

ties, is he who grows most in the direction of this larger life. If a man's soul shrivels with age, if his interests contract and his horizon narrows, he is a failure, though he may totter to the grave weighted with the prizes of earth. He who starts out with ideals, and ends with pessimism, makes a botch of life. He may have grown rich, but he has also grown small. A man's success is sometimes like the ascent of a pyramid, the higher it gets the smaller it becomes. Exclusiveness is one of the signs of a bad society. A man starts at the bottom. The smell of the earth is upon him. Sweat is on his face. He is one of a multitude. The circle of his friendship is wide and genuine. But he succeeds. He climbs to some high place. Thereupon he shuns his old companions; he denies his poor relations. The impulse of the heart is no longer in his hand-shake. There is less of the spirit of brotherhood in him. This is a miserable success. The man goes into moral bankruptcy to make a fortune.

This is not the success of which we speak. It is not success at all. More often it is failure. The successful man is he who lives most; whose heart throbs with the most generous impulses; whose life abounds most with human sympathies; whose thoughts are ever widening; who sees more good and takes more joy in life with each passing year.

It is not how much we have, but how much enjoyment we get out of what we have, that measures our success. It is not enjoyment in the superficial sense, but the deepening satisfaction and the growing peace which come with wider thoughts and higher aims.

HERBERT S. BIGELOW.

UNCLE SAM'S LETTERS TO JOHN BULL.

Printed from the Original MS.

Dear John: I had a dream the other night. It was all about this new fangled discovery. I didn't take any stock in it at first, and it made the inventor mad. "Darn ye," he says, "I'll show ye. I cannot only graft the spirit of a live dead man onto a dead live man, but I can make ye own up that I can do it. Now, if ye dare!"

Well, Theodore was in his usual state of coma regardin' the meat trust and the coal trust, and I says, says I, to the inventor:

"Look here! Graft the spirit of Andrew Jackson onto Theodore Roosevelt, and if it makes any difference I give in, and you can have a patent, too."

"Well," says he, "It's partly electrical and partly psychological; but go to the cabinet meetin' to-morrow and you'll see it's done."

"All right!" says I; and then I wakened up mighty bright, for with Old Hickory in as president I knew there'd be somethin' movin'; but I didn't know rightly what, and the inventor was so confident I felt he had backin'.

So next mornin' I went up to the cabinet meeting, and there, sure enough, was Andrew Jackson sittin' at the table, but the cabinet was struck dumb. They were standin' around in little groups, as if goin' to talk, but not a word did they say. A man 'd open his mouth to speak, and then keep it open.

"Hello, Andy!" said I. "Ain't science great? I never expected to see you president again. It's a wonderful change."

"Pooh, Sam!" says he, "the great change is in you. What's the matter with you, man? Hain't ye got no backbone? They tell me that these trusts and grafters have ye bound hand an' foot, and ye don't try any more to get loose."

"It's constitutional limitations, Andy," said I, "and vested rights; and—"

"Oh, git out!" says he. "It's grand larceny, and what you want is an administration that will administer. Cattle only five cents, and meat eighteen cents a pound; coal worth three dollars, and sold at seven; a little figgerin' and a big boot is what you want, Sammy. Your courts ain't worth a cuss against a rich rascal, Sam, but you keep your eye open and you'll see 'em hunt their holes, even as it is."

"Well, Andy," says I, "what help can I give you?"

"I shan't want much help," says he. "I'd like to have a cabinet with some sand in its craw. Use this new graft, Sam, on this cabinet. Give me the spirit of John P. Altgeld for my attorney general, and—let's see—John A. Rawlins, Grant's old chief of staff, for secretary of war, and I think that'll make a workin' team to begin with. The remainder of them wood-horses may go out under the shed." He nodded toward the honorable cabinet. "Bye, bye, Sammy! Come in to-morrow!"

The people had heard of the change; and as I went down the capitol steps a boy was singin' an old campaign song of Jackson's time:

Old General Jackson, he don't care a peg;
He is straight up and down like a dog's hind leg.

"I'd know I was a dreamin'," said I. "If it wasn't that I distinctly remember wakenin' up."

UNCLE SAM.

TOM JOHNSON'S FIGHT. THE TRACTION STRUGGLE IN CLEVELAND.

George E. Hooker, in the Chicago Daily News of October 11, 1904.

Cleveland's progressive movement has much to its credit. There is, for example, the splendid "group plan," a \$15,000,000 or \$20,000,000 scheme—already in part under way—for erecting on the lake front about a central mall five or more monumental buildings.

The water department, superintended by Prof. E. W. Bemis, has been placed on a merit basis, and the metering of the service has been carried out with unexampled rapidity since 1901. About one-half the total number of services, including those of all the large users, have been metered, and the bills of domestic users of meters have fallen 25 per cent. At the same time the pumpage, instead of increasing at the precedent rate of one-third every three years, has decreased seven per cent. during the last three years, thus obviating expensive extensions of plant. Despite certain political demonstrations against the metering plan, the public seems well satisfied with it.

A new water tunnel to a four-mile crib was opened last spring for supplying the whole city and the day of filtering and boiling water in Cleveland is claimed to be over. A system of main intercepting sewers to discharge ten miles down the lake, where purification can be undertaken, has also been entered upon and is expected to be completed in five years at a cost of \$10,000,000.

The school administration is progressive, the parks have been much popularized of late, the care of the streets has been conspicuously improved and a boys' farm of nearly 300 acres has been made an adjunct of the recently established juvenile court.

The street car question, however, overshadows all others in continued popular interest. Mayor Johnson demands three-cent fares, with universal transfers. The operating company declares these terms financially impossible, while at the same time exerting every power to prevent any new company from putting them into practice, either on the existing lines or on a duplicate system.

Cleveland's recent traction history has been stormy indeed. Until seven or eight years ago the companies had matters pretty much their own way. Their grants—for approximately 200 miles of single track—were obtained

at different periods from about 1860, and usually for 20 or 25 years. Beginning in the late '70's renewals were secured at different times, to expire at varying dates from September of this year to 1914. The "Big Consolidated" and the "Little Consolidated"—Mark Hanna having long been the controlling figure in the latter—were combined a year or two ago into the Cleveland Electric Railway company, which now operates all the mileage of the city and several suburban lines.

In 1897 a vigorous effort was made to secure a general renewal of existing street car franchises and, despite popular agitation, a renewal ordinance at one time passed its second reading in the council. It was finally halted, however, and matters rested. The advent of Tom Johnson as mayor in 1901 brought the question again to the front. He challenged the companies with his low fare demands. They were anxious for a renewal grant, but they declined it on his terms and chose to wait.

The mayor thereupon took the aggressive. He determined upon the Detroit plan, by which, under Mayor Pingree, a new company built a duplicate system, ever since operated with eight tickets for a quarter.

For years, however, the Ohio legislature, dominated by traction interests, had been hedging up the way against such a move. The statutes rendered it exceedingly easy to grant "extensions" of existing lines or renewals of existing rights to an existing company, but exceedingly difficult to confer a valid grant upon a new company. Mayor Johnson produced a three-cent company ready to enter the field, and a grant was made to it for an extensive new system. This grant was speedily invalidated in the courts on technical grounds.

A different line of tactics was then chosen: It was decided to confer a franchise upon a new company for a single short line, the technical requirements for which could more easily be met, and then to grant to this company, as fast as they should fall in, the lines of the old company, with due provision for paying the latter for the value of the plants. A grant was accordingly made nearly a year ago to a new company for a new line three miles long in the outskirts, on the basis of three-cent fares and a universal transfer for this and all other lines subsequently operated by the company, and with a provision for city purchase at any time. The old company, however, got an injunction

stopping construction when the line was half finished, and the matter is still in court.

A few months ago a grant was made to this three-cent company for two lines of the old company—one expiring September 20 of this year and the other in April of next year—equitable payment for the existing plant being required. But the execution of this grant was likewise promptly enjoined by a United States judge at the instance of the old company.

Moreover, this injunction was obtained on a basis wholly unforeseen by the public. It was secured on the absolutely novel claim that the existing grants of the operating company—expiring, according to their terms, at different periods from 1904 to 1914—are, through various implications, effectually extended until the latter date. The claim is a complete surprise to the people of Cleveland.

Looked at broadly, the obstructive tactics thus far successfully used by the Cleveland traction interests to defy and defeat the city, are a significant comment upon the general policy of intrenching great public service corporations in the municipal body politic, where, when once established they can pursue the plan of "tiring out the people."

The general admission, too, that in the case of Cleveland these interests are virtually backed by the State legislature—working through its discreditable code revisions—not to say by the State courts and the State board of elections, emphasizes again the dependence of municipal reform upon State reform.

It is impossible to suppose that the municipalities of Ohio will permanently submit to have charters thrust upon them without being consulted, to have "separate city elections" abolished by a high-handed political maneuver in the interest of local monopolies and to have their will effectually nullified by outside machinery as to the administration of these monopolies. Mayor Johnson's struggle for home rule in respect to the traction question is of far-reaching import. It is clearly the principal item in Cleveland's progressive movement.

"You say he has a visionary and impractical nature?"

"Yes," answered the girl who is employed in the post office; "he is one of those people who write 'Rush' on an envelope instead of putting on a special delivery stamp."—Washington Star.

THE PEOPLE ARE NOT FOOLS.

A portion of a speech delivered by Gov. L. F. C. Garvin in East Providence, R. I., Friday evening, October 28, 1904.

It has been long manifest that the active Republican leaders of Rhode Island have an utter contempt for the intelligence of the voters, both as a whole and in sections. They treat this constituency as non compos mentis.

Acting upon this low estimate of public intelligence, the State House machine has engaged in such petty tricks that to call them "peanut politics" is to magnify and ennoble them an hundred fold. It is needless to recall the numerous indignities thrust at the Governor as president of the Senate; but scarcely less foolish have been the continued attempts to throttle the minority. It must be borne in mind all the time that the majority, both in the Senate and House, who do those ridiculous things are merely the marionettes made to dance by the party managers who put them there.

Last year and this, although the Democrats have almost as many members of the House as the dominant party, the most important committees, against all precedent and public safety, have been made up of Republicans. Only by the most strenuous efforts have the Democrats of the House, both last year and this, been able to shame the Republican speaker into giving them any representation. In the Senate the committee on finance and the committee on corporations (often called the "boodle committee") are partisan in character. The cities of Providence, Newport and Central Falls, although ably represented in the Senate, have no place on any important committee, because, forsooth, those constituencies preferred to elect Democrats. This proscription of opponents is supposed by the machine to make votes for its party!

Analogous to their action in shutting Democrats off of leading committees is the scheme, in vogue now or three years, of refusing to report from committees the bills and resolutions introduced by Democrats. The object the Machine has in view apparently, is to prevent discussion, and thereby keep the public from knowing the merits of the measures, and at the same time prevent members of the majority from going on record directly upon such propositions, for instance, as the giving of the veto power to the Governor.

A like belittling of public opinion is shown in the buying up of all open dates of Infantry and Music halls, not for the purpose of using them, but, as in the 1892 campaign, in order to prevent the presentation of Democratic issues by