions of the United States and the salaries of the officials thereof, be paid in silver dollars from the United States treasury, or in silver certificates, a full legal tender, and based upon the silver coin now on deposit in said treasury and unrepresented by any previous issue of silver certificates; and, if there be a deficiency in the treasury of the United States to pay the government expenses, that full legal tender treasury notes be issued in direct payment of said expenses. The money power of Europe and the United States cannot consistently oppose this issue, since in its attempt to destroy the Union in 1862, it compelled our government to adopt this precise expedient.

THE FREE COINAGE OF SILVER.

The free coinage of silver, at the ratio of sixteen to one, is of the first importance to Colorado. This was the prime issue in this State at the late election. I do not mean that this issue was boldly fought out here between professed advocates of free coinage and its professed opponents, for the fight was in a more dangerous form. A political party, long entrenched in power, and, considering the aggregate vote of the State, with an overwhelming majority in its favor, supported an avowed enemy of the free coinage of silver, either denying his hostility, or claiming that the peculiar circumstances of the case warranted such an extraordinary expedient. It is most creditable to Colorado, that, under such circumstances, so many of its citizens abandoned past political affiliations, and sacrificed the most bitter partisan and personal prejudices to support a policy and ticket so unmistakably in favor of the free coinage of silver that the position of Colorado upon this issue is incapable of misrepresentation.

The free coinage of silver is an absolute necessity in this State, although, in consequence of our unparalleled natural resources, we may prosper to some extent without free coinage. The welfare of both the State and Nation demands the restoration of the constitutional privilege of which silver was fraudulently deprived in 1873.

If the incoming Democratic National Administration shall break away from the financial monopolies that have controlled the Republican party, and, by the free coinage of silver, so expand the currency as in some degree to relieve the money famine which has nearly starved out, and threatens to wholly destroy the prosperity of the Nation, then a grateful people will give to the Democratic party a long lease of power; but if the financial policy of the past twenty-five years is to be continued, if the effect of National legislation shall be in the future as it has been in the past to appreciate the purchasing power of the dollar, and thereby increase the value of all securities and evidences of debt, and at the same time to diminish the prices of all commodities, agricultural and mechanical, and the wages of labor, then the same fate which has befallen the Republican awaits the Democratic party.

The silver question is a National one. It is of local importance to Colorado, but it also underlies the welfare of every farmer and laboring man North and South, and it is inimical only to those who are extorting an unjust profit from the people. We should welcome any legislation for the free coinage of silver, no matter from what source it may come, and we should wage eternal warfare against all the foes of silver. In this new crusade for National prosperity as well as liberty, Colorado

leads the van. The battle is not to the strong alone; it is to the vigilant, the active and the brave.

When the old thirteen colonies rebelled against the British government, there was to the human eye or understanding, not the least hope of success. So now the hosts of monopoly are pressing the people into a Red Sea, but the same God, who, through many ages and in many climes, opened a way of escape for the oppressed of so many races, still rules the destinies of nations, and He will so order it that this last, greatest and best of free governments shall never perish from the earth.

DAVIS H. WAITE.



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