

may expect that he will then pursue the wicked wall paper trust to the bitter end as it is well known that he never leaves unfinished anything he undertakes.

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In all probability, therefore, it is merely a question of time when we shall know all that is to be known about the pauper wall paper of Europe and the protected wall paper of the United States.

WM. E. M'KENNA.

EDITORIAL CORRESPONDENCE

MATTERS IN CLEVELAND AND NEW YORK.

Cleveland, Nov. 17.

One of the events of the Cleveland election which has been passed by with but little notice is the referendum adoption (p. 1094) of a franchise for a subway. This is one of the aftermaths of the Johnson administration. The franchise is for seventy-five years, with profit limitations, and provisions for city ownership at the end of the term.

What makes this franchise commercially possible in a city no larger than Cleveland, is the invention by A. B. Dupont of a subway traction mechanism which reduces the cost of subway construction fully two-thirds, with a further reduction for rolling stock and greater comfort for passengers.

A half mile full size model of Dupont's invention is now on exhibition in Cleveland; and among those who rode in the car over this length of track to-day were Tom L. Johnson, Senator J. W. Bucklin of Colorado, George A. Briggs of Elkhart, Dr. Wm. P. Hill of St. Louis, Daniel Kiefer and Fenton Lawson of Cincinnati, and W. S. U'Ren and W. G. Eggleston of Portland, Oregon.

The car is hardly deeper from roof to floor than the height of a tall man. The floor lies close to the track. The seats run crosswise from side to side, with an entrance door for each at each side of the car and no corridor within. Seats face each other as in an English railway carriage, though there are no compartment partitions. All the doors are opened or closed at once mechanically. There is no standing room—which makes the invention objectionable to traction magnates, since "the money is in the straps," as Mr. Yerkes used to say. The seating capacity is four in each seat, making eight in each set of seats, and 64 for the entire car. In the New York subway cars, much higher from floor to roof, much wider and longer, the seating capacity is only 48, but the standing capacity is expansive.

The construction of the Dupont car makes it possible to lay the subway only ten feet below the surface of the street and to avoid all the expense of tunneling.

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New York, Nov. 18.

One of John Z. White's lectures was given here to-night at Cooper Union, to a large audience before whom he is giving a series. The subject to-night was the French Revolution. Mr. White's friends

over the country will be glad to know that he has been accorded here by the Cooper Union management the honorary title of "Judge;" and as "Judge White" is easier than "John Z.," he may find himself judicially branded for life.

With others from far away and near by he is here in attendance at the first general conference of the Fels Fund Commission (pp. 1076, 1087, 1099) which is to meet to-morrow at the rooms of the Liberal Club. Among those already here for that purpose from outside of New York are Daniel Kiefer, the chairman, and Tom L. Johnson, the treasurer, both of Ohio, and Lincoln Steffens of Connecticut, George A. Briggs of Indiana, and Frederic C. Howe of Ohio, all of the Commission; also John Z. White of Chicago, Frank Stephens of Philadelphia, Dr. W. P. Hill of St. Louis, W. S. U'Ren and W. G. Eggleston of Portland, Oregon, and Senator Jas. W. Bucklin of Colorado.

L. F. P.

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ON THE BRINK OF AN ABYSS.

Langdon, Canada.

The evil effects of one crop failure on the renting class, on the millions of tenants, show how near a large proportion of our rural population is hovering on the brink of the abyss of poverty and absolute want. And under landlordism this dire evil will ever be present to threaten.

In many sections of the Western States and Canada this season's crop has been practically lost through drought. Because of this failure many a small farm will be absorbed into the larger holdings of the rich landlord, and the small farmer who has been taxed to death by the government and grafted by the corporations to the verge of bankruptcy, will be lost in the seething mass of drifting humanity.

But the magnificent holdings of the absentee landlord will be increased by the surrender of the little home, which, under present social and economic conditions, has proved unequal to the task of supporting a family in decency and comfort.

It is appalling to the thinking man, that such a large proportion of our substantial population should be driven so near the brink that one year's failure might topple them over. It is appalling to think that there is no more stability than this, in the agricultural classes, upon which the welfare of the nation rests.

Suppose we should have two or three or four droughts, as have occurred in Australia? What would happen in many of the Western States under such an increased stress when one year cuts so many small farmers and especially renting farmers, adrift? Many sections of country would be entirely depopulated. The farms, drained to their very utmost by the tribute levied by governments and landlords, would be unworked. The unstable populations, subject to the greed of rich landlords and oppressed by unjust taxation, would simply be forced to the large centers, to swell the army of the discontented and unemployed.

Suppose there were in force such wise taxation laws as have been urged and advocated by The Pub-