

men without pay"—and they laugh in his face!

We think we know why the people of two millenniums ago rejected this philosophy; but do we know why the people of to-day reject it also?

EDWARD HOWELL PUTNAM.

## EDITORIAL CORRESPONDENCE

### CLEVELAND.

Cleveland, June 4.—Mayor Johnson's low-fare and municipal-ownership "outing" yesterday has proved to be a more effective factor in promoting the municipal-ownership movement than its organizers had hoped for. Their hopes had been raised to a pretty high pitch by the expectation of a joint meeting of Mayor Johnson, of Cleveland, and Mayor Dunne, of Chicago, as representatives of the two cities in which that movement has taken most advanced shape. This expectation was chilled by the inability of Mayor Dunne to leave Chicago in time to keep his appointment. But Mayor Dunne's guest, Mr. Dalrymple, the manager of the municipal traction system of Glasgow, who attended at Mayor Dunne's request, made two casual remarks in his speech which, owing to their fatuous exploitation by the local traction interests, have furnished the low-fare and municipal-ownership advocates with some of their best material.

Quite in a casual way, Mr. Dalrymple remarked that less than five-cent fare would be quite impossible with universal transfers. This incidental remark was taken up, after the usual manner of American newspapers, and made much of, as if it had been the central point of Mr. Dalrymple's speech. All the changes were rung upon it, by means of labored editorials, interviews with beneficiaries of traction privileges, etc., to make it appear that this visiting expert was opposed to Mayor Johnson on the subject of low fares.

Also in a casual way Mr. Dalrymple said that municipal ownership in order to succeed must be divorced from politics; and this remark was exploited as the judgment of a municipal ownership expert against municipal ownership where city government is influenced by politics.

In order to emphasize the importance of these remarks, great stress was laid upon Mr. Dalrymple's transcendent qualities as an expert in the management of the municipally owned traction lines of Glasgow. Consequently, the fact is more widely advertised in Cleveland to-day than anything else could have advertised it, that Glasgow has a municipally owned traction system, and that it has long been in successful operation—in every way su-

perior to the privately owned systems of the same country.

On the face of it Mr. Dalrymple's two statements noted above seem to the unthinking to be adverse to the low-fare and municipal-ownership movement.

Had this been otherwise, they would not have been exploited, and the occasion would have been allowed to pass as an ordinary political picnic. But that neither of them is in reality at all embarrassing a moment's thought will show.

That spoils politics must be kept out of municipal business is universally insisted upon by municipal ownership advocates. One of the prime arguments for municipal ownership and operation of traction service is that it is necessary to drive politics out of that service. The greatest political corruption of our cities to-day is directly traceable to the hand which municipal service corporations take in city politics. Mr. Dalrymple's statement on this point is therefore a welcome admonition to us, to get rid of political corruption in municipal government by getting rid of public service corporations.

On the subject of low fares, it is not remarkable that so good a traction expert as Mr. Dalrymple should make the mistake of supposing that universal transfers would necessitate five-cent fares, for he has no expert knowledge regarding transfers, transfers not being in use with him. He is opposed to transfers, as is every intelligent traction expert; for they operate to give some patrons more than their money's worth and others less. But he neither knows nor pretends to know, from experience, that universal transfers would necessitate five-cent fares. On this point he is flatly contradicted by the action of the president of the Cleveland system, who offers universal transfers with a four-cent fare. If transfers are impossible on a five-cent basis how can the present company give them on a four-cent basis?

But whatever may be the worth of Mr. Dalrymple's testimony on a point regarding which he is not an expert and does not speak from experience, there is no doubt of its value on the points regarding which he does speak from experience. And the value of this testimony is enhanced by the good character and ability as an expert which the Cleveland traction interests have given him in order to throw a glamour about his incidental remarks which they interpret in their own favor.

The real substance of Mr. Dalrymple's speech here was a strong endorsement of municipal ownership and operation with low fares. On these points he spoke from experience.

He said that the average cost per passenger in Glasgow is less than one-cent, and that the average fare per passenger is less than two cents. It is true that wages are lower in Glasgow, as are some other expenses. But all told these expenses are not 40 per cent. less, and to offset that lesser cost the expense of furnishing a seat to every passenger must be considered. There are no "strap hangers" in Glasgow. Nevertheless, the average cost per passenger is less than one-cent and the average fare is less than two cents.

So Mr. Dalrymple stated, and he is borne out by the official reports. By vouching for him as an expert, the traction interests save the other side all necessity for proving his competency as a witness, and the substance of his speech will live and agitate for low fares and municipal ownership long after his incidental remark about transfers—a remark not drawn from his experience but exploited by the traction interests, although their own management disproves it—has been forgotten.

Local politics are getting ready to boil. The gubernatorial campaign is on. Gov. Herrick has been renominated by the Republicans and the Democratic convention is to meet in a few days. Herrick has made himself very unpopular, even in his own party. Cox, of Cincinnati, has succeeded Hanna as State boss. Leading Democrats in different parts of the State are confident of defeating Herrick. This may be hoping for too much.

But the effect in Cleveland is marked. Johnson will doubtless be the Democratic candidate for reelection as Mayor, and there is no observable indication of any possibility of his being defeated at the polls. Republicans, plutocratic Democrats, the agents of corporations, all concede his reelection, and the democratic Democrats are confident. When the Republicans abolished Spring elections they expected to sweep Johnson under by mixing the vote on State officers with that on local officers. But now they fear that the effect will be reversed. Instead of being swept under by a Republican avalanche for State officers, Johnson is likely to sweep the Republicans under by a Johnson avalanche for city officers.

L. F. P.

## NEWS NARRATIVE

Week ending Thursday, June 8:

Dissolution of the Swedish-Norwegian Union.

Norway has declared her union with Sweden dissolved, and re-