LAWS NEEDED IN WISCONSIN

Governor Davidson Tells Legislature of Things to Aid the State.

TAXATION, RAILROADS AND INSURANCE

Phree Points in Which the Lawmakers Can Work Reforms for the Benefit of the People.

MADISON, Wis., Jan. 10.-The mess of Governor James O. Davidson to the Visconsin legislature was presented today. The governor recommends insurance legislation that will protect the policy holders; a constitutional amendment providing for an income tax; amendment of the law giving the State Railroad commission jurisdiction over all the transportation companie of the state and for state control of local public service corporations, and says in

In recent years this state has accomplished much in the way of bringing public service corporations under state control and compeling them to give the people better service at more reasonable rates than before obtained. While the advance made is in every way commendable, the work along this line is far from complete. The people are supreme. What they want in just legislation they will have, and if obstacles come in their paths, no matter in what form they present themselves, they will be swept aside.

Income Tax Necessary.

It would seem that the sviis of the

Income Tax Necessary.

It would seem that the sviis of the present system of taxing personal property are inherent, and that a greater reliance should be placed upon corporate, income and inheritance taxes. The mortgage exemption law has entirely failed to meet the expectations of its advocates, and the results of its enactment has proved every argument advanced in favor of the exemption of credits.

I wish to urge upon the legislature the importance of a constitutional amendment providing for an income tax. Such a tax is unsurpassed as a leveler of the public burden.

is unsurpassed as a leveler of the public burden.

The inheritance tax law passes in 1908 has already proved to be a most fruitful source of state revenue. The experience of the last two years with this law has emphasized the fact that some effective state supervision is essential to a proper collection of the tax.

The work accomplished by the State Rallway commission during the one and one-half years since its creation more than justifies the long struggle for its establishment. The law, however, should be so amended as to extend to the commission jurisdiction over all transportation companies in the state, regardless of the location of their lines with respect to municipal limits, or the character of their service.

It has long been the settled policy of this state that capitalization of corporations should be measured by actual investment. The necessity for the large increase of capitalization by the Chicago & Northwestern and the Chicago, Milwaukee & St. Paul Rallway companies is not apparent and may justily challenge the attention of the legislature.

More Power Over Railroads.

More Power Over Raffroads.

More Power Over Railroads.

The State Railway commission should also be clothed with adequate power to determine the value of the railway properties of the state and to employ experts as may be required to aid in this work.

A question of the utmost importance to large classes of our people relates to the control and regulation by the state of local public service corporations. Those corporations in the alsence of governmental restraint, have grown in wealth and power and have become the masters instead of the servants of the people.

There is a growing sentiment in favor of municipal ownership, and encouragement should be extended in this direction, especially with respect to water works and gas and lighting plants. I recommend the necessary legislation to enable any city or village to establish public utilities or to acquire such as may already exist under the power of eminent domain, and to pay for the same out of the proceeds of certificates of indebtedness, which may be a lien on the property so acquired.

Many people have come to regard life insurance as a savings bank account, and certainly their equities in insurance policies are entitled to the same careful legislation and state supervision as have been adopted in regard to banks.

There is one inconsistency in the banking law which should be remedied. It is in the interests of the state to encourage the largest degree of industry and thrift on the part of all people by protecting savings banks. Legislation is urgently recommended preventing the establishment of branch banks, or requiring an increase in capitalization by the parent bank for each branch institution opened by it.

In general, the primary law has been a success and gives every indication of accomplishing the results promised for it.

success and gives every indication of ac complishing the results promised for it.

Dencen Would Sue Railroad. SPRINGFIELD, Ill., Jan. 10 .- Governo Deneen sent a special message to the legislature today recommending an appropria tion of \$50,000 for the purpose of proseecuting a suit against the Illinois Central Railway company to collect back taxes claimed due the state under the company's charter provision requiring payment of 7 per cent of its gross earnings yearly to the

The investigation made by accountants, the governor says, has demonstrated that earnings amounting to large sums have been wrongfully omitted from the semiannual statements and practices have been for years in vogue whereby in the apportionment of revenue between the various divisions of the system now operated by the company the charter line earnings have been systematically and persistently minimized. Large quantities of coal, lumber and other materials are hauled free over the charter lines for the benefit of the other branch lines. This practice is characterized as "a mere device to minimize the gross earnings of the charter line." Rebates and drawbacks have been allowed to shippers against the income and receipts of the charter line, thereby reducing the amount of the income and receipts This clearly illegal practice, the governor says, deprives the state of revenue to which it was justly and honestly entitled.

Speaker Shurtleff- announced to the house today that during the session of the legislature none but members, ex-members, congressmen and others privileged by the rules to come upon the floor of the house would be allowed that privilege. The speaker's decision to keep out lobbyists was loudly applauded by members on both

FUNERAL OF JOHN H. TATE Services at Plymouth Church and Burial is at Forest Lawn

Cemetery.

Funeral services of John H. Tate, who died Monday night at his residence, 2121 Lake street, were held at 2 p. m. Thursday at the Plymouth Congregational church Twentieth and Spencer streets, Rey. Fred W. Leavitt, pastor of the church, had charge of the ceremonies and was assisted by Rev. D. R. Turnbull, pastor of the First United Presbyterian church. The body was taken to Forest Lawn cemetery for burial, which was private. The pallbearers were: Frank Lehmer, George L. Pisher, Council man W. S. Sheldon, J. J. Smith, M. D. Copeland and Charles T. Boudinet.

OMAHA MAN GOES TO PRAGUE

Frank Riba Will Represent Tel Jed Sokol Turners at World Tournament.

streets. Wednesday evening the Tel Jed ture and protest that they have no thought selected Frank Riha to represent tions of the members in any way. Omaha Bohemian turners at Prague, Bohemian athletic circles, having been made ined to speak made this statement:
instructor of the Omaha society on account "We have no lobbyists at Lincoln now. instructor of the Omaha society on account ity as an athlete.



1905

1380 131,000 Barrels 702,000 Barrels 1890 1900 939,768 Barrels . 1,006,495 Barrels 1901 1902 . 1,109,315 Barrels . 1,201,762 Barrels 1903 . 1,365,711 Barrels 1904

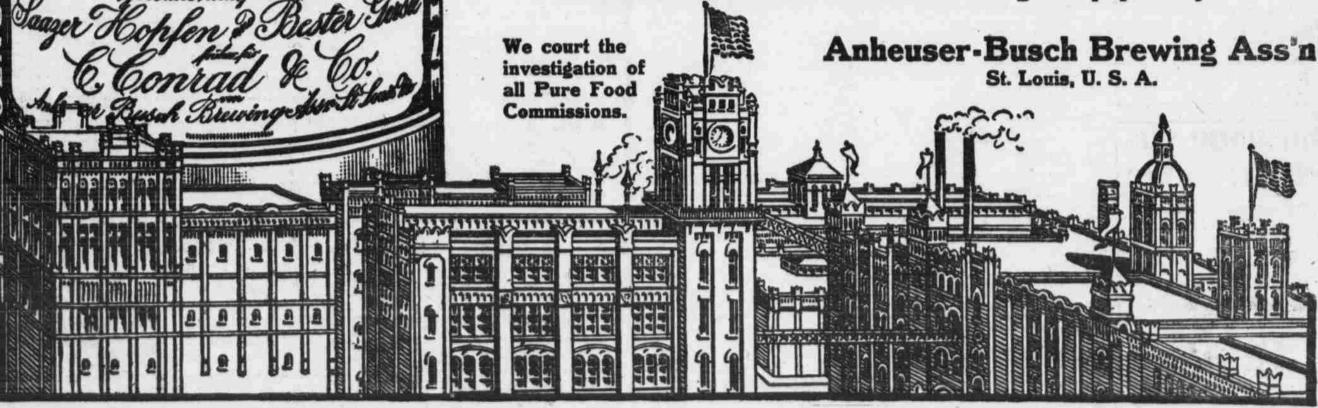
1906 - 1,543,468 Barrels of Beer

. 1,403,788 Barrels

udweiser

Sales for 1906 162,700,710 Bottles

This Exceeds that of All Other BOTTLED BEERS. The high standard of quality, fine flavor and exquisite taste have won for Budweiser its great popularity.



RAILROADS DENY LOBBYING

Say They Have Not and Will Not Try to Influence Legislation.

AGENTS THERE ONLY TO LIST THE BILLS

When Time Comes They Will Have Their Men Before Committees to Present Their Side

of Case.

The legal departments of the Union Pa cific, Northwestern and Burlington in Omaha deny their companies are maintaining or will maintain lobbyists at Lincoln At Turner hall, Thirteenth and Dorcas during the present session of the legisla-Bokel society installed officers for the year of seeking to influence legislation or the ac-

"Is the report correct that you are going hemia, in June and July, when a world's to withdraw your representatives from Lin-meet will be held. Mr. Riha is a young coin during the legislature?" was asked they are." man, but has been prominent in local Bo- the Union Pacific and an official author-

of his knowledge of calesthenics and abil- nor shall we have any. We are not trying

man in Lincoln who is authorized to keep affect our interests. He is not authorized vote in any way." to, nor will he solicit any votes for or "As to withdrawing our representative: against any measure. We expect to keep from Lincoln during the session of legis this representative in Lincoln to perform lature I am unable to answer the question. this service during the season. And we ex- said Carl C. Wright of the legal departpect when the proper time comes to have ment of the Northwestern. "We have no representatives appear before committees representatives there now except Mr. Mc and present our side of the case whenever a bill is under discussion in which the busiis a right which we and all other business

oncerns have." Burlington and Northwestern. "Is the report true that the Burlington means to withdraw its representatives from Lincoln during the legislature?" was asked Mr. Dilsworth of the legal department of that road.

"I guess that's right," he replied. "That is, you are going to call them home, are you?"

"Yes, all except one man to look out for bills that are introduced simply to keep a tab on them that we may know what

done?" "No sir, not a bit. We have only one

or dictate to the lawmakers. We have one which is necessary for any business concern, whose affairs are involved in legisa list of the bills as they are introduced lation. But we shall not solicit the vote of and keep us informed on the measures that a single legislator, wor try to influence his

Ginnis and he is our regular agent in Lincoln, has been for years and we expect ness of the Union Pacific is involved. This will be for years to come. But his work is of the most legitimate character. must have someone to look out for the bills which affect our interests and this is all he is there to do with the legislature. "We will have absolutely no lobbying done, nothing of the sort. We expect when occasion arises to appear before the committees in due form and look out for our interests, but that is as far as we will go, legislation in either house or senate."

> The following building permits have been issued: Dr. William Curry, Twenty-ninth and Manderson, \$2,500 dwelling; Dr. C. S. Shepard, Twenty-seventh avenue and Capi-tol avenue, \$500 repairs.

to industree legislation, nor interfere with business matter, to keep a tab on the bills. DIAMONDS-Frenzer, 15th and Dodge

MORE COAL ON ALL LINES

Situation is Better on Nebraska Railreads Than for Some Time.

BURLINGTON HAS BIG SUPPLY IN CITY

Scarcity of Men at Western Mines is the Claim Advanced by the Managers of the Rallways.

With the announcement from the Union Pacific that the coal shortage on its line is over for the time being comes the statement from other Nebraska lines that the coal situation is better than it has been Not a man in the employ of the company is for some time. Thursday morning the authorized to influence or try to influence Burlington had 227 cars loaded with coal

standing in the Omaha yards.

customary for the roads to make a re- to Omaha. duction in the summer as an inducement for large quantities of coal to be hauled and stored at the large centers. A move is now on foot to induce the roads to put in this reduction for the coming summer.

Much Work Next Summer. The Union Pacific is making extensive preparations for a large amount of work during the coming summer. Contracts have been let for two large jobs of doubletracking. Kilpatrick Bros. & Collins have secured the contract for double-tracking a stretch of forty miles from Rawlins to Wamsutter, Wyo.; D. C. Bradbury of Denver has secured the contract for double tracking the main line from Valley to Silver Creek, except from Benton to Columbus, which is already double-tracked. The Bradbury contract calls for the building of sixty-seven miles of double track.

dise from the east. Another theory is the Railroad commission. Mr. Montmorency Kansas City.

claim from Colorado that the trouble lies verified the report in The Bee that rates with the railroads for failing to put in a on grain were reduced from Kanas points reduced rate on coal during the summer to Omaha, which also carried with it a months last year. Heretofore it has been reduction from the lines from Kansas in

Railway Notes and Personals. Superintendent Brown of the Rock Island was In Omaha Thursday. General Superintendent Cable of the Rock Island left for the east Thursday.

Rock Island left for the east Thursday.
C. E. Spens, general freight agent of the Burlington, is in Chicago attending a meeting of the board of review of the Transmississippi Freight bureau.
General Manager Mohler of the Union Pacific is still in Chicago in attendance at the meeting of the executive committee of managers of the western railroads.
General Manager Atterbury of the Pennsylvania, upon request, will exchange passes with other railroads. This is different from the spirit of that road for the last two years. last two years.

The announcement has been made that gasoline motors will be put on the Harriman line this summer between Sait Lake and Ogden and will furnish competition between the Harriman line and the Sait Lake & Ogden road.

The claim is made that the trouble with the western mines is a scarcity of men at the mines. The railroads claim they have done everything possible. The Burlington, has returned from has delivered to the Colorado roads over the 2,300 cars of empties, besides the cars which have gone to Colorado laden with merchandies from the east. Another theory is the Bill Against Betting.