

tion progressed they discovered also, as they believed, that certain onerous exactions of the school authorities from the teaching body, and a despotic business policy which deprived the teaching body of all consultative functions, had a financial rather than a pedagogical animus. The teachers' organization, therefore, set about making a persistent campaign for the protection of the school system from financial starvation by the great business interests of the city, and the substitution of the democratic or professional for the despotic or arbitrarily executive policy of instruction. Meeting opposition from every other organized quarter, they sought the assistance of organized labor by sending regular delegates from their body to the Chicago Federation of Labor, and such assistance they are believed to have received.

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When Mayor Dunne came into office in 1905, he found seven expiring positions on the school board, and in filling these he named five appointees with especial reference to the controversy which by this time had been distinctly raised between what have been described as the pedagogical and the factory systems of public school management. These five were Jane Addams of Hull House, Mrs. Emmons Blaine, Dr. Cornelia De Bey, John C. Harding and Emil W. Ritter. But there were still 14 hold-over members—the law calling for the appointment of seven every year for three-year terms—and no constructive policy was possible. At the beginning of the present week, however, Mayor Dunne had seven more regular appointments to make, and one in addition to fill a vacancy. Of these eight, the Chicago Tribune reports that 10—within one of a majority—are “certain to support” the policy of the teachers' organization, that three more are likely to do so, that three are opposed, and that five are doubtful. The new appointees are the Rev. R. A. White (who succeeds himself), P. Shelly O’Ryan (who succeeds himself), and Raymond Robins, Louis F. Post, Wiley Wright Mills, Dr. John Guerin, John P. Sonstebly, and Philip Angsten.

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The school board of Chicago is an unsalaried body, which has full management of the school system, including the school property and tax appropriations. The school property includes, in addition to that which is used by the schools, some of the most valuable business sites in Chicago. These are the remnant of a large grant from the Federal government many years ago, the great bulk of which has been frittered away by school boards in the past; and as to the remnant there is constant pressure from business interests to divert it from the schools by long term and improvident leases. With reference to the bearing of Mayor Dunne's appointments on this matter, an apparently well-advised reporter explained as follows in the Chicago Examiner of the 9th:

The Mayor has told some of his advisers that it is his intention to appoint strong, virile men to the vacancies, in order that there may be an aggressive majority in the board. What is particularly desired is a board that will do something toward securing just assessments of the great corporate and individual estates of Chicago, one that will stir the board of assessors to more equitable

action and bring about a radical change from the policy of the last generation or so. One of the Mayor's friends called attention to the fact that under the State law every section numbered 16 in Illinois was originally allotted as school land. Section 16 in township 39, range 13, is bounded by State, Twelfth, Halsted and Madison streets, and of that square mile the school lands are now only about a block of property. Under the lax policy the Board of Education has for decades past been permitting the school properties to slip away and leasing them for wholly inadequate rentals, so that instead of owning one of the richest tracts of land in the world, it is now pitifully poor. What Judge Dunne will try to secure by his appointments to-night, the friend continued, will be to name a board that will conserve the property that is left and get the best possible return for it, and which will also endeavor to bring about a system of taxation that will give the board the money to do the work it ought to do. As the Mayor's friend put it, the big moneyed interests, both individual and corporate, have been well content with the sort of board that has for a long time been in control, and the fear that an active, aggressive body may upset the old policy has stirred them to activity in the behalf of so-called conservative appointments.

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The new Board organized on the 11th. On motion of Mrs. Blaine, seconded by Miss Addams, Emil W. Ritter was unanimously elected president. Dr. Kuflewski was elected vice-president.

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Chicago Traction Question.

Indications of trouble in the settlement of traction matters in Chicago (p. 299) were apparent at the meeting on the 9th of the transportation committee of the City Council. As the traction situation now stands, either the old companies must make an adjustment on fair terms, in which case the traction controversy is at an end and Mayor Dunne's municipal ownership policy will be realized, or the old companies must be guilty of palpable bad faith, in which case the public will no longer tolerate any negotiations with them and Mayor Dunne's policy will be realized through other agencies. The indications now are that the companies may adopt the latter course.

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At the meeting in question the counsel for the City Railway Company, Mr. John P. Wilson, made this explanation, as reported in the Record-Herald of the 10th:

We have completed the schedules of tangible property values, and have furnished them to your experts. We have no statement for submission on intangible values. These involve legal questions; on the tangible values no legal questions are involved. On the intangible values the companies have nothing that the city does not possess. Under the decisions of the United States Supreme Court there are open questions about our rights in certain streets, and I have advised the City Railway Company that no progress can be made by making up values according to streets. There are streets where it would be hopeless to expect an agreement. I do not see any way in which detailed franchise values can be submitted. It is not necessary for us to do this to enable the city and its experts to form values from the city's point of view. The City Railway Company has not concluded its ascertainment of intangible values, because there are mixed questions of law and fact in the matter. We will submit a single amount as the value of our intangible property by the time the values of tangible property have been fixed. I have talked over this plan with Mr. Gurley of the Chicago Union Traction Company and their position is practically the same as ours.

After discussion, which resulted in the refusal by

the companies even to name the streets on which they claim to own franchises, Mr. Walter L. Fisher, the special counsel for the city, said:

It seems to me that we have come to the parting of the ways. This means either war or peace. If it means war, the sooner we know it the better it will be for ourselves and the public. I thought this question of intangible values was to be treated precisely the same as the question of tangible values. Now you are going to hold back what is necessary to an understanding of your claims. If the idea is that the companies are going to name a lump sum, let us know it; if the companies are going to play the same old game of holding off and saying they have rights, let us know it. Obviously this is not what was expected here.

For the present the matter rests at this point, the present refusal of the companies standing directly at variance with their previous promises. But in an interview in the Daily News on the 10th Mr. Fisher declared that—

The companies might as well understand right now that the city is bound to go ahead one way or another. The patience of the aldermen on the local transportation committee is surely being tried, and it is plainly a question of whether the companies realize that. If they do, it is for their interests to stop their present methods at once. They cannot expect to go on promising to do things and then decline to live up to their word. It won't do at all. The meeting of the committee next Monday may decide our future plans. It is up to the companies to demonstrate right now beyond any doubt that they either mean to do business fairly or tell the city they do not mean to be sincere.

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The Traction Question in Springfield.

A traction question has sprung up in Springfield, Ill., where the public utilities controversy heretofore has related to lighting (p. 7), the person to precipitate it being Alderman Bode, to whose courageous public service we called attention (p. 147) in May. An ordinance for a traction franchise for an extension from the main line was pending before the Council on the 2d, when Alderman Bode introduced an amendment to prevent the use of this ordinance as "a club" by the company upon the expiration of its main ordinance. Mr. Bode's amendment is worthy of consideration for use in other cities. It provided that—

This ordinance and all rights and privileges granted herein are expressly and solely applicable to the extensions named herein, and shall not be construed in any manner whatsoever as to extend the time of the franchises covering the tracks with which this extension connects; and it is further provided that, in consideration of the privileges granted herein, the said city of Springfield retains an option to purchase all tracks, wires, poles, etc., at such time as the franchise covering the tracks to which this extension connects shall expire; provided that should the city exercise this option, they shall pay the said railway company the value of material used and cost of installation and no more. It is further provided that in case of such purchase by the city the said railway company is hereby required, and by its acceptance of this ordinance hereby agrees, to surrender all rights and privileges granted herein without remuneration.

There was no expectation of the passage of the amendment; but Alderman Bode made a speech on the floor, reported in full in the State Register of the 3d, in which he so pointedly exposed the evident purpose of opposing the amendment that he scared some of the corporation aldermen, and the amendment was adopted by 8 to 6.

The Cleveland Traction Question.

Mayor Johnson's "holding company" plan of municipal traction (p. 318) is being vigorously promoted. President du Pont of the Municipal Company has been made general manager of the Forest City, the leasing company, and Fred C. Alber his assistant. The stock of the latter company is already heavily oversubscribed, but small local subscriptions are still solicited for the purpose of reducing the larger ones. Among the subscribers is Mayor Dunne of Chicago, who is reported from Cleveland as having subscribed for \$500 for himself and \$500 for Mrs. Dunne. Street work has begun and is being pushed with large groups of linemen and other workers. Mr. du Pont predicts actual operation by October.

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Opposition from the old company is expected, but the line of attack has not yet developed. Horace Andrews, president of this company, was reported by the Cleveland Plain Dealer on the 9th as saying: "We realize that the Forest City Railway Company has done more in the last sixty days than in all the rest of the time since its organization. We realize the situation thoroughly, and at the right time propose to act."

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Mayor Rose's Case.

In the case of Mayor W. W. Rose of Kansas City, Kansas (p. 158), the Supreme Court of that State handed down its decision on the 6th. Proceedings in contempt had been instituted against Mayor Rose, for accepting the office of Mayor after election to fill his own vacancy, which was caused by his resignation two days before the court decided against him in ouster proceedings and incapacitated him from holding the office during his original term. The decision orders him to vacate, fines him \$1,000, and orders his commitment to jail if the fine be not paid and the office vacated within 20 days. The court refused a stay of proceedings pending appeal to the Supreme Court of the United States. But on the 9th, upon the application of John H. Atwood, Justice Brewer of the Supreme Court of the United States granted a writ of error with a stay of proceedings. Mayor Rose will now remain in office until the Supreme Court of the United States decides his case.

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Judicial Clash in Denver.

An interesting and significant legal situation is reported from Denver. After the referendum election in Denver at which certain franchises were by a small popular majority (as per the count), granted to public utilities corporations (p. 181) the Honest Elections League and the Municipal Ownership League filed petitions in the District Court for a special grand jury investigation into alleged frauds perpetrated in the interest of the public utilities corporations. The District Court granted the petition; and, as the prosecuting attorney and the officer authorized by law to empanel the grand jury were in office as the result of the same alleged frauds, the court appointed special officers. This