

the light of his eyes and the joy of his heart, the queen of his flat and the mother of his children, would vote. And so on election day the women are, as Henry James might say, "beautifully left."

Now these are the women we want to reach. Some women see fit to work for the Republican and Democratic parties in their clubs. But the Harlem League does not believe in working for politicians, no matter how good their platform may otherwise be, who will not work for woman suffrage. It does believe in women registering their approval or disapproval of officials and their public policy at the ballot box, and it trusts that every woman living in New York City, who reads this, will come out that day and vote. If they have realized the true meaning of their disfranchisement in a representative government, we think they will.

MAUD MALONE.

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THE NEW YORK ELECTION.

New York, Oct. 30.—Hearst, in my opinion, is far from being an ideal candidate and is unreliable; but he does stand for something, while Hughes stands for nothing, and most of us here are supporting Hearst.

Hughes has behind him every monopoly-loving, reactionary force in the city and State, every newspaper but Hearst's own, and every consecrated humbug and hypocrite. It is almost impossible to avoid loving Hearst for the enemies he has made. Never before in the history of the State has such a vindictive, mendacious campaign been made against any man or ticket.

The situation was well portrayed in The Public's article on Hearst. The fact is that no matter how much we may like or dislike Hearst, we are compelled to support him. As to his chances of election, that is mere guesswork. Money is being used like water on the labor fakirs, with the result of many apparent desertions from the Hearst standard. But the Hearst managers assert that the labor fakirs have no following and control no votes but their own.

Both sides are claiming victory by large majorities, but of course that is only a bit of customary electioneering. Hearst is undoubtedly strong in New York City, and some of our friends who have toured the State (notably Alfred J. Boulton), say that the indications are for a landslide to Hearst.

However the election may go, there is no doubt that Hearst has stirred up the dry bones so that they have become living men. Never before has there been so much interest in economic discussion.

Hearst is telling the people in his speeches that if the campaign fails, he will go right on with the fight notwithstanding, and carry on a succession of campaigns until he wins.

L. T.

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THE DETROIT ELECTION.

Detroit, Mich., Oct. 27.—A great struggle is going on in Detroit for a new franchise for the Detroit United Railway. Detroit has 187 miles of street car tracks. These have been built under various franchises, running from three to nineteen years; but the heart of the system occupying the main streets and carrying the great bulk of the passenger traffic, expires in three years. For a new franchise, running eighteen

years, the D. U. R. offers fares for two and a half cents five hours in the day—three hours in the morning and two hours in the afternoon—and six tickets for twenty-five cents the other nineteen hours, all with universal transfers.

Opposed to the proposed franchise are two classes: those who want municipal ownership, and those who demand three cent fares at all hours, with universal transfers. The D. U. R. has put in operation its proposed rates of fare, so that the public can see how it feels to be carried for two and a half cents, but those who want a three cent fare all day are not satisfied, and demand that the company also give the public a taste of three cent fares.

The company is spending thousands of dollars "educating the public" into granting a new franchise, but at the present writing it looks as if the proposition will lose, as it is being shown that the proposed rates will enable the company to pay six per cent. interest on \$20,000,000 of watered stock, the roads being bonded for \$30,000,000 while costing only \$10,000,000. Last year the company carried 87,000,000 passengers at an average cost (its own figures) of 3.58 cents each. The general belief is that the cost has been padded; the receipts of the road from other sources, such as freighting, have been suppressed, and as the company carried 10,000 cars of freight last year, there is a general curiosity as to the profits of this business.

If the franchise proposition carries at the November election it knocks out the present three cent lines which carried nearly 30,000,000 passengers last year, and ties up the city until 1924. The proposed franchise apparently provides for public ownership in 1924, but it is coupled with other propositions that render it inoperative.

The fact of the matter is the D. U. R. is practically offering a bribe of two and a half cent fares five hours in the day for the purpose of getting a franchise that Tom L. Johnson says is worth at least \$15,000,000 anyway, and that enables the corporation to charge five cents for a single fare.

Codd, Republican, is running for mayor and supporting the proposition, while Thompson, Democrat, is in opposition. So fierce is the fight over this question that the congressional battle, where F. F. Ingram is running in the First district, is being lost sight of. And his election would be worth more to Detroit than the election of any other candidate for any other office. He is making a good fight, but has a majority of 8,000 to overcome. Denby, smooth and politic, and a lieutenant of Cannon, is his opponent.

JUDSON GRENELL.

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CLEVELAND TRACTION.

Cleveland, Oct. 27, 1906.—The traction fight which has been waged in Cleveland for the past five years seems to be nearing the end, with a complete victory for the people.

The Cleveland Electric, generally known here as the "Con Con," operates 235 miles of street railway. This, together with the rolling stock, power house and car barns, is valued by street car railway experts at \$12,000,000, and is represented by bond issues to that amount. The stock of the company, which is

entirely water and is now selling at 63, has a face value of \$23,340,000. To protect this water the company has maintained a vigorous fight for the past ten years for an extension of franchise. To prevent this, Mayor Johnson five years ago laid the foundation for competing lines on which the rate of fare should not be over three cents. To balk Mayor Johnson the late Senator Hanna took so drastic a measure as to tear down the municipal government of Cleveland. During the past three and a half years the fight has continued without abatement. It is now terrifically intensified by the appearance of the rolling stock for the new company, which is generally spoken of here as the "Three-fer." These cars will probably be in operation before this article goes into print, as the first are due here on the 30th.

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A brief history of what is now going on here may be told in complete detail by the recital of a few facts.

On the 9th day of September, 1903, four months after the new municipal government of Cleveland had been in operation, the Council, acting on the advice of Mayor Johnson, granted to Albert E. Green the right to construct a three cent fare line on Denison avenue. This thoroughfare is three miles long, extending east and west on the outskirts of the city. On the 21st day of the following December the City Council granted to the Forest City Railway Co., as successors to Albert E. Green, the right to extend northward on Fulton Road the Denison avenue grant. This covered a distance of two miles, and brought the tracks to Detroit street, not far from the tracks owned by the city and located on what is called the Viaduct, the same being an elevated roadway over the Cuyahoga valley connecting the east and west sides of the city. The tracks of the "Con Con" on Superior street, which is at the eastern approach of the Viaduct, are known as "free territory," and go to the Public Square, which is the heart of the city. "Free territory" consists of those parts of streets where franchises have been granted in the past but the city has reserved the right to grant other lines the use of the tracks and wires on such terms as the old company and the new may agree upon; in the event of a disagreement the Council to fix the terms and conditions for the joint use thereof.

Shortly after the granting of the extension on Fulton Road the "Con Con" commenced through alleged taxpayers many law suits. Temporary injunctions were granted in each and every instance. The battle in the courts was then on. The last of these injunctions, numbering an even dozen, were dismissed by the Ohio Supreme Court during the close of the term last June. Legal obstructions having been removed, Mayor Johnson became very active in order to protect the people from future aggressions by traction interests. He was instrumental in having the Municipal Traction Co. organized. This company has but five stockholders, who are also directors of the company. The Municipal Traction Co. has leased the property of the Forest City Railway Co. The lease provides that the stock which was sold to the people of Cleveland at ninety cents on the dollar should never pay more than six per cent. per annum. The Municipal Traction Co. will therefore operate this

property in the interests of the street car patrons of Cleveland. It has so arranged matters that in case of the death of a member his estate is prohibited from making any claim against the company. When the State finally empowers the city to own and operate a street car system this company will transfer its property to the city at cost of reproduction, less depreciation, plus ten per cent.

Immediately following the sale of stock, active work in track building was inaugurated, and today fourteen miles of rails are down, overhead construction completed, and power houses in readiness to operate the line up to the last point of contention, which is at the intersection of Detroit street and Fulton road. It has always been believed that this 650 feet of track on Detroit street from Fulton Road to the Viaduct was "free territory." This the "Con Con" denies. A temporary restraining order issued against the "Three-fer" has been issued. The case will be heard on its merits and possibly will be decided within the next week.

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Sixteen months ago Judge Robert Taylor of the United States Court for the Northern District of Ohio, held that the "Con Con's" franchise on Central and Quincy avenues had expired on March 22, 1905. The Council has in the meantime granted to the "Three-fer" the right to operate on these two routes, which extend eastward from the Public Square. These two streets are reached by traversing the free territory tracks in the down town portion of the city. A gang of workmen commenced tearing up Brownell street on the 23rd to make this connection. Two injunctions were immediately granted. As soon as these are determined, which will undoubtedly be done in the course of a few days in favor of the city, the work will proceed. The two injunctions are respectively Numbers 25 and 26 and like the other 24, are considered by the friends of the "Three-fer" as merely "fakes" brought to delay and hinder the "Three-fer" and confuse the public. The "Three-fers" will commence tearing up the track and replace the same with rails of their own. Whether the "Con Con" will have all its track torn out and thrown in the gutter as junk or agree to sell its roadbed to the "Three-fer," remains to be seen.

On the 26th at one p. m., the Chief of Police, under orders from Director of Public Works Springborn, ordered the stoppage of "Con Con" cars on the expired grant on Erie street, which is part of the Central-Quincy route. This stretch of track is about one thousand feet long, and is used by three lines for looping the evening cars other than the regulars, being known as "trippers." Notwithstanding the fact that the "Con Con" knew of the city's intention at 1:30 o'clock, no effort was made to notify the employes; in fact the officers of the "Con Con" were not satisfied with the confusion which was sure to result from its employes not receiving proper orders, but they added to this confusion by bringing out all of their old cars and a number of their summer cars. This caused an almost inextricable blockade, for in Cleveland all main arteries converge at the Public Square, which means that 800 "Con Con" cars were obliged to go backward and forward, up and down wrong tracks, in order to enable the men to get the cars out of the Square. The officers of

the company were responsible for this chaotic condition, and they left the motormen and conductors to bring order out of the chaos they had produced. Thousands of people were thus inconvenienced and exasperated.

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The Cleveland Press, whose owner, E. W. Scripps, has jointly with Mayor Johnson guaranteed the stock of the Forest City Railway Co., on the 27th reproduced a contract in facsimile between the "Con Con" and a newspaper here which provides not only for display space but for editorial matter. The entire press of the city, with the exception of the Press and the Waechter and Anzeiger, have been running their daily bulletins, which occupy about three columns of space. Up to date 94 of these bulletins have been published. It is possible that Hearst's much denounced "yellow" papers would sell advertising space to public utility corporations, but it is not likely that the editorial columns would therefore ignore outrages committed upon the public as these highly respectable Cleveland papers have done.

The Press charges that the publicity department of the "Con Con" has imported a man to conduct it who had charge of the publicity department of the steam railway companies which fought President Roosevelt's rate bill.

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"Con Con" stock that sold for 85 twenty months ago, is now quoted at 63. From now on it will continue to go lower until all the water is squeezed out, and then nothing will remain but the bonds. The "Con Con" will never secure another franchise for the reason that the Municipal Traction Co. stands ready to take over its franchises as fast as they expire, with grants that may be revoked at will.

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Thus Mayor Johnson is giving to the people all the benefits of municipal ownership of street railways without the danger of that direct ownership which many good people fear. He is doing more than this; he is setting an example to all other municipalities that find themselves in the same situation as Cleveland. What he was prevented from doing directly he has achieved indirectly. This means not only the solution of the street railway problem, but also that of gas, of water, of light and of all kindred public services.

Mayor Johnson has pulled the fangs of monopoly by preventing stock jobbery. He has devised a scheme whereby public utilities will henceforth be run for the public good, and not for private gain. By his method the influence of the people who prevent good municipal government will be nullified. The city will know itself, and the dream of the enthusiast will soon be realized, the hope of the fundamental Democrat attained, and the way blazed for complete industrial freedom.

D. S. LUTHER.

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 Little beds of flowers,
 Little coats of paint,
 Make a pleasant cottage
 Out of one that ain't.

—Unknown.

NEWS NARRATIVE

To use the reference figures of this Department for obtaining continuous news narratives:

Observe the reference figures in any article; turn back to the page they indicate and find there the next preceding article on the same subject; observe the reference figures in that article, and turn back as before; continue until you come to the earliest article on the subject; then retrace your course through the indicated pages, reading each article in chronological order, and you will have a continuous news narrative of the subject from its historical beginnings to date.

Week ending Wednesday, October 31.

Denial and Affirmation of the Monroe Doctrine.

The courses of the Theodore Roosevelt professorship of American History at the University of Berlin were opened on the 27th, in the presence of the Emperor, by the first incumbent of the chair, Professor John W. Burgess, of Columbia University, New York. On a later date Professor Burgess was to begin the development of his especial subject, "The Constitution and Constitutional History of the United States." On this first occasion he confined himself to reading a letter from the President of the United States to himself, authorizing most friendly greetings to the University, and to delivering a short address in German on somewhat general subjects. This address was promptly printed on the University press, and was widely circulated in official and scholastic circles. The following two paragraphs immediately attracted attention, and were cabled to this country:

In my first meeting with the President after my appointment to this professorship it pleased him to address me as an ambassador of peace, friendship and civilization. He gave proof through this that he recognized and appreciated the great idea which his majesty, the highly gifted and magnanimous German Emperor, gave to the world Jan. 1, 1906. It is the opinion of the President, it is the opinion of my countrymen in general, that this idea is the most pregnant that has come forth in our time, and that it gives evidence of the great sense of culture and extraordinary political wisdom of its mighty author.

The execution of this idea makes it possible to subject questions of the highest importance, which can scarcely be touched upon in a diplomatic way, to the most fundamental examination and the most friendly consideration. There are, for example, two doctrines in the policy of the United States which are regarded as almost holy doctrines, the discussion of which may not even be proposed by a foreign power without risk of awakening hostility in the United States. These are the high protective tariff theory and the Monroe doctrine. Our politicians do not appear to have the least notion that both of these doctrines are almost obsolete, and that the reconstruction of European states and their constitutions, and the acceptance by the United States itself of its position as a world power, have made them both nearly senseless.

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What appears to be a repudiation of the position of Professor Burgess on the Monroe doctrine appeared in an Associated Press dispatch from Washington under date of the 30th, which reported that:

At the White House today it was said that Professor Burgess is simply a private citizen, holding no official