

tional election is expected to go as the Vermont election does, for Vermont is a strong Republican State; but the rise or fall of its Republican majority is supposed to indicate the trend of national opinion. The Republican managers predicted on the eve of this election a Republican plurality of 25,000 or more, while the Democratic managers predicted 28,000 or less. The chairman of the Republican committee said:

With a good day we feel reasonably sure of 25,000, and we should look for more but for local conditions where fusion exists.

On the other hand the chairman of the Democratic committee thought the Democrats would be able to cut the Republican plurality well under 25,000. The night before the election he said:

If the Republican plurality is below 27,000 or 28,000, it would be a victory for the Democrats. We feel that if the figure is below 25,000 this year it is a sure indication that the national election will go Democratic.

The Republican leaders generally admitted that they would not come anywhere near the Republican plurality of 1900, and explained this by the apathy caused by a feeling that Roosevelt is certain of election. When the returns came in, however, the Republican plurality, was in round numbers 33,000. This exceeds the plurality of 1900 by about 2,000. The comparative figures from 1896 are as follows:

	Rep.	Dem.	Rep. plurality.	Dem. Per ct.
1896.....	53,247	14,855	38,392	22
1900.....	48,411	17,129	31,282	26
1904.....	47,000	14,000	33,000	23

At the Arkansas election Gov. Jefferson Davis was reelected, but by a vote falling far short of that for the remainder of the Democratic State ticket, which polled about 85 per cent. of the total vote.

After a bitter contest in the Democratic convention of Delaware on the 6th, Caleb Pennewell was nominated for governor. On the 7th the Democrats of Connecticut nominated A. Heaton Robertson for governor. The same party in New Hampshire nominated Henry B. Hollis for governor on the same day.

In Wisconsin the Democrats

nominated ex-Gov. George W. Peck on the 1st. A plank favoring the La Follette primary election plan for the nomination of all officers was rejected by a vote of 172 to 404, one favoring two-cents-a-mile railroad fares was changed to a demand for mileage books at two cents a mile, and a plank for the regulation of corporations was modified to satisfy the conservatives. William F. Vilas was leader of the convention.

The Socialists of this State nominated W. A. Arnold for governor, at their convention on the 4th.

At the Democratic primaries in Cleveland, on the 1st, where Mayor Johnson was opposed by a small faction of his party vigorously supported by the electric lighting and other local corporations, he and his friends won a pronounced victory. The three Democratic members of the council who have most prominently opposed his anti-corporation policy, were defeated by emphatic majorities; and out of the 13 candidates to be elected to the City Council, 9 of those nominated at these primaries were pro-Johnson men. The nominations were all made at the primaries; no conventions are to be held.

Following Judge Tuley's condemnation of the Chicago traction-extension ordinance now pending before the city council (p. 343), Judge Edward F. Dunne addressed the Fortschritt Turner Society at length on the same subject on the 4th. Besides also condemning the ordinance, Judge Dunne denounced the circumstances of its promotion as suspicious. In the course of this speech, which was an elaborate review of the history of the traction question and a careful argument on the proposed ordinance, Judge Dunne took occasion to say:

I was one of this community who advocated and worked for the election of Carter H. Harrison. Indeed, I think I may claim, without being guilty of exaggeration or conceit, that were it not for the fact that I succeeded, by going to Springfield and having a long and earnest talk with Clarence S. Darrow and having Mr. Darrow declare himself for Carter H. Harrison for Mayor, that Mr. Harrison would not

now be occupying his present position. I believed at the time, as the public in general believed, that Mr. Harrison was a man who would respect and keep his own words of promise to the people. It is because I advocated his election in private and did what I could as a citizen to procure that election that I feel that I have the right to discuss openly and fearlessly his present position on the traction question, and I propose to do so without fear or favor.

Judge Dunne then recited Mayor Harrison's pledges in detail, charging him with proposing now to violate them, and proceeded:

On March 20, 1903 Mr. Harrison stated: "Mr. Harrity took me up on a high mountain, as it were, and told me that the world was mine if I would betray the people of Chicago and extend the traction franchise." He has evidently made up his mind in August, 1904, to betray the people of Chicago and extend the traction franchise for in the proposed traction ordinance there is no provision for a referendum that he repeatedly and persistently pledged should appear thereon. . . .

Who was the man who took him up on the high mountain this Summer, and did that man tell him the world was his? . . . From a financial and economical standpoint, the most serious and far reaching question that has ever been presented to the citizens of Chicago is before us to-day. In 1883 the traction companies of this city were granted an extension of their franchises for a term of twenty years, which term expired in 1903. Shortly after these franchises were given in 1883 for twenty years the corporations securing the same were capitalized by the issuance of stocks and bonds to the amount of \$117,000,000. The recent report of Bion Arnold shows that the value of all the tangible property owned by these corporations did not exceed \$27,000,000. In other words, these traction companies, after the procurement of the franchises giving them the right to operate street cars in the city of Chicago for twenty years, sold to investors stocks and bonds to the extent of ninety millions of dollars in excess of the value of the tangible properties of the corporations, and the investing public regarded these franchises as being worth, and paid therefor, \$90,000,000 in excess of the tangible value of the property. These corporations, until within the last two or three years, have paid interest satisfactory to the stock and bondholders upon this enormous capitalization. The Federal census, taken three years before the extension of these franchises, shows that there were less than half a million people in the city of Chicago. In 1883, when the franchise was extended, there were

probably not 700,000 souls in the city of Chicago. If the right to operate street cars in a city having a population of less than 700,000 people for twenty years was capitalized in 1883, or shortly thereafter, at \$90,000,000 over and above the value of the tangible property, am I not safe in saying that the renewal of these franchises to-day, in a city having a population of 2,000,000, giving these companies the right to carry three times the number of passengers they carried in 1883 at the same rate of fare, is worth at least the sum of \$300,000,000? . . . This figure, however, must be modified in at least one respect. In 1883 there were no elevated roads in Chicago; in 1904 there are, and they are carrying, in all probability, not to exceed one-third of the total car-using population. Conceding—which I very much doubt—that they carry one-third of the population of Chicago, these figures would have to be modified to the extent of reducing the total value of the franchises from \$300,000,000 to \$200,000,000. The question then presented to the citizens of Chicago at the present time is, whether or not they will consent to make a gift to the traction companies of the exclusive right to operate cars on the streets of this city for twenty years, and to charge therefor the same prices that they charged in 1883—a nickel a ride. These franchises are worth \$200,000,000. Should they be handed over to private corporations as proposed by the Mayor of this city, or should they be retained by the people themselves? There seems to be but one answer to the proposition.

The traction companies of this city are to-day without franchises upon their trunk lines, even under the interpretation given to the act of 1865 by Judge Grosscup, and Judge Tuley truthfully says: "They have nothing but stub ends of tracks." If the city were to condemn the property of these companies to-day, as it has a right under the Mueller bill to do, and as I have been advocating in public and private for the last two years, it would only have to pay for the tangible property now owned by these companies and for a few unexpired franchises, which are of comparatively little value. By condemnation proceedings they could be acquired for a very reasonable figure at the present time. But if this proposed ordinance be granted, as a citizen and as a lawyer, I tell you that the city will be utterly powerless ever to acquire these plants.

If she were to commence condemnation proceedings within thirty days after the giving of such a franchise, these companies would have no difficulty in proving to a jury that the very franchise itself was worth in the neighborhood of two hundred millions of dollars. A giving of the franchise

under the escircumstances, which would force us to pay for this very franchise itself such an enormous amount of money, is an outrage upon the people of this community which ought not and should not be tolerated, and the man or men occupying public office who will attempt to hand over in this scandalous and shameless manner this priceless property of the people should be condemned in the public mind to lasting infamy and disgrace.

Replying to Judge Dunne, through the friendly columns of the Daily News of the 5th, Mayor Harrison said:

The trouble with Judge Dunne is that he has educated his lungs at the expense of his brains. . . . I am carrying out every pledge I have ever made. The trouble with most of those citizens who are nagging now is that they are suggesting something that cannot be carried out, and they know it. But there must be just so much brass band to it or people might think they are out of commission. They really expect the council to meet one day, condemn street-railway property and pay for it the next, advertise Mueller bill certificates and the whole thing is settled. Any one with a grain of common sense knows that is wind. I have never believed immediate municipal ownership possible, and do not think so now. Everything I have said on the subject of traction has been in contemplation of an extension of franchise. A government cannot be run on wind. We are elected to do things. My proposition has always been to secure legislation from Springfield for power to own and operate street railways. When that legislation had been secured and power had been conferred upon the city to own and operate street railways whenever it so wills, I said I was in favor of extension of present franchises, at least long enough to cover all unexpired grants.

An end to the packing house strike (p. 328) has been postponed, if not prevented, by a referendum vote of the strikers. A conference on the 4th, brought about by Dr. Cornelia De Bex, Jane Adams and Mary E. McDowell, of Chicago, between the strike leaders and the employers, resulted in an understanding that the strikers should take a referendum vote on the following proposition:

The unions to call off the strike.

The packers to reemploy as many of the strikers as they can give work to, and to give the preference to the former employes in the future; as many of the new workers as wish to remain to be retained.

Wages of the skilled men to remain at the rate paid before the strike.

In New York the skilled men had voted on the 3d to abandon the strike, but the Western vote of the 6th was adverse. As reported by the strike managers it stands 25,597 to 2,411 against accepting the terms proposed. The objection is that while by these terms the wages of the skilled workmen would remain as before, the unskilled workmen would be at the mercy of the packing house trust.

NEWS NOTES.

—The national conclave of the Knights Templar met at San Francisco on the 5th.

—On the 5th the eighth International Geographical Congress met at Washington.

—On the 1st King Edward approved the appointment of Earl Grey (p. 171) as governor general of Canada to succeed the Earl of Minto.

—On the 7th the Referendum League of Illinois completed its petition for a State referendum on three questions (p. 324) with 130,000 signatures—about 40,000 more than the public policy law requires.

—Seven white men convicted at Danville, Va., of being members of a mob that had attempted to lynch a Negro prisoner charged with murder, were each sentenced on the 7th to one day's imprisonment and \$50 fine.

—Gov. Odell has appointed Edward M. Cullen, of Brooklyn, a Democrat, to succeed Judge Parker as chief justice of the Court of Appeals of New York. Judge Cullen has been a Supreme Court justice of New York since 1880.

—A mimic military campaign on the old Bull Run battlefield has been conducted during the week with militia regiments from various States. Gen. Grant commanded on one side, the Blues, and Gen. Bell on the other, the Browns.

—The census of India for 1901, just published, shows that in 1901 the 1,254,612 square miles of the Indian empire had a population of 117,459,193. Of these the Christians numbered 2,923,241, and of them 2,664,313 were natives. Two-fifths of the latter were Roman Catholics.

—Charles B. Spahr, of New York city, long one of the editors of the Outlook, but more recently editor of Current Literature, and well known in the United States as a sociologist of the liberal type, either fell or jumped from the steamer Prince Albert, on the 3d, on her trip from Ostend to Dover.

—At Huntsville, Ala., on the 7th, a