

wholesale searches of the houses and offices of royalists, Bonapartists, anarchists, the Federation of Labor and labor leaders were made for incriminating proof.

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When the first of May came the troops and the police took possession of Paris. Workmen were confined to their home districts, and many of their leaders were arrested. No parading was allowed, and whenever crowds gathered they were dispersed. Hundreds were cut down with sabers, prodded with bayonets, trampled on by cavalry and clubbed by the police.

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Labor Demonstrations in the United States.

Celebrations of the European "labor day" were undertaken in the United States on the 1st by socialist organizations. In New York a large meeting, held at the Grand Central Palace, was presided over by John Spargo, under the supervision of a detail of 75 policemen. It was held for the purpose of protesting against an unfair prosecution of the officers of the Western Federation of Miners (p. 28), now awaiting trial in Idaho on charges of murdering ex-Governor Steunenberg. The meeting is reported in the dispatches to have been "as orderly as a church convention," the "only suggestion of the spirit of revolt" being "the sale of little red flags" and the display of red flags having "a gold emblem of an arm and torch on them." In Newark, N. J., a socialist parade was stopped by the police because the paraders displayed a red flag. In Chicago the parade, numbering more than 3,000, was permitted; but the police forbade the carrying of red flags, and one of the flag bearers was arrested.

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Status of the Coal Strike.

Since the decision of the bituminous coal miners early in April to allow special agreements with employers willing to restore the old wage scale (p. 10), negotiations have been in progress with both bituminous and anthracite operators.

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Many of the bituminous operators have agreed to this scale, and their competitors proposed arbitration to the miners on the 20th. This was refused by the miners on the grounds, first, that "no arbitration scheme would be fair that did not take into consideration the earnings of company stores, company houses or railroad companies operating mines and docks, and other subsidiary companies connected with or incident to the production of coal," and second, that when so many operators in the same fields have restored the old scale of wages it would be unjust to arbitrate with their competitors who reject the scale. In concluding his reply for the miners, Mr. Mitchell said: "We are willing to meet you at any time to consider the signing of a scale on the same basis as your competitors have already signed, but we cannot be a party to any such unfair and partial arbitration scheme as you propose." The operators whose arbitration overtures were thus rejected, claim to represent 90 per cent of the total coal tonnage of Ohio, 75 per cent. of that of the

Hocking Valley district, 90 per cent. of that of Indiana, and 90 per cent of that in Illinois. Against these operators the strike is now in force.

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The anthracite negotiations have come to a deadlock over the refusal of the operators to consider any modification of their own terms, which are that the award of the anthracite strike commission of 1902 be renewed for three years, or that there be an arbitration only as to the question of "what changes, if any, shall be made in the scale of wages fixed by the commission in its original award." The miners stand for a revival of the award, subject to certain specified increases in wages ranging from 15 per cent. for dollar-a-day men down to 5 per cent. for those getting more than \$1.75 a day.

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Pending these negotiations the men in the anthracite mines have suspended work, and collisions with State police have occurred. The most serious was at Mount Carmel, Pa., on the 30th, when four of the police were injured with stones and seventeen men and boys were wounded. Four of the latter were reported as in a dying condition. One of the men who were shot, Paul Pulaski, vice president of district No. 9 of the miners, being interviewed on the 1st, said:

All has been quiet to-day. There has been no act of violence. This proves that there would not be trouble if the State troopers did not come and excite the people. The mine workers have been and will continue to be quiet and orderly.

The Sheriff, J. R. Sharpless, in a concurrent interview, said:

I ordered the State troopers to remain behind the stockade at the Sayre colliery to-day. They wanted me to permit them to march through the town. Had I done so they would have excited the people, and there would have been more trouble. As long as the State troopers keep out of town I expect that there will be no trouble.

The peace was not disturbed at Mount Carmel on the 1st. The troopers who engaged in the fight and the re-enforcements which reached them on the 1st, did not attempt to enter the town, but remained in the Sayre colliery. "Some of the troopers wished to ride into town to show," say the despatches, "that they had not been intimidated by the attack of the 30th, but more pacific advice prevailed and further trouble was avoided."

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Strike on the Great Lakes.

One of the largest of the May day strikes is that of the Lake Pilots' Protective Association, which began at midnight of the 30th and may paralyze the commerce of the Great Lakes. It is understood that the handlers of ore, coal, grain and package freight will support the striking pilots should non-union pilots be employed. The strike is not for higher wages, but for recognition by the Lake Carriers' Association, the employers' union, of the Lake Pilots' Protective Association, the pilots' union. It is therefore made against the Carriers' Association only, lumber-carrying and passenger vessels being exempt. The Lake Carriers' Association controls 80 per cent. of the lake tonnage.

Structural Iron Workers' Strike in Chicago.

After an interval of some five years, the building trades in Chicago were again disturbed by a strike on the 2nd—one of the largest of the May-day strikes. The immediate cause of this strike is a wages dispute, the men demanding \$5 for an 8-hour day, and the contractors offering \$4.60 for four months and \$4.80 for the remainder of the year. The men voted for the strike 3 to 1. In behalf of the strikers' demand it is said that the average of life in the trade is only ten years.

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Municipal Ownership in Omaha.

The election of James C. Dahlman, a Democrat, as mayor of Omaha on the 1st, is of national interest because Omaha is a Republican city and Mr. Dahlman was elected, along with a Democratic council, after a strenuous campaign for municipal ownership. The platform, in one of its planks, pointed to—

the fact that the Democrats under the leadership of Mayor Dunne in Chicago and under the leadership of William Randolph Hearst in New York represent to the fullest extent the principle of public ownership of public utilities, and so they are hereby pledged to do in Omaha.

In other planks, Mr. Dahlman and his party were pledged to municipal ownership of water works, electric lights, gas, street cars, telephones and all other public utilities. Whereas, at the previous election a Republican was elected mayor by 1,000 and the council had but one Democrat in it, Mr. Dahlman is elected by 2,790 and the council has but one Republican in it.

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Municipal Ownership in Chicago.

An attempt is being made by the Chicago traction interests to secure a rehearing in the United States Supreme Court on the 99-year question recently decided against them (vol. viii, p. 837), and an application for that purpose was made at Washington on the 26th. No decision on the application is yet reported.

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At the request of Alderman Werno, the chairman of the reorganization committee on local transportation of the Chicago council, Mayor Dunne outlined a policy on the 28th regarding the traction question (pp. 32, 52), in the prosecution of which he invited the co-operation of the committee and the council, stating that the work of the committee—

naturally divides itself into two great parts:

1. The accomplishment of municipal ownership of the street railway system; and
2. The improvement of our street railway service while municipal ownership is being established.

Referring then to the fact that "the people of Chicago have repeatedly expressed their opinion in favor of municipal ownership of the street railway system, and at the last election definitely voted in favor of the ordinance which has been passed by the city council for the purpose of providing the financial means by which municipal ownership may be accomplished," Mayor Dunne assumed in his letter that the committee would "fully accept the result of this election in good faith and co-operate in all proper and reasonable ways to carry into effect the

will of the people." Upon this assumption he outlined the present situation, and proposed and explained at length his plan for securing complete municipal ownership immediately upon the payment by the city of the cost of the plant with improvements, and good service meanwhile. His proposals may be briefly summarized as follows:

I. As the first practical step the existing companies should be given a reasonable opportunity to save the remnant of their property by making a fair adjustment. Accordingly, if they will promptly agree to enter into negotiations upon a broad principle of adjustment, such negotiations should be had. The principle of adjustment should be: (1) reconstruction by the companies; (2) unified service; (3) universal transfers, and (4) operation under revocable license. If this principle of adjustment be promptly accepted by the companies, the details of negotiation should require: (a) a fair valuation of the present value of the present lawful property of the companies, and an agreement by the companies to sell therefor to the city; (b) an agreement by the city to allow a fair investment return to the companies upon such value, and also upon such investment in reconstruction as the city requires or authorizes; (c) an agreement by the city to give a fair share of the net operating profits to the companies, in addition to the investment return, so long as they are allowed to operate; (d) an agreement by the companies allowing the city to take over the system at any time upon paying the present agreed value of the present property, plus the actual authorized investment in reconstruction; (e) meanwhile, a fair share of net operating profits to go into a sinking fund for aiding in the payment for the property upon taking over the same.

II. If the present companies refuse or neglect to negotiate promptly upon the foregoing basis, then a construction company should be organized to proceed at once to reconstruct the system upon a fair construction profit, with right to operate until the investment and profit are repaid, the profits of operation to be applied (1) to paying interest on the investment, and (2) to repayment of the principal sum.

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This is in substance the same plan that Mayor Dunne submitted nearly a year ago, known as the "contract plan," differing from that only in minor details and in the fact that he now makes overtures to the present companies. Should these proposals be seconded in good faith by the aldermen and accepted by the present companies, complete municipal ownership would depend only upon payment for the plant. The present value of the companies' property would be at once appraised. The character and cost of reconstruction would be at once decided upon and reconstruction would begin. The work would be done by the present companies, and they would continue operation under circumstances making good service more profitable than poor service. Meanwhile, the constitutionality of the Mueller law would be carried to the highest court, along with the validity of the city ordinance drawn under its provisions, and the legal value of Mueller certificates would be thereby established. Should the court's decision be adverse, changes in the law or the ordinance, or both, could be made without disturbing the process of establishing municipal ownership or interfering with the improvement of the service. If the decision should be favorable (and even if unfavorable, then after any adjudicated defects in the law or the ordinance had been cured), the financial value of the Mueller certificates would be established, and out of the proceeds of their sale the property could be paid for and at once taken over, thereby establishing complete municipal ownership. As the sinking fund would have accumulated progressively