

CHASE S. OSBORN'S CONSCIENTIOUS AND GOOD WORK FOR THE PEOPLE IS CLEAR.

THE STRENUOUS DAYS OF RAILROAD LEGISLATION SHOW VALUABLE SERVICE AS A PUBLIC OFFICIAL.

St. Louis, Mo., March 26.—I know of no better method of arriving at a candid estimate of public service and loyalty than by a study of his past performance of public duties.

Mr. Osborn's services to the state as commissioner of railroads under Governor Pligree during his term of service under Pligree, continued Mr. Oren, "no man added more efficiently or effectively to the political situation which made adequate taxation of railroad properties a Michigan hereditary curse."

At his Altkinson bill, adopted March 15, 1899, was declared the law of the state on April 6, 1899. From the date of 1899 he obtained the passage of the bill creating the special commission, which was given supervision over all local assessing officers and which brought general provisions to an approximation of cash value and added to the general tax of the state the special tax on railroads; and which was also given authority to make a railroad valuation, resulting in the Cooley and Adams appraisal. He also obtained the appointment of a commission to negotiate the repeal of the special railroad charters, of which Mr. Osborn by virtue of his position became the head.

At this session Governor Pligree failed to get a resolution adopted for submission of a constitution for the special session called for October, 1899, but in October, 1900, by his coup in assembling the legislature a month before the general election, he got a proper resolution adopted, which was overwhelmingly ratified at the polls. Also at this session the report and suggestions of Mr. Osborn's commission on the special railroad charters were reported.

Governor Pligree, after the overwhelming victory of the constitutional amendment at the polls, returned ready for his own administration of the legislature to the repeal of the Atkinson bill and the putting of the system of taxation into effect, and he caused the legislature to pass the amendment in special session on December 6, 1900. The result of this session was disappointing and the governor retired at the end of the year, realizing that he had in fact won his taxation victory.

Mr. Osborn's report to the governor, dated December 31, 1900, expressed doubts regarding the expediency of framing an adequate, equitable and satisfactory ad valorem tax law along the lines of the Atkinson bill that would be as satisfactory as the system then in vogue if THE L. T. FEE WAS REPEALED AND PLACED AT AN ADEQUATE RATE.

Subsequent events justified this doubt, as the Chandler bill on railroads on an ad valorem basis differed in many essentials from the so-called Atkinson bill.

When Governor Pligree tendered the position of commissioner of railroads to Mr. Osborn, he declined the times before acceptance the latter frankly told him his views on the subject and expressed the doubts which were expressed in the report quoted from.

THE STRIKING PHILADELPHIA STREET CAR MEN GRADUALLY DRIFTING BACK TO WORK.

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