

# FACTS FOR THE PEOPLE.

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## Governor Busiel's Famous Railroad Interviews

IN FAVOR OF

New Hampshire's Development

USED AS A PRETEXT TO DROP HIM FROM  
THE DIRECTORATE OF THE  
C. & M. R. R.

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VARIOUS COMMENTS ON R. R. POLICY IN  
NEW HAMPSHIRE.

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Interviews on Future Methods of Transportation, Horseless  
Carriages, Electricity, Pneumatic Tubes,  
Oil and Gas Motors.

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"This is the patent age of inventors."  
—Byron.

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CONCORD, N. H.,  
1896.



CHAS. A. BUSIEL.

## THAT FAMOUS RAILROAD INTERVIEW.

*From Concord Evening Monitor,  
October 13, 1896.*

Governor Busiel having announced himself in favor of a liberal railroad policy in New Hampshire, the Concord & Montreal railroad managers have made his recent interview in the Manchester Union, the pretext for dropping him from their board of directors. The interview is attracting wide attention and is as follows:

Laconia, Oct. 8.—A representative of the Union alighted from the afternoon train a day or two ago at this place, the "City of the Lakes." Laconia's chief attractions are the fine passenger station and the governor of New Hampshire. It was the latter that the Union man was looking for.

Governor Busiel lives only a short distance from the station in a handsome residence. Over the door bell is a small plate which reads "C. A. Busiel." A ring at the door and a response brought out the fact that the chief executive of the state was in and soon the writer was ushered into his presence.

"Well, governor, I have come up to interview you," said the visitor.

"What do you want to interview me about?" asked the governor.

"I want your ideas on both the national and state issues for the Union."



"Well, I won't say a word unless you print it just as I say it."

The newspaper man assured the governor that the types should do him no injustice, and then came a joint debate as to what time the interview should take place. Finally it was decided that the best time was the next morning. The place was to be the First National bank, the governor being the president of that institution. The hour set was 9:30 o'clock.

In the morning the writer was on hand and so was the governor. The latter sat at his desk in the handsomely furnished directors' room at the bank. Just then, however, some relatives of the governor came in and wanted to have him go with them to have his picture taken. Well, the governor was in a quandary. Between the two evils he chose the less; he had his picture taken.

The newspaper man waited. He did not mind it either. He could look through an open door and see three or four men out in the bank handling money, and there was plenty of it, too. Presently the governor came in. On the lapel of his coat was a very pretty flower. He sat down in his chair and had just got out the words "Fire away," when in came a man in a gray uniform who carries letters and papers for Uncle Sam. He left a big batch on the desk. It did not take much of a mathematician to figure out the fact that if the governor went through that package of letters before he began to talk, there was little hope of doing anything before dinner, as the hands on the clock were creeping towards the hour of twelve. But he did not look at his

mail, but turned to the writer, and said: "Go ahead."

The governor was in a most communicative mood and gave his views on both state and national issues. In some matters he advocated radical changes from present methods. In reply to various questions he thus put himself on record:

#### **How He Likes being Governor.**

"How do you like being governor?" the newspaper man asked.

"In many ways it is very pleasant and satisfactory. There are a good many burdens imposed on a governor that require a great deal of time and attention. It is a pleasant duty for a governor to respond to invitations, so far as possible, especially in his own state; for as a rule his constituents are desirous of meeting him and knowing their chief executive. So far as I have been able, I have accepted invitations sent me.

"The official duties of a governor cannot be performed as they should be, until some provision is made for a home, or executive mansion, in the city of Concord. The governor should be found at the capitol every day of the year—with, of course, the exception of a reasonable vacation.

"As it is at present a large portion of the duties that a governor should perform are left to the heads of departments. I am happy to state that at present these duties are in the hands of competent men who do their business most efficiently. However much a governor is disposed to act for the best interests of the state, all the criticisms for any

action of the governor and council are directed at him, and he alone appears to be held responsible. For example, take the hearing before the governor and council in the matter of the petition for the removal of the board of police commissioners of the city of Manchester. The governor and council, after hearing the matter, were unanimous in their opinion, sustaining the police commissioners; yet, all criticisms in reference to the decision were laid at the door of the governor. As I have said, he seems to be held responsible for all action of the governor and council.

"In my opinion the state of New Hampshire will not receive its best government until some change is made in the constitution, abolishing the council. The only other state which has this system is Massachusetts, the rest of the states having made progress in their administration of state affairs. I do not wish to be understood as reflecting or criticising my council, as the utmost harmony has prevailed throughout my administration. It is doubtful if any governor has held more pleasant relations with his council than I have had with mine. Not the least particle of friction or difficulty has arisen between us, and I allude to this matter only as I am led to believe after careful observation during my term of office, that a state can be better governed by abolishing the council and holding the governor responsible for all acts—as the general public seems to hold him at present."

#### **One Term Enough.**

"Would you care for another term as governor?" was asked.

"I should not care for a second term were it possible, and I feel that when a man has devoted his time for two years to the interests of the state, under present conditions, he should be exempt from further demands on him from his party for this high honor."

#### **The Vetoing Power.**

"Governor, it is a well-known fact, of course, that you vetoed a large number of bills at the last session of the legislature, among which were what was known as the 'tuberculosis bill' and the 'free toll bridge bill.' What have you to say in regard to your action in regard to the vetoing power of the governor?"

"The lapse of time has not changed my opinion in this respect. I feel entirely justified in having vetoed the measures that I did, and were I to be elected for another term, I should follow the same course. It must be borne in mind that New Hampshire has only about 400,000 population and the present state tax is about \$1.25 per capita. The total valuation is about \$380,000,000. Without my vetoes the state would necessarily have been run in debt somewhere in the vicinity of \$700,000. Any business man can see what this would mean to the state of New Hampshire, if long continued. With prudent legislation and an economical government there is no reason why the state should not be amply supplied with money under the present state tax, and be able to pay something on the state debt every two years.

"A new system of appropriating money for state expenses should be estab-



lished. All standing appropriations should be abolished and an appropriation bill should be passed at each session of the legislature providing money for the administration of the affairs of the state for two years. In other words make every legislature pass its own appropriation bill. In this way, I think considerable could be saved to the state and each administration could be held responsible for the amount of money it expended.

"The large amount of \$200,000 has been paid on the debt and the extraordinary expenses that came over from previous administrations have been met during my administration to the amount of \$75,000. By exercising my power of veto on many bills calling for large and I believe unnecessary appropriations, in the vicinity of \$1,000,000 has been saved to the taxpayers of the state in about two years.

#### **The Good Roads Question.**

"The next legislature will probably be confronted with some proposition looking to better roads. This is a matter of the greatest importance. The legislature should 'go slow' on this subject, as it is likely to involve the state in a tremendous expenditure."

"What suggestions in the matter would you recommend?" was asked.

"I do not think it would be wise for the state to appoint a commission on account of the unnecessary expense, but if it should conclude to do anything a state engineer might be appointed, whose services could be at the disposal of any city or town on application. He could advise the street commissioners,

highway surveyors, selectmen, mayors or city engineers if they so desired, in regard to the proper construction of their highways, after looking over the materials to be used and the money available. If the state should appropriate money for this purpose—in any event it should not be a large amount—it should only be distributed on application from cities or towns under a competitive system. That is, if the city of Laconia applied for state aid it would not receive such aid unless its offer to raise money for the same purpose was the largest. In other words, the money would go to the town or city that could raise the largest sum to go with the money received from the state. This system, in my opinion, would bring about the largest results in the improvement of the highways."

#### **Favors Police Commissions.**

"How do you stand on the commission question?"

"I say that my observation in regard to police commissions is very favorable, and I believe it to be the best and most satisfactory method yet devised for the control of police departments, as it removes the control of them from local politics. A city is sure of having better government if the police are under a commission, appointed by the governor and council."

#### **Favors Electric Roads.**

"How do you stand, governor, on the electric railroad question?"

"It seems to me there can be no harm come to the steam roads from electric roads in the state of New Hampshire.

On the other hand I believe that electric roads will add to the development of the state and be feeders to the steam roads. The question of paralleling seems to affect the managers of steam roads most unfavorably, but I do not regard this as being at all harmful to the steam roads. We will take, for example, the electric road from Concord to Penacook, or from Lowell to Nashua, as a parallel line. Has the effect of these parallel lines ever been perceptible in the earnings of the steam roads? In granting charters for electric roads provision should be made that the electric roads should keep in repair, either in whole or in part, the highways through which their tracks are laid. The more towns that can be supplied with electric roads, wherever the population is sufficient to make them self-sustaining, the greater will be found to be the benefit to the state.

"John A. Dix said: 'If any man hauls down the American flag, shoot him on the spot.' I say, if any man stands in the way of New Hampshire progress brand him as a traitor to New Hampshire interests."

#### **Manchester and Milford Road.**

"Do you favor the construction of the Manchester & Milford railroad?"

"The Manchester & Milford railroad will undoubtedly be constructed sooner or later. It may be put off several years by inability to obtain a charter, but ultimately I believe it will be built.

"I do not believe it will be a menace to the Boston & Maine railroad, because it will bring as much business as it takes away, in the end. It will be a

benefit to Manchester and the towns through which it runs. It is also in the line of progress and development of New Hampshire. In order to make this state prosperous every facility which would promote its growth should be improved. My experience, during my active association with the management of the Concord & Montreal railroad, justifies me in making this statement. When the Maine Central railroad extended its line from Fabyan's through Whitefield and Lancaster, we were very much alarmed as to its possible effect upon the earnings of our road at these points. If my memory serves me right, they were never reduced, but on the contrary showed a steady increase."

#### **United States Senatorship.**

"What do you think of your prospect of being elected to the United States senate?"

"My canvass for the United States senate is looking very favorable. During the campaign I have met with many obstacles which have been brought about unintentionally, and which have interfered to some extent with my canvass; but now the lines are drawn and all the conditions known, I fully realize the present condition of political affairs, and unless something unforeseen happens, I feel that I shall win the fight, notwithstanding my opponent has gained some advantage in Mr. Spaulding's election as chairman of the Republican state committee; but I feel that will be more than overcome by the fact that the people want a business man and a patriotic American in the senate."



### Tariff the Real Issue.

"What do you think of the great national questions in this campaign?"

"I prefer to talk on the tariff, as I consider the financial question a visionary one, and the tariff an essential one for the future prosperity of our country. The tariff question is so well known by most of the people in the United States that very little space is required on this subject. Whenever this country has been unusually prosperous, it has been in those periods of protection to an extent sufficient to give the American manufacturers American markets. The first considerable impetus given to American manufacturers was during the war of 1812 to 1816, when we had a practically prohibitory tariff. When the administration changed into the hands of the Democratic party, the country again had a siege of depression. A careful observer of the history of this country will find that the greatest prosperity and greatest development were through periods when we were living under a protective tariff. Up to 1860 the country was largely agricultural, but the civil war changed the entire condition, so far as the northern states were concerned. Those states became largely interested in manufacturing, which increased steadily until it reached its zenith in 1892. The southern states during this period made no great advancement in manufacturing. The Calhoun doctrine was still, to some extent, applicable to that section of our country, but it was not suited to the new condition of the northern states, which required a judicious protective tariff. From the fact that the southern states

had not advanced in manufacturing during this period they could not see the necessity of protection; therefore, with the Democratic party in the north, and discontented Republicans with the agitators and the demagogues they succeeded in electing Cleveland in 1892. Since that time the people pretty generally have understood that American prosperity depends on protection to American industries. With prosperity the labor of the country becomes employed and through its employment the people become wage-earners and distributors of money, a state of things necessary to business prosperity. Without it the business of the country becomes stagnant and depressed as in the present condition of affairs."

"The first thing to be done to restore business prosperity is to restore a protective tariff, and with the restoration we are certain of good times.

"If I had my way in framing a tariff bill to protect American industries, there would be no free list. Everything that entered our ports would pay some duty, however small. This I would do for the purpose of having the government have an opportunity to record all articles entering our ports for the purpose of gathering statistics for the future benefit of the country. By this means manufacturers could somewhat govern their products, and the promoters of any future tariff legislation would have some reliable data to work from. I believe that nothing can restore business prosperity in our country except the restoration of an adequate protection to American industries, thereby giving American markets to

American people; and with the revival of business the visionary financial schemes will disappear."

#### **The Financial Question.**

"What are your views, governor, on the financial question?"

"I consider it was very unfortunate for our country that this financial question was raised at this time, and I believe that with a little prudence on the part of the Republican politicians the same platform that was good enough for the party in 1892 could have been made good enough for the party in 1896. With a declaration similar to that of the platform of 1892 on the financial question, there would probably have been no bolt in the Republican convention which would have left protection foremost in the political campaign of 1896. While we undoubtedly shall elect McKinley and Hobart, we should not have been confronted with the agitation of the financial question and it would not have assumed large proportions. After a revival of business the matter would have been adjusted by congress to meet the conditions that confronted the country at that time.

"Gold and silver are commodities and their value will always be fixed by the supply and demand. Careful conservative governments will base their financial systems on the most precious value, as being the most staple and less liable to fluctuate; and that is the reason why the people of the United States are in favor of a gold standard at the present time. It is probably not possible to have a system of bimetallism under present conditions, as the supply of sil-

ver is so plentiful that there is no logical way of fixing the parity for any great length of time. It is doubtful if there are many real silver advocates in the United States, outside of those interested in silver mines or mining schemes, and it is not probable that any one seriously thinks that the free coinage of silver will be adopted by the United States.

"Restore adequate protection to American manufacturers and American labor, and we will have another season of prosperity and happiness, and this financial storm will pass over, and in its place will come sunshine and plenty."



## C. & M. R. R.

### Lively Annual Meeting Held in White's Opera House.

### GOVERNOR BUSIEL DROPPED

From Directorate, and Makes a  
Strong Speech.

*From Concord Evening Monitor,  
October 13, 1896.*

The stockholders of the Concord & Montreal railroad held their annual meeting in White's opera house this forenoon. The attendance was very small and but little interest was manifested in the early proceedings. The only comment of the stockholders was caused by the substitution of the name of Frank Jones of Portsmouth for that of Gov. Charles A. Busiel in the official ballot for directors.

The appearance of Governor Busiel himself put the stockholders in an expectant mood, which was not to be disappointed, for the chief executive paid his compliments to certain of the direc-

tors of the road in no uncertain manner. He charged (and none of the directors saw fit to deny it personally) that personal reasons and not the interview of a recent date were responsible for the fact that his name did not appear upon the official ballot, and he stated that this was not the first time that he had been compelled to recognize the hostility of fellow directors. The governor withdrew from the hall in a dramatic manner, telling his enemies that he was a most unwilling subject of persecution and that he proposed to square his accounts in a good old-fashioned manner sooner or later.

It was about 11:30 o'clock when B. A. Kimball took the chair and called the meeting to order. Clerk Frank S. Streeter read the call for the meeting.

L. D. Stevens moved the acceptance of the report of the directors.

Fred H. Savory of Warner called attention to the fact that more than 15 months had elapsed since the lease had been perfected and yet no complete report of the appraisal of the property has been made. Mr. Savory said that it was asking too much of the stockholders to swallow this without examination. He moved that the report be laid upon the table.

Mr. Kimball stated that the appraisal had been completed but that the description had not, owing to some difficulty over certain lands.

Mr. Savory called attention to the article in the report which says: "Boston & Maine R. R., lessee, account Manchester & Lawrence R. R. suit, \$650,-881.94," and asked whether or not this was paid before the lease was made.

Mr. Kimball said it was paid in July, 1895.

Mr. Savory asked if all the directors signed the report.

Mr. Kimball replied that all who were present signed the report, Messrs. Smyth and Pearson were not present and did not sign the report.

Mr. Savory further called attention to the fact that the Concord & Montreal road had agreed to pay 65 per cent. of the expense of the improvements at Manchester, apparently favoring the Boston & Maine road in the matter.

Mr. Kimball replied that when the lease was concluded the Concord & Montreal would be greatly benefited thereby.

The motion to table was put and lost, and Mr. Stevens's motion to accept the report was adopted.

Judge N. P. Hunt moved that the meeting proceed to the election of a board of directors.

Governor Charles A. Busiel arose and said that he desired to say a few words to the stockholders. Said he:

"As I was leaving my office yesterday, I was notified that I was to be dropped from the board of directors of the Concord & Montreal road because of certain sentiments embodied in an interview which I saw fit to give the Manchester Union. This action was the result of a conference of the directors of the road—a secret conference, I not being present. If you have a copy of the Manchester Union of Oct. 9, you will see that I spoke to the newspaper reporter as follows:

After reading the interview from the newspaper, Governor Busiel continued:

"Now, after hearing this interview read is there any stockholder here who thinks that it is hostile to the interests of the Concord & Montreal railroad? If there is, let him speak. Isn't it a good policy to build up the out-lying communities, and thus take advantage of all the resources which nature has thrown in our path? Won't this result in increased traffic upon our railroads, rather than take anything away from them? Take the little line which has been built from Derry to Chester. Doesn't it make Chester just as favorable a location for a shoe factory as Derry itself? Isn't it a good policy to build up Chester as a feeder to the railroad lines, with which the electric lines connect? Be honest in this matter.

"I know all about this matter. I have been used to it before. I know that this interview is seized upon as a pretext behind which are personal motives.

"Now the newspaper man who interviewed me wanted to know about the Manchester & Milford road. You see what I said in the interview. What has been the history of the state of New Hampshire? Haven't all proposed extensions been made sooner or later? Isn't that a fair statement based upon precedent? (Reading from the interview), I do not believe it (the Manchester & Milford road) will be a menace to the Boston & Maine road. (Addressing the stockholders) No, I do not. It will bring in more than it will take away. It will benefit Manchester and all the towns which it passes through. How else can we develop our state except by throwing in the way of back towns facilities for growth and pros-



perity? Our experience bears out my statement. We were alarmed when the Maine Central road built a line into the mountain region lest it should cut off our travel, but what was the result? Didn't travel increase rather than diminish? Let this matter be verified by the books of the corporation.

"Now, then, Mr. President and stockholders, I want to ask who has been instrumental in aiding the Concord & Montreal in the past? Who was it that came forward in a time of distress with \$50,000, when the road couldn't get a cent in Concord or Boston? Didn't I send to New York, and take money from good investments, and give it to the Concord & Montreal road to help it out of a difficulty? Didn't I offer \$100,000? And then, finally, when money got down to three per cent, and good investments were scarce, wasn't the money dumped back upon me? Who is responsible in this matter? Here's your mean, low-lived individual, that wants to take advantage of an interview in a newspaper, as a pretext to throw me out of the board of directors. That has been tried before. It is not a matter of great consequence to the stockholders, but it looks bad to see me with whom I have served as director for thirteen years, turning around in a secret conference and trying to drive me out of the board. Isn't it a shame? However, I have taken care of myself in the past, and I shall try to do so in the future."

B. A. Kimball: "Gentlemen, Mr. Mitchell will answer Mr. Busiel's remarks for the directors."

Mr. Mitchell stated that the directors

had no idea of striking Governor Busiel's name from the ticket until after the recent interview. He himself had the greatest respect for Mr. Busiel, and appreciated what he had done for the road. The governor was in error in thinking that any personal feeling entered into the controversy.

"Why was I not invited to the conference?" asked Mr. Busiel.

"You will excuse me, governor," replied Mr. Mitchell, and then continued, saying that it was customary for the directors to prepare a ticket for submission to the stockholders at the annual meeting. No stockholders are bound in the matter. It was felt that in order to protect the interests of those who had placed their money behind this road, that Mr. Busiel, holding such views, should not be elected as a director. He has a right to such views as a stockholder, but not as a trustee of the various stockholders. We believe that the construction of the Manchester & Milford road is not consistent with the best interests of the Concord & Montreal road. General electrical construction is inconsistent with the best interests of steam roads. Experience has shown this. The governor is evidently in error in the Maine Central matter."

"Give us the figures," said Governor Busiel.

"This is not the place for controversy or for the discussion of policies," said Mr. Mitchell. "The only question is whether or not Governor Busiel, holding the ideas he does, can represent the interests of the stockholders of the road."

Hon. Franklin Worcester of Hollis

said that he was greatly surprised at the action of the board in removing the name of Governor Busiel from the ticket. "If it has come to this," said he, "that the Concord & Montreal road and the Boston & Maine road are to block all progress in the state, are to monopolize the power, and tie us down, we want to know it. I am glad that we have some men who have the courage to stand up and give us their views. Shall the live and progressive men be dropped? It is an injustice to have this name dropped. We can afford to have with us at least one man who has the courage of his convictions and alive to the prosperity of the state."

The chairman appointed as a committee to assort and count the votes: N. P. Hunt of Manchester, G. W. Hill of Lawrence, John F. Jones of Concord, Clarence E. Carr of Andover, and F. H. Savory of Warner. Mr. Savory declined to serve and Charles C. Kenrick of Franklin was appointed in his stead.

Governor Busiel again arose and said: "You know why Mr. Mitchell spoke as he did. I have been in the railroad business long enough not to know how this is done. We don't know what Mr. Mitchell thinks himself. He is an attorney for the Boston & Maine road, and represents them as counsel here today. With respect to preparing the ballot, I know something about the procedure. The directors authorize some one to make up the ticket. Mr. Kimball was given this power, and he took advantage of the opportunity to throw me out.

"Is it supposed that I am hostile to my own property interests? Am I not

able to see what will bring me the better returns? I could have held that interview, or cancelled it altogether if I had desired. Do you suppose if I thought such a course injurious to the road that I would advocate it only a few days before the annual meeting? No, it has been in the hearts of certain people to drive me out. It was tried two years ago, but it did not succeed. I fight as best I can, and never give up when I think I am right."

Mr. Mitchell arose to reply and was saying that the governor suggested certain things.

"He not only suggests, he knows," said the governor. "John, this is not the only day in this world. I have never seen the time but what I could get square with men who persecute me. I want to give fair warning in this matter." With these parting words, Governor Busiel withdrew from the hall.

The following resolution was adopted: "That the contract between this corporation and the Manchester & Lawrence railroad, and the Boston & Maine railroad as lessee for the enlargement and improvement of the general terminal facilities at Manchester, as set forth in the annual report, be ratified."

John M. Mitchell moved an amendment of the by-laws, so that the directors shall meet upon the fourth Wednesday of the month, instead of the third Wednesday, as at present. The motion was adopted.

The vote for directors resulted as follows:

Frederick Smyth.....	18,557
Benjamin A. Kimball.....	18,557
John H. Pearson.....	18,557



Walter M. Parker.....	18,557
John A. White.....	18,557
Alpha J. Pillsbury.....	18,557
Charles E. Tilton.....	18,557
Samuel S. Kimball.....	18,557
Charles E. Morrison.....	18,557
Lewis C. Pattee.....	18,557
Frank Jones.....	18,275
Noah S. Clark.....	18,550
Hiram N. Turner.....	18,557
Chas. A. Busiel.....	270

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## RAILROAD DICTATION. THE IN- SULT TO GOVERNOR BUSIEL. WHAT IS TO BE MR. RAMS- DELL'S FATE?

*From Concord Evening Monitor,  
October 15, 1896.*

The action of the Concord railroad managers in dropping Governor Busiel from their board is an arbitrary proceeding which will not help the Boston & Maine railroad. The Concord railroad being leased to the Boston & Maine a directorship is a mere formal office of no real importance.

But Governor Busiel has dared to say that he favors judicious extensions of electric railroads in New Hampshire and that he believes that such extensions will help rather than hurt the existing steam railroads. So he is promptly punished by a brutal blow from a railroad club. The railroad policy is evident:

### I

Every person and every newspaper which favors the Milford and Manchester road or any electric road is to be destroyed;—due notices to this effect have been and are being freely served upon men and newspapers.

### II

The state officers, national officers, and members of the state house and

senate are to be owned or controlled by the railroads. For that purpose the conventions and caucuses throughout the state are now being packed. This is the present railroad tactics. What do unbought people think of it?

If the removal of Governor Busiel from the Concord railroad board were the proscription of a private citizen it might not interest the public so much as it undoubtedly will. But he is the governor of the state. He has duties to perform and opinions which he ought to express beyond those of a private citizen. When, being such governor, he ventures to say that the present steam railroads will not be injured by judicious extensions of electric railroads he certainly does only what he is bound to do as a citizen and governor, if such is his honest belief and opinion.

What thereupon happens? Mr. Lucius Tuttle, president of the Boston & Maine railroad, hears of Governor Busiel's utterances and thereupon writes to the chief managers of the Concord railroad that the governor must not be re-elected a director in that road. The orders are obeyed and the railroad president proscribes and drives out the governor. No man who thinks that any electric railroad ought to be built in New Hampshire can hold any office or be in any way in the employment of any railroad in the state. That must be well understood.

But how about railroad men holding public office? The rule is to be different. We have three candidates for office on the general ticket. Two of them—Mr. Ramsdell, Republican candidate for governor, and Mr. Clarke, candi-

date for congress—are directors in the Boston & Maine railroad companies. Out of the 14 persons constituting the executive officers and executive committee of the Republican party six are officers in the railroad companies, and all but three of the executive committee have been in the employment of the railroads. No friend of the people can be in the railroad office. But the people's offices must be stuffed with railroad officials!

All this is shameful. The worst does not appear upon the surface. The whole machinery of the railroads is being put into operation to nominate as senators and representatives candidates whom the railroads can control; and one by one the men of both parties who take money and free-passes from the railroad managers are receiving the nominations. The case is even more disgraceful than this. The railroads and the rum interest have joined hands to control the legislature. Especially are they moving to secure and own at least twelve members of the state senate. From present appearances they will succeed. No legislation against Mr. Tuttle's orders. No more temperance laws. The repeal of the prohibitory laws. The railroads and rum are to rule.

The blow which Messrs. Tuttle and Kimball have struck at Governor Busiel was deliberately given for a special purpose. That is to notify all politicians that they must not expect to hold office unless they sell themselves to the railroads. Mr. Ramsdell is to be elected governor, because he is now a railroad official riding on free passes and Messrs. Tuttle and Kimball confidently



expect him to do their bidding on railroad questions. The blow at Busiel is opportunely given in order to admonish Ramsdell. As long as he faithfully serves the railroads he will retain his railroad office and his railroad passes. When he fails to obey railroad dictation he will lose both. If the Milford and Manchester railroad is chartered by the next legislature Governor Ramsdell must veto the bill. If any electric railroad is chartered Governor Ramsdell must veto the bill. If he does not orders will come from Boston to remove him from his railroad office and take away his free passes. Let him not complain that he did not have fair notice. He will surely meet with Busiel's fate. There is only one way in which he can escape losing his railroad directorship and his free transportation, and that is by either vetoing the bills or prostituting the whole powers of the executive office to the work of defeating the bills in the legislature. We trust Mr. Ramsdell will not do this; but he has had his notice and has time to reflect. The whipping of Busiel is like that which used to come from the slave-driver's lash. It tortured one negro to terrify the others in the chain-gang and make them sneaking and servile slaves.

Possibly sometime the Boston & Maine railroad managers may realize that they are overdoing their political tyranny. Possibly some time the people may arouse themselves sufficiently to take a hand in the fight.

## GOVERNOR'S ACTION.

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ON THIS ROCK I STAND.

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Interesting Interview With Chief Executive.

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## LETTER FROM A SUBSCRIBER

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Vigorously Denounces Railroad Managers.

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*From Concord Evening Monitor,  
October 13, 1896.*

The following interview with Governor Busiel was printed in the Boston Journal of the 14th:

"Yesterday about noon as I was leaving my office I received a message by telephone stating that I was to be dropped from the board of directors at the meeting to be held at Concord, Oct. 13, on account of an interview with a reporter of the Manchester Union of Oct. 9 in regard to the electric roads and the Manchester and Milford railroad."

The governor then quoted from the Manchester Union interview, after which he proceeded as follows:

"An order was given by the Boston & Maine management to have me dropped

from the board, putting Hon. Frank Jones in my place even against his protest. Placing Mr. Jones on the ticket was a sop thrown to him thinking that it might pacify him and he no longer be a menace to the Boston & Maine railroad, but Mr. Jones was too old a fox to be caught by a spring-chicken, turkey being none too good for him. The Union interview was probably used as a pretext to turn me down in the directorate as there was nothing in the interview which can be construed as hostile to steam railroads, its whole tenor being in the interest of the development of New Hampshire resources. The Concord & Montreal railroad is leased to the Boston & Maine, and being a director in the corporation amounts to no more than to be furnished with free transportation as the directors have nothing to do with the management of the road. Otherwise one could get as much notoriety from being a trustee in a defunct savings bank.

"I believe in the development and prosperity of New Hampshire and because I present my ideas as governor of the state and not as a railroad man as to how these things can be brought about, the railroad management seize upon this as a menace and stoop low enough in the scale of manhood to make it a personal matter. I think this looks like small business but the stream never rises above the fountain head. No, I am not hostile to steam railroads, but I do desire to develop New Hampshire with the resources which nature and the ingenuity of man has provided to increase its population and thereby increase the earnings of the steam rail-

roads, and on this rock I stand. Caesar had his Brutus, Charles the First, his Cromwell, Christ a Judas, and the head of John the Baptist was presented to Pilate on a charger."

#### Editor Monitor:

The last annual meeting of the Concord & Montreal railroad gives the citizens of this state and the stockholders of the road things to think about, and as your paper reaches many of the parties interested I venture to send you this communication. The public has no concern with the personal differences existing between Governor Busiel and the Concord & Montreal directors, but when those directors unqualifiedly state that he was not re-elected because he is in favor of electric roads, and so declare their own opposition to them, then their position is open to criticism by the stockholders and question by the people.

Nothing contributes more to our prosperity and aids the development of our state than abundant facilities for transportation, and nothing so much prevents the increase of business embarrasses manufacturing, renders the cultivation of our farms unprofitable or makes them undesirable for summer homes, as insufficient or incomplete means of transportation.

If the declared position of the Concord & Montreal directors is carried to its logical conclusion, then every stable keeper who lets a horse or bicycle dealer who rents a wheel to enable a man to ride, and every shoe dealer who sells a pair of shoes to make walking safe and comfortable, between places that



are, or may be, connected by steam roads, makes those roads his enemy, and accordingly his business must be destroyed and the man eliminated.

Is this the spirit best calculated to encourage, promote and protect the interests and prosperity of New Hampshire? The people can answer, for this is the point of view from which they are interested.

The stockholders have in years past probably heard something of the means and methods employed by the railroads to defeat or control legislation, and unless we are much mistaken in the sentiment of the people it will cost many thousands of dollars to defeat electric charters this winter, and if that is done the coming season, it only postpones the question to each succeeding legislature until the charters are obtained, for they will be obtained in the end, because electric roads are an ascertained fact, they have come to stay, they are practicable and available in many places where steam roads are not, they are firmly established as a public convenience and necessity, and the people will not always, or long, submit to being deprived of them, therefore money spent to defeat electric charters now can only defer them at best, and so is a net loss in the end.

The stockholders of the steam roads should protest against their money being thrown away in attempts to prevent the inevitable, for the amount so wasted will be not only much larger than the net loss to those roads for a long time from competition by the electrics, but large enough to pay for years to come the dividends of many a share of stock now

held by some good citizen whose farm or factory is not yet reached by a steam road and who is still obliged to depend upon his supposed right to own and use a horse himself, or the right of his neighbor to let him one when he wishes to travel or carry his crops or goods to market.

I am a stockholder in the Concord & Montreal and voted for the lease to the Boston & Maine from the purely business reason that I believed the lease to be desirable as a protection for my investment, but I did not suppose that I was also in effect voting that all new business enterprises should forever thereafter be denied the right and privilege of contributing to the facilities, cheapness or convenience of transportation within our state. Timon.

Concord, N. H., Oct. 15th, 1896.

## BUSIEL'S STAND.

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**Governor Holds Railroad Management Blundered.**

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**GREAT CONFLICT SURE.**

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**Battle to be Fought Out in the Legislature.**

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**CHANCE FOR THE LOBBY**

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**He Declares That in His Recent Talk to a Representative of The Union He Spoke Not as a Railroad Man, but as Governor of New Hampshire.**

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*From Concord Evening Monitor,  
October 13, 1896.*

Laconia, Oct. 16.—A representative of the Union visited Laconia today and talked with Gov. Charles A. Busiel in regard to the recent action of the stockholders of the Concord & Montreal railroad in dropping him from the directorate of the road. The Governor spoke as follows on the subject:

"I have very little to say as regards

the action of the stockholders. What I had to say was said at the meeting. The fact of being a director of the Concord and Montreal railroad at this time amounts to nothing, as it is a leased line and managed by the Boston and Maine railroad; and the directors of the Concord and Montreal railroad are no more important in railroad management than the directors of the Whitefield and Jefferson, or the Tilton and Franklin road. They are merely elected to keep up the organization.

"It seems very strange to me that the managers of the Boston & Maine would seize upon so small a pretext to precipitate a great conflict in the next legislature between steam and electric roads, and spend vast sums of money on a craving lobby who have been hoping and looking for such an opportunity. It is entirely uncalled for, and seems to me to be bad policy, to array the people of the state against corporations.

"Does the Boston and Maine management desire to be guided in its opinions as regards railroad controversies before the Legislature by members of the lobby, who are eager to be employed, and get at the Boston & Maine treasury, and to be led on by counsel who are greedy, and by some other prominent has been railroad men, who also want an opportunity to parade themselves in the State House and the Eagle hotel, looking wise, embroiling the legislature in all kinds of schemes to scare the Boston & Maine railroad, and make heavy demands on the treasury entirely unnecessary and uncalled for. Such yielding will reflect on the business sagacity of the management.



"In my interview in the Union I spoke as governor of the state of New Hampshire and not as a railroad man. I looked wholly to the interests of the state, its development and future prosperity. It is my sworn duty under the constitution to look after the interests of this commonwealth, and whatever I considered as practical and feasible for its development as its chief executive, it was proper and entirely fitting that I should outline to the press—views, which in my judgment, bring out such development and increased prosperity. You will remember in my message that I outlined the benefit to be derived by the State of New Hampshire from the development and improvement of the water power on the Merrimack river. Tending in the same direction are my suggestions looking to the construction of electric roads for cities and towns, to develop those towns, thereby increasing the population and by that means, the steam roads would be correspondingly benefited.

"Now, then, has the time come when a railroad corporation, through its management, can say what towns in the State of New Hampshire can have steam roads and what towns can have electrics? If this is the condition of affairs and the railroads have such control over the representatives of the people, the sooner the state government and all its ramifications are turned over to that corporation the better it will be for the manhood of the citizens of the state.

"My interview as published in the Union of Oct. 9, looked entirely to the future growth and prosperity of New Hampshire. Is it not good policy to

build electric roads from the cities and develop outlying towns—for instance, the railroad from Derry to Chester? Will this not enable the town of Chester to develop, to increase its population; and with its communication cannot manufacturing industries as well be carried on there as at Derry itself? Now with an increase of population at Chester, made possible by the advent of the electric road, will not the steam railroads be correspondingly benefited? Will this not hold true, and is it not a wise policy for the State of New Hampshire to use what nature has given it, and avail itself of the ingenuity of man to develop so far as possible all the cities and towns of the state? The state legislature is continually appropriating money, making larger demands on the treasury, but providing no means for raising revenue. Under present conditions the natural tendency is for young men to leave the farms and seek the cities, but the cities cannot take care of a larger population than their industries can give employment to. If these outlying towns that have undeveloped water power and natural surroundings to attract the summer tourist can be opened up and made easily accessible by the construction of electric roads, should not the State of New Hampshire foster and encourage such a policy, which will tend to increase its population, its taxable property and furnish employment to a large number of people, adding wealth and prosperity to the entire state, and further increasing the income of the steam roads? It seems to me that nothing can happen that will benefit and increase the steam railroad

earnings to such an extent as carrying out this policy."

In speaking of letting the Concord & Montreal have \$50,000 at one time the governor said:

"During a period of recent stringency in the money market the finance committee was unable to borrow money on the credit of the Concord & Montreal railroad at any price. I was a member of the executive committee. The finance committee called for a conference to see what could be done. Matters had become serious, as the pay roll would soon be due as well as other indebtedness that must be met. I asked the committee how much money it required and was informed that about \$100,000 was the amount needed. I told the committee if they would come to Laconia on the noon train the next day I would give them a check for that amount. They came according to agreement and said they would take \$50,000 then, and if the money market did not ease up they would take the other \$50,000 in a few days. I gave them a check for \$50,000 at 6 per cent interest, when I might have received at that time a much larger return. This money was taken from a permanent 6 per cent investment in New York as an accommodation to the committee. As soon as money eased up the interest rate was cut to 5 per cent, and finally the loan was dumped on me at a time when I could not secure a better investment than 4 per cent.

"In my judgment, after careful consideration, some people will come to the conclusion they have blundered. I do not believe the directors or stockhold-

ers of a corporation will approve or long sustain the management that will assume the responsibility of precipitating the corporation into one of the most gigantic railroad fights that was ever before the legislature of the State of New Hampshire, entailing on the corporation an unnecessary expenditure entirely uncalled for. Would it not be better to take this money and increase the dividends on the stock, thereby having its price in the market somewhere near the value of that owned by the large holders when purchased, and make it possible if they desire to realize on their investment to get as much out of it as they put in? Railroad controversies before a legislature are to be deplored. They are demoralizing and only feeders for a grasping and unscrupulous lobby.

"There are about 150 towns in the State of New Hampshire at present without railroad facilities."



## THE CONGREGATIONAL RECORD'S OPINION.

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One of the best and fair-minded criticisms as regards the action of the railroad magnates of the Concord and Montreal road is found in the Congregational Record and New Hampshire Journal. It is fair because it is from an unprejudiced source, and therefore its utterances ought to carry great weight with all fair-minded people. The criticism follows:

"The dropping of Governor Busiel from the board of directors of the Concord & Montreal railroad because he had expressed himself as favoring the construction of electric roads where needed in the state, is a bold and impolitic step on the part of the Boston & Maine road. It is bold, because, without hesitation, and in the most open manner at the meeting of the directors, the cause of removal was avowed to be an expression of the governor's favoring electric roads, with the threat implied or expressed that so would those who ventured to favor competing electric roads be dealt with.

"It was impolitic, because such action furnishes the most inflammable material to feed the fires of prejudice against railroads and other corporations; prejudice which is often extravagant and unreasonable but under all the smoke of which, such a declaration reveals a real danger to the public wel-

fare. It was impolitic, because as Governor Busiel has stated, electric roads can but temporarily interfere with receipts of steam roads and by their efficient aid in the development of the state will promote the prosperity of railways and all other interest; and it was impolitic because electric roads are just as certain to be built where needed in New Hampshire whether it hurts the Boston & Maine or not, as the earth is to move in its orbit, and whatever interest stands in the way, will in the end, not profit by its obstruction.

"Railway corporations are the creatures of the state. They have been given vast privileges and opportunities from which in some cases colossal fortunes have been reaped. They should be constantly reminded that they are the servants of the state and held to a strict performance of the duties involved in their charters. They are entitled to and should receive protection from unreasonable and blackmailing competition, such as has sometimes occurred in railroad history.

"But when a railway or other corporation puts its foot down in or upon the state of New Hampshire, and says substantially that no enterprise, however necessary to the public good, shall be permitted if it involves just competition with this corporation, then it is time to decide once for all between the state and the corporation, as to which is servant and which is master.

"There seems to be a widespread and a most pitiful impression that in this and other matters, the railroad is the master. On every hand it is said that 'nothing can be done.'

"If the state has surrendered its sovereignty in any department of its life to a corporation, and its citizens have so far lost their freedom and are in servitude, then let the next Thanksgiving Day be made a day of fasting and prayer for the restoration of the lost manhood of the state.

"If there are men in the legislature, who by reason of mileage books or other favors, are facile to the corporation, let real men be put in their places.

"In the capitol park at Concord, the state has proudly erected statues of men who in its past history proved themselves men. Should a crisis be forced upon the state upon this question there are vacant places waiting to be filled by other efficient leaders and servants of the public.

"The Boston and Maine is an able business corporation. It gives its patrons good service. From such observation as The Record has been able to make, it is considerate of the Sabbath. Let it, to quote from a recent letter from its president disavowing political intrigue, continue to meet to the best of its ability the wants of its customers, and not attempt to control the state."

## THAT GREAT RAILROAD WHIP.

*From the Concord Monitor of October 30, 1896.*

The general impression is that the remorseless railroad whip has cracked again.

It cracked audibly when Frank Currier attempted to run for congress against Frank Clarke, the latter being a director in the Boston and Maine system.

It cracked again when Jewett was ousted from the chairmanship of the Republican state committee.

More recently it cracked forcibly over the head of Gov. Busiel, himself a large railroad owner and capable business manager, who was unceremoniously thrown out of the Concord board of directors, for reasons that have not yet fully been stated.

And now this suspicion lurks in many minds that this same arrogant corporate whip was cracked for the fourth time when his council refused to concur in Gov. Busiel's nomination for railroad commissioner.

The only doubt in the matter is the high character of the councilors themselves, and the fact that the unfortunate appointee, Hon. Henry Robinson of Concord, persists that he is not yet practically rejected, and that his confirmation is still under hopeful consideration. At his generous personal instance we

withhold much adverse comment upon the whole remarkable situation.

Mr. John W. Sanborn, the political czar of the big Boston & Maine aggregation, stated that no appointment of a railroad commissioner was to be consummated that day. He made that statement the morning of the day of the meeting, and with that significant assurance he went away on an early train. The formal meeting of the governor and council was held several hours subsequently, but "Uncle John's" superior knowledge of the situation seems not to have been obtained quickly or inaccurately. Although many of the officers and employees of the railroads favor personally the appointment of Henry Robinson, it was nevertheless deferred.

Gov. Busiel put Mr. Robinson's name forward because he has shown himself a capable public officer in the several positions that he has held. The governor recognized in him one who was a strong and active factor in his successful gubernatorial canvass of two years ago, and who has no hostility to corporations or prejudice against railroads, and yet who is a people's man acceptable generally. It is easy to understand the governor's honest unselfish motive, and the nomination was certainly intended as a high honor and deserved recognition, which the citizens of Concord especially would appreciate, but Henry Robinson was precipitately, ignominiously, humiliatingly turned down. It was an unnecessary, unkind, unjust blow to a man entitled to reasonable treatment under existing circumstances, and whose attitude is exceedingly inoffensive.

The course of the Boston and Maine railroad in these several matters will be critically scrutinized. It will be shown that Mr. John W. Sanborn was a harsh Democratic boss in this state for many years, that his brash dictates and cruel edicts were followed and obeyed, not only by his own party retainers, but by some Republicans. He should remember, however, that it is only very recently that he had begun to affiliate politically with the Republican party as an organization, and it is hardly becoming in him to attempt to assume openly thus early the management and control of a Republican governor and his five Republican councilors. Such a presumption would be righteously resented throughout the state.

The present councilors have been looked upon as ambitious men, and we regard them and shall continue to regard them until the contrary appears as upright, fair-minded, independent, official advisers. They are, with possibly one exception, the avowed personal friends of Mayor Robinson, and if we remember correctly he has valiantly and effectively befriended at least two of them on urgent public occasions, and it would be too bad indeed to allow him to become a victim involuntarily to prejudices that ought not to prevail against him as an individual and independent candidate.

It is reported that Hon. Lucius Tuttle, the president of the Boston & Maine, is not responsible for Mr. Sanborn's course in this matter, and that Hon. Benjamin A. Kimball, the practical manager of the Concord division of the comprehensive railway system, is inclined to approve the choice of Mr. Robinson, and they



should have the benefit of any doubt. The examination that is sure to be made into the unsatisfactory conduct and unpopular management of the road promises to be such a startling one in results that these two gentlemen should have no blame attached to them that does not rightfully rest upon their shoulders. Should the great Boston & Maine property be forced, as some think it must ultimately be, into the hands of receivers appointed by the court, and the Concord railroad with its tremendous expenditures from its own capital stock in building expensive yards, stations, etc., fall back upon the hands of its original owners, everything pertaining to the management and manipulation of this great property of the people will be opened to legitimate investigation. The fact that Mr. Kimball gets \$7,000, Mr. Sanborn \$10,000, and Mr. Tuttle \$35,000 a year will not be accepted as sufficient guaranty that their managerial motives and their political policies have been absolutely correct in all details.

The attention of unbiased men in this state who may entertain ambition for honorable preferment is respectfully called to the treatment accorded Frank D. Currier, Stephen S. Jewett, Charles A. Busiel and Henry Robinson, by a cold-blooded monopoly, whose agents are boasting even now that it owns the next senate and house of representatives and can control the next governor and council, and will make its own appointments and marshal its own legislation.

Corporations are quick, active, alert, aggressive, powerful, but the people will not always be cheated and thwarted. The

merciless whip may yet be cracked one time too many. Over and above the legislature, the railroad commission, even the supreme court itself, the people will constitute themselves a tribunal of final appeal where justice will surely be had.

### Manly Words of an Opponent.

*From the Farmers' Cabinet.*

While we opposed Gov. Busiel in the canvass for the governorship, we are frank to confess that he has made a good governor; while we oppose his candidacy for the senatorship, believing that Senator Gallinger should be returned, yet we are frank and honest enough to approve and applaud his manly stand for the best interest of his state, and we believe these later events will place him nearer the people than he has ever been before.

### Thanks Due to Governor Busiel.

*From the Manchester Mirror.*

Regardless of our revenues and of the ability of the people to bear public burdens, our legislators and appropriators, state, municipal and town, go on as they have been going on for 40 years, scattering money right and left with steadily increasing lavishness and adding constantly to the taxes which burden and cripple every property owner. In 1860 our state tax was \$70,000. In 1896 it is

half a million and even that enormous levy would not have kept us from sinking deeper into debt if Gov. Busiel had not had the courage to club to death some of the heaviest appropriation bills of the last session. We do not know the total amount which our people were compelled to pay in taxes 35 years ago, but it was probably not more than a fourth of what is exacted from them now.

### Chances are Bright.

*From the Nashua Press.*

The Manchester Union publishes an interview with Gov. Busiel in which he expresses himself favorable to electric roads and to the Manchester & Milford road. He says one term is enough in the governor's chair, that his chances are bright to secure the United States senatorship and incidentally, discusses other matters of interest to the people. There is not a more level-headed man in New Hampshire than Gov. Busiel, that is certain.

### Thinks It Will Help Him.

*From the Exeter Gazette.*

By the way, Gov. Busiel was turned down Tuesday, being dropped from the Concord & Montreal railroad directorate as punishment for his late expression of opinion concerning the desirability of another railroad for New Hampshire and for favoring the promo-

tion of electric lines. In this as in other directions Gov. Busiel may be ahead of the times, but he always has had the courage of his convictions, and if they are on the side of progress, the people will like him all the better. His friends claim that this action will not be detrimental to his senatorial canvass, but that it will strengthen him in the state.

### A Good Word for Governor Busiel.

*From the Haverhill Gazette.*

The long-expected war between the Boston and Maine road and the friends of electric roads has broken out in New Hampshire, and will not cease until the wings of this huge corporation are clipped. For speaking a word in favor of electric roads Governor Busiel of New Hampshire has been turned off the board of directors of the Concord and Montreal road and promises to make things warm for those responsible for his humiliation. It cannot be doubted that the building of electric roads would do more for the material advancement of New Hampshire than any other one thing that could be named, yet the Boston & Maine opposes them with great bitterness, and will succeed in keeping them out of the state as long as it owns the legislature. It is to be hoped that Gov. Busiel will fight to a finish. The sympathy of hundreds of thousands of people will go out to him in this, a most righteous contest for fair dealing.

## HORSELESS CARRIAGES.

### Electric and Motor Carriages.

Laconia, N. H., November, 1896.

That Governor Charles A. Busiel is just at the present time an exceedingly busy man, and yet one who will sacrifice much that the people who have entrusted him with the management of their affairs may be benefited, is a fact that was very forcibly presented to the representative who sought a conference with him yesterday. The governor was found busily engaged at his desk in his private office in the National Bank building. The desk was piled high with correspondence of all descriptions, and the reporter was plainly convinced that to ask for more than a few minutes of the governor's time would be to impose a hardship. No one could manage to take care of all that he had to do in less than one whole day, and the governor said, "every minute I give you means work for me tonight."

"May I ask what all this mail matter includes?" said the reporter.

"Some of it is business, some letters from persons who have friends in prison or jail, some petitions, some about the senatorship, some about the navy secretaryship, some personal, and some official. There you have it in a nut-shell," was the pleasant reply. It was further stated that he intended to answer every letter and made a practice of clearing his desk every day when at home.

Finding that the governor was in a cheerful state of mind and that much was to be gained by grasping the opportunity presented, the reporter ventured:

"Governor, I have called to obtain an interview," partially expecting to be refused, but such was not the case, for His Excellency appeared interested at once and quickly asked, "On what subject?"

"There is a general feeling among the people to still further get your views on the railroad question." The smile which came quickly to the governor's countenance told his answer, as well as did his words, which were:

"I am always glad to accommodate the people with any information that I have that I think can benefit them and the state of New Hampshire."

"In the interviews that you have already given to the press and public, the portion alluding to electric railroads has been considered hostile to the interests of the steam roads in New Hampshire by some, and I should like to hear what you have to say on the subject," said the scribe.

The governor said: "They should not be considered as hostile, and I think after a careful review by impartial critics that they will not be. But in order to serve notice on any person who might dare to express himself in favor of New Hampshire's development, especially if he outlined a policy believed to be in the interest of progress, I was dropped from the board of directors of the Concord & Montreal railroad, as a warning to any person against making utterances looking to New Hampshire's development. This seems to be a humiliating position



to occupy, especially when allusion is to be made to steam and electric roads, but is one of the best illustrations showing the audacity of the men managing corporations who owe their existence to legislative enactments. But all these enactments are open to amendment or repeal, and these are the safeguards left to the people."

"What, if anything, have you to say, governor, on the future of electric and steam roads in this state?"

"I have very decided views regarding the future of railroads and transportation generally, not only in New Hampshire, but throughout the universe. My utterances may be considered visionary, but I am perfectly content to allow my suggestions to wait for verification."

"All progress throughout the world has been obliged to make its way over ignorance, skepticism, selfishness and ridicule. The present steam railroads are the first to be made practicable in the great field of transportation up to the present time, but since the advent of electric motors and the use of electricity, gas motors, oil motors, and the use of compressed air, a revolution has been threatened in railroading and transportation generally. First, we have had electricity applied to street railways, which are considered by the steam roads a menace to their success, occasioned by the growth of sentiment endorsing this mode of transportation. Then we have the little bicycle, which has undoubtedly deprived the railroads of many thousands of dollars, and now it is said that the bicycle will be put onto the market the coming season with a motor capable of propelling it at

a rate of 15 miles an hour and a run of 80 miles, without replenishing the oil from which the motor is made to operate. Then we are to have the motor carriage, from a jaunty trap to carry two or four persons to a hack or barge capable of accommodating an indefinite number. Now these vehicles will travel over the present highways and will necessarily come into competition with the present railroad system."

The governor stopped for a moment, and the reporter looked up in surprise, and was on the point of asking, "for Heaven's sake, what will become of the present steam roads," when His Excellency continued:

"Now, my dear friend, you seem to be alarmed at what I have outlined, but I assure you that I have no doubt that what I have stated will be in practical operation during your lifetime. I have no doubt that when you go to a livery stable to hire a carriage you will be asked the question, whether you want a motor carriage or one drawn by a horse; whether you want a motor bicycle, a motor buggy, or a motor hack. The speed you will be able to obtain and the comfort you will take in riding, will be governed by the condition of highways."

"Then this will have a tendency to better roads and highways in your opinion?"

"That is exactly what it will do. A system of good highways will be established and maintained in first class condition throughout the country. This must ensue as a natural result of the public demand brought about by the use of motor carriages."

"But how about the effect on the steam roads?" was suggested.

"The effect on the steam roads would be disastrous if they had not the same advantage over this new mode of transportation that they have now over the old."

In explanation the governor said: "I mean just this. That the present steam roads will be obliged to parallel and reconstruct their present systems and adopt a new method of transportation which will probably first be applied to their passenger business. They will be obliged to use one of the new forces, either electricity, compressed air or motors operated by gas or oil. This will take care of itself when it has been determined which of these is the most practicable and the cheapest."

"Wherein comes the advantage of this system over the present?"

"The advantage comes in increased speed and additional facilities. You no longer will have the present cumbersome locomotive and heavy cars, with the great expense of operating them, which amounts to about 70 per cent of their gross earnings, but light, commodious, attractive coaches which will be timed to make at least one hundred miles an hour on express trains, at a greatly reduced expense."

"In order to obtain the highest state of perfection a road should have four tracks, two inward and two outward, with a block system or something equally as good, one inward and one outward track to be considered the main line and the other two to be used with a proper system of switches as side tracks, permitting the keeping in

motion of trains at all times and allowing the faster trains to pass the slower ones without interfering with the local and slower trains."

A more explicit explanation was called for and the reply was:

"Suppose, for instance, that a local train has started from Laconia to Boston at a speed of 50 miles an hour and fifteen minutes later an express was started from Laconia at one hundred miles per hour. Of course, it would be only a question of time when the express would overtake the local. Now with proper switches at the proper intervals, the local train might take the second track as a siding but still keep in motion and make its regular time. When the express overtakes it on the main line and passes it, the local train will again, with proper switching, take its place on the main line. This enables all trains to make high speed and be continually in motion under a system of proper time tables. Now then, with these increased facilities and the high rate of speed obtained, the present railroad corporations will be just as far in advance under the new conditions as they are now under present conditions and will do the larger part of the business just the same as they do now. The new motor carriages will take the place of the horse carriages of today as a matter of convenience."

"Before all this takes place, however, you will see the steam roads and present electric roads combined to secure legislation to prevent these motor carriages and bicycles making over six miles an hour, to prevent them from being competitors just the same as the

steam roads today are using their influence to prevent the progress of electric roads. But as soon as the ownership of the new motor carriages becomes general all restrictive laws will be abolished from the statutes."

"What is to become of all the rolling stock, all of the locomotives and cars doing the present business of the railroads?" was asked.

"Just so fast as the new system supplants the old you will see locomotives and cars stalled and going into decay and looked upon as the monsters that seemed to be necessary in this age to take care of transportation. Until the Almighty God shall see fit to deprive this world of scientific men and inventors we must be prepared for revolution in all things that depend upon the ingenuity of man, whether it be in the way of flying machines, paddle ships or some form of motor cars, of which we are not certain today, but which may be made possible tomorrow. You might as well try to stop the world from making its daily revolutions as to try to stop the progress of mankind and the sooner the practical men look at the new conditions and adapt themselves to them the better it will be to the state of New Hampshire and the world generally."

## SPACE ANNIHILATED.

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### "Peace Hath Her Victories No Less Renowned Than War."

An inventor, while not exactly a creator, is an organizer of mechanical contrivances and just so closely as he reproduces or reconverts, by mechanical means, the forces of nature and makes them subservient to his idea and to serve the purposes of man, he will be the most successful and the greatest benefactor to man. The simpler the invention, the more it will be appreciated.

Motor power and light, the result of invention, give rise to the thought,—what next? The revolution in the future is sure to surpass the wonders of the past. It has always been so and it will continue to be so until the end of time.

The inventor is the world's greatest hero. Whether in war or in peace, his skill is the foundation of progress. The inventor is the Messiah of the industrial dispensation through which the Creator completes his plans of the universe. If you will pause for a moment and recount the great inventions that have made the world move,—electricity as applied to the telegraph and the telephone; the use of oil and gas for motors, they not being subject to many



of the difficulties incident to the use of electricity, and the adoption of oil, compressed air and gas motors by street railroads and other businesses, you will be assured that they will be important factors in future methods of transportation.

The writer has called upon Hon. Charles A. Busiel for an expression of his views upon the question of the methods of transportation to be employed in the future. The governor has given to the public idea that the present modes of travel are utterly incapable of providing for the wants and needs of man and has taken the position of a leader in the attempt to annihilate space, so to speak. He expressed himself as follows, showing absolute confidence in the power of some genius to solve the problem of lightening travel in a manner that would wonderfully humiliate Time, rob Distance of its power, and transport a man from one end of the country to the other almost before he could wink. The question as to how this was to be accomplished was asked and answered by the governor as follows:

"At present the use of pneumatic tubes has been confined to the propelling of small packages, but invention will not be satisfied until it is a means of transportation for the use of man. Experiments will be first on dogs, cats, birds, etc. When it is found that they can be safely transported then the experimental stage will have been passed and the method applied to the wants of man."

Thoroughly in earnest in what he said and explicit in his ideas the governor

went on to say: "Whether the passenger will be placed in a sitting position in a car or otherwise, will be demonstrated by practical results. Probably only one person will be conveyed at the same time. It will be worked on exactly the same plan as in the cash system of today.

"When you go to a pneumatic tube station you will be confronted by time-tables to and from different points. For instance, you will read 'Laconia to Boston, express leaves 9 a. m.; arrives 9:05 a. m.' Then your attention will be called to large tubes marked, for instance, 'Concord,' 'Manchester,' 'Boston,' etc. You will purchase a ticket of the agent who will conduct you to the tube. After taking your coupon he will place you in the car, open a valve, and you will be in Boston. Fare, 10 cents. On the arrival of the passenger, who has ascended an incline plane to stop the motion of the car, his ticket is delivered to the turnstile keeper and he proceeds about his business. We will say that he is gone to Boston for an hour, when he returns, after repeating the performance as before, finds himself back in Laconia. After having been gone but an hour he has returned and is attending to his regular business duties.

"This may seem visionary, but at the risk of being called a crank, I make the prediction that one of the modes for quick passenger service will be by pneumatic tubes, and I regard it as practicable and feasible."

"This will work many great changes all around, will it not?" was asked.

"Yes. Under this system of trans-

portation, there will not be required a board of twenty directors, or a president with a wonderful salary, or a list of subordinates with a salary list which appalls all creation. There will be no conductors, no new sleepers, no new rails, no new engines, no parlor cars, no smoking cars, and no baggage cars, but your trunk or bag will go with you. You see how cheaply the pneumatic system can be operated, as compared with the present means of transportation."

Continuing, the governor said: "It will no longer be necessary to give free passes, as most anyone would prefer to pay ten cents for his ride than to sell his manhood for pottage. What a humiliating spectacle it is to see men, or those called men, subservient, becoming tools of a railroad corporation, for a free pass. Every pass given is just so much stolen from the stockholders. Where does the manager of a railroad get the authority to give free passes and allow so much to be stolen from the corporation by which he is employed, thereby demoralizing people, encouraging laziness, ruining men and women by their use? There will come a time, perhaps, when some man may be big enough to stop this free pass stealing from the stockholders. If not, I will venture another prediction, that the railroads will go into the hands of the government. If this curse cannot be wiped out by legislation and stringent laws, then it is better that the government have the roads, so that all patrons will fare alike."

## GOVERNMENT CONTROL OF RAILROADS AND TELE- GRAPH SYSTEMS.

The problem of railroad management is one that has always proved of undying interest to the public, and the advancement of new ideas in relation to the great question is sure to find a welcome among the great mass of people to whom the matter is, as has been said, a subject for thought and discussion. The improvement of their own condition, socially, financially and morally, is what they seek, and the efforts directed toward the accomplishment of this end, from time to time, grow stronger. What the ultimate outcome of the agitation of the subject will be, it would be difficult to predict. Time works wonders, and if the ideas of some of the more versatile thinkers are realized, the revolution will be complete, startling and wonderfully beneficial.

The food for this statement was gained in a brief talk with Hon. Charles A. Busiel one day this week. The governor, or ex-governor, as perhaps we should now call him, although the old name clings with a persistency that it is hard to overlook, has very decided views on the matter. They are unique, and act with the result of a powerful search-light upon the uncertainty and oblivion of the future. He advances them forcibly and



fearlessly, and with a very evident desire to enlighten his listeners. He shows much confidence in the feasibility of his suggestions, and to those who think him visionary only says: "I will not contradict you, but am perfectly content to wait for a realization of what I say." It was in talking of the probable solving of the problem in the future, upon which the governor has views which will be made public at another time, that the conversation ran as follows:

"Governor, you always seem to be willing to give your views on subjects that are of interest to the people. Now from your long experience in the management of railroads, you must be able to give to the public some information that would be beneficial to them, from your standpoint."

"From my standpoint is a good way of putting your question. You know how the doctors disagree in their diagnoses. Railroad men do the same thing. My experience has made a great impression on my mind as to what is the final solution of the railroad problem. It will take many years to finally settle this great question. There are many things that can be done to help the public temporarily. The first is to remove the greatest curse of the nineteenth century—the free pass. Stringent laws should be enacted in all the states, and also by the United States, making it a crime to issue free passes. A commission should be appointed to see that the law is carried out, with power to enforce it. This would be the first step toward using all the people alike."

"Why should a railroad official have the right to select a few out of the many

who want it, and give them free transportation?"

"They should not. It not only demoralizes the one who has the pass, but it is a great injury to the road."

"Do you think any complaint would be made if the roads were compelled by law not to issue free passes?"

"No. On the contrary, it would give satisfaction. The roads would have more friends."

Continuing with his suggestions, the governor said: "I would give every patron of the road just the same facilities. I would not make Alton Bay a billing point and not Lacomia, or Franklin a billing point and not Tilton. I would not make Nashua, Concord and Manchester billing points, and leave out Dover and Portsmouth," he said by way of illustration. "Every customer should have just the same rights without discrimination. I would not make a bank in Concord, and one or two in Manchester, places of deposit of large sums of railroad money and refuse to allow other banks on the line of the road to have deposits. There should be no partiality. All customers are entitled to the same fair treatment. I would not have a craving, carping lot of lawyers retained at great expense. I would not encourage a hungry lobby at every session of the legislature and waste vast sums of money. I would not meddle with politics or be influenced by demagogues and prejudiced by selfish sophistry, but would manage a railroad just the same as any other business. Then you will have the endorsement of the people."

"I would not be frightened out of my wits at the sound of the word electricity,



or think my road was to be ruined if an electric road was built."

"Under this reasoning why should not Laconia be entitled to the same rates on the transportation of coal from Portsmouth as Concord?" was asked.

"You have asked just the right question. Laconia should have just the very same rate on coal from Portsmouth as Concord. In fact the rate should be lower, for Laconia is less distant from Portsmouth than Concord. Arbitrary rates on any one part of a system should be abolished. This would be in the interest of the people, and patrons of the road."

"You say the suggestions you make would mean, if carried out, only temporary improvement. What do you mean by this?"

"Now you have opened up the great question as to the ultimate control of railroads, and of which I can see but one solution. Railroads will be less valuable in the future, and of not so great a necessity as at present. The invention of man will revolutionize methods of transportation. Motor carriages in all styles will be competitors, and the large capitalization incident to early construction must be reduced or some other plan adopted. The only feasible plan that I can see is for the government to take the railroads and telegraph systems under control. You may say that this suggestion borders on socialism, but I can assure you that some of the greatest thinkers and most conservative men look at this question in the same way."

Asked for his idea as to how the general government should go to work to operate these great systems, the govern-

nor said, "Of course any plan would be an experiment but I would suggest that each state elect a national railroad commissioner at their general elections for the same length of term as that of the governor. The body as a whole would be called the National Board of Railroad Commissioners, one of whom should be president with other necessary officers. This commission should assemble in Washington and be given full power by congress to manage the railroads with the necessary safeguards to protect all interests. That all employees should be appointed under a system of civil service rules, which would prevent their respective positions from being used for political purposes. Then every depot would be made a public building in which could be the postoffice and telegraph office. This would work a great saving to the government in the way of rent for postoffices and in transporting mail, not only by train, but to and from postoffices. Then the special business which would take the place of our present express companies would be done at the station. When this is once brought about you will have simplified, so far as possible, railroad transportation and have brought it to the highest state of perfection possible. With the railroads in the hands of the government you brush aside a lot of small railroad men with big heads and civilization can but have been benefited. Then the government would not care whether Bill Jones or Bob Smith built an electric or compressed air road between Concord and Franklin or between Franklin and Tilton.

"It's only the small fellow who stands

in the way of progress and cannot conceive of the Almighty working out his plans through the mind of some man whom we call an inventor but who is really a promoter of events through the dispensation of the Creator."

## CONCLUSION.

In closing this book, your attention is especially called to the manner in which the directors considered my interview at two secret meetings without giving me notice and then at the demand of B. A. Kimball, who procured a letter from Lucius Tuttle asking for my removal, decided on the dastardly insult, and helped consummate the perfidious, dishonorable act.

They know by their consciences whether they can look honest men in the face without a blush of shame betraying their countenances.

Your attention is especially called to the first interview which was considered hostile to the road and used by the directors as a pretext for removing me from the board. Can the reader discover in the interview any hostility to steam railroads that would justify such proceedings?



## FOOTNOTE

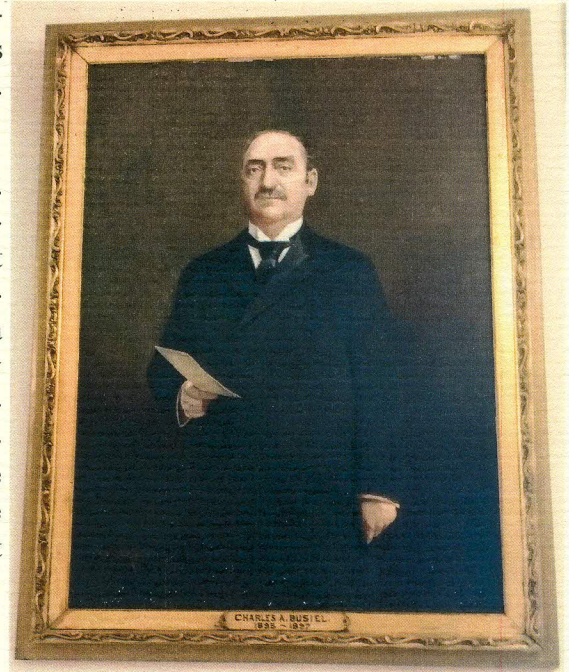


*Gallinger, US Capitol steps*

Governor Charles A. Busiel, a Democrat, was the first Mayor of the City of Laconia (1893-1895), and a wealthy manufacturer and investor (hosiery mills, railroads, banking), but was not successful in his “canvass” for a seat in the U.S. Senate following his one term as governor, noted on Page 9.

Both houses of the state legislature, meeting in joint convention on January 20, 1897, re-elected Republican incumbent Jacob H. Gallinger of Concord, a homeopathic doctor and surgeon, to a second six year term. Instead of Busiel the defeated Democratic candidate was former Congressman Hosea W. Parker of Claremont, a lawyer.

The people would not elect U.S. Senators until the 17th amendment was ratified in 1913, at which time, a year later, Gallinger would be re-elected to a fourth term, but this time by popular vote, an apparent testimony to his popularity and respect both within, and outside the political class of the state. He died in office four years later at the age of 81.



*Busiel, State House Portrait*



The message also announced that the Senate had passed a bill with the following title, in the passage of which it asks the concurrence of the House of Representatives:—An act to authorize the town of Lancaster to issue certain bonds. The bill was read twice and referred to the Committee on the Judiciary.

#### BILLS, ETC., INTRODUCED.

The following bills and joint resolutions were introduced, read twice, and referred as follows:

By Mr. Elwell of Exeter, An act in amendment of section 6 of chapter 83 of the Public Statutes, in relation to the settlement of paupers.

By Mr. Gerrish of Boscawen, An act in amendment of chapter 83, section 6, Public Statutes, relating to the settlement of paupers.

Severally to the Committee on County Affairs.

By Mr. Kendall of Benton, A joint resolution for the North and South road and Tunnel Stream road, in the town of Benton.

By Mr. Brown of Ossipee, A joint resolution in favor of the road near the south and west shores of Lake Ossipee, in the town of Ossipee.

Severally to the Committee on R

By Mr. Fessenden of Brookline, A joint resolution for the opening of fish through the ice in the town of

By Mr. Shirley of Andover, A joint resolution for the opening of fish through the ice in Highland lake in the town of

Severally to the Committee on F

By Mr. Chase of Bristol, An act for the regulation of fish culture. To the Committee on Agriculture.

By Mr. McKellips of Northumbria, A joint resolution for the regulation of the salaries of certain county officers. To the Committee on Coös county delegation, on motion of



#### IN CONVENTION.

The two branches of the Legislature, having met in joint convention at 12 o'clock noon, agreeably to the laws of the

United States, the journal of the Senate, containing its proceedings in the choice of a United States Senator on Tuesday, January 19, 1897, was read by the Clerk of the Senate; and the journal of the House, containing its proceedings in the choice of a United States Senator, on Tuesday, January 19, 1897, was read by the Clerk of the House; and it appearing that Jacob H. Gallinger had received a majority of all the votes cast in each branch of the Legislature, the chairman made declaration as follows:

Jacob H. Gallinger having been named as the choice of a majority of the members, and having a majority of all the votes cast in each branch of the Legislature, is declared elected to represent the state of New Hampshire in the Senate of the United States, for the full term of six years, beginning on the fourth day of March, 1897, and ending on the fourth day of March, 1903.

On motion of Senator Kennett,—*Resolved*, That a committee of three be appointed to notify the Hon. Jacob H. Gallinger of his election as United States Senator, and request his acceptance of that office; also to notify His Excellency the Governor of Mr. Gallinger's election as Senator to represent this state in the Congress of the United States, for the full term of six years, from the fourth day of March, 1897.

The chairman named as such committee, Senator Kennett of District No. 5, and Messrs. Clough of Alton and Ahern of Concord.

On motion of Senator Scott of District No. 15, the convention rose.

Mr. Leavitt o  
vote the motion

a viva voce

An act protect

On motion of  
Committee on tl

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