

development of the community. This unearned land value is now increasing enormously especially in large towns, and instead of being taken for the state or the public treasury, it is making some individual private speculators rich. Such taxes would not hinder labor, but would make the land cheaper, and thereby make it easier for every man to obtain his own homestead.

The assembly of small farmers in Koege therefore ask that the other organizations of small farmers in the nation give their support to this tax program, and they require that such political parties as want the assistance of the small farmers, should take up the demands of this program, and work for a tax reform of this kind during the present session of the state assembly.

As is clear from this resolution, the small farmers' tax program rests on the fact that the small farm freeholds have by experience proved to be the most advantageous to labor, and it is therefore believed that this will be the future form of agriculture. Therefore the small farmers look upon the matter, not as class politics, making fixed demands against the other social classes; but they regard themselves as striving for a body politic founded on an equality which places all citizens on a level in regard to all civic and economic matters. Wherefore they demand the entire abolition of all present taxes on labor and consumption, and ask instead for a tax on the value of the land of the community.

Probably never before have the Henry George doctrines in their purity been so clearly advocated by a whole class as here in Denmark by the small farmers.

Although this program was ignored by the "gaardmen" party in its tax laws of 1903, the small farmers of the islands of Denmark have reiterated these demands in two assemblies of representatives—in Roeskilde (Zealand), 1905, and Odense (Fuenen), 1905; and at present the movement is making its way over the whole of Jutland,* and it is to be hoped that the tax on land values will become a strong feature of Danish politics.

It may be added that this has already partly come to pass. A new political party, "The radical Left" (Det radikale Venstre) was formed in 1904, and in their program they expressly demanded the entire abolition of all tariff-taxes (customs duties) and other taxes on articles of consumption, and as compensation the introduction of a tax on land values.

This was undoubtedly a result of the "housemen's" Koege Resolution, and the strong Danish George movement the influence of which is increasing day by day.

Quite another "land question" is the problem of how it is possible for the state or community to provide land for the "housemen," independently of the influence on the price of land of a land tax law. This problem of land for land laborers has been long in the foreground here in Denmark, and some laws relating to the question have been made during the last few years. The result, however, has not been encouraging. Meanwhile, this program of "inner colonization" is stirring our agricultural circles, and it is just possible that Denmark will find the right solution of this important problem also, and thereby show the way to the other nations.

S. BERTHELSON.

Editor of Ret (Justice, Right).

*Now, in November, 1906, the congress of housemen in Jutland, have adopted the principles in the Koege resolution of 1902.

NEWS NARRATIVE

To use the reference figures of this Department for obtaining continuous news narratives:

Observe the reference figures in any article; turn back to the page they indicate and find there the next preceding article on the same subject; observe the reference figures in that article, and turn back as before; continue until you come to the earliest article on the subject; then retrace your course through the indicated pages, reading each article in chronological order, and you will have a continuous news narrative of the subject from its historical beginnings to date.

Week ending Wednesday, Jan. 23, 1907.

Mayor Dunne's Candidacy for Renomination.

Mayor Dunne's formal letter announcing his candidacy for renomination as Mayor of Chicago (p. 994) was published on the 17th. It deals exclusively with the traction question, and as this is of national interest we give the text of the letter in full:

At the earnest solicitation of many of my fellow citizens I have concluded to submit my name to my fellow Democrats for renomination, at the next Democratic convention, to the office of Mayor, upon the following platform in so far as it affects traction matters:

The ordinances reported to the City Council Jan. 15, 1907, granting certain rights to the Chicago City Railway Company and the Chicago Railways Company must, for the preservation of the people's rights, be amended in the following particulars:

1. No restriction exists in these ordinances as to the cost of rehabilitation, and it has been stated by Engineer Arnold that the rehabilitation of the properties of both companies may cost from \$40,000,000 to \$50,000,000. This \$40,000,000 to \$50,000,000, in addition to the \$50,000,000 now fixed as the price of these properties, would make the entire cost to the city, if it attempted to take over the properties, between \$90,000,000 and \$100,000,000. At the present time we have no ordinance authorizing the issuance of to exceed \$75,000,000 worth of Mueller certificates. If these certificates are held to be valid, as I confidently expect, we would be compelled to pay a brokerage, in all probability, for getting cash upon the same, leaving us only about \$72,000,000 net for the purchase of these roads. Seventy-two million dollars in cash will not purchase \$90,000,000 or \$100,000,000 worth of property, if we are compelled to pay cash. I therefore insist that before the cost of rehabilitation—together with the price now fixed upon the property, to-wit, \$50,000,000—exceeds the sum of \$72,000,000, provision must be made in the proposed ordinances for the passage of ordinances either amendatory to the \$75,000,000 ordinance or as a substitute therefor, authorizing the issuance of additional certificates to the full amount of the present fixed value and proposed improvement. It may be said that these ordinances can be passed afterward. But in view of the tremendous struggle we have just gone through in obtaining the passage of the \$75,000,000 certificate ordinance, I am firmly of the opinion that the present ordinance to the traction companies should contain a provision that the cost of improvements, together with the present fixed price, should never exceed the amount of the certificates authorized to be issued by law. This need not retard the improvements in any way, as it will be in the interest of both the company and the people to have these certificate ordinances passed, if there is a provision to that effect in the present ordinances. The traction companies would be bound to see that these ordinances were passed so as to secure them in the cost of rehabilitation and the people would be interested in the same direction so as to enable them at all times to have sufficient certificates

on hand to acquire the property when they elect to take over the same. Moreover, the cost of rehabilitation within the first two years would not probably exceed the \$22,000,000 margin, and within this period a valid ordinance authorizing in the aggregate the issuance of not to exceed \$100,000,000 worth of Mueller certificates could be passed by the Council and approved by the people. The proposed ordinance to the Chicago City Railway Company provides that in the event the city takes over its property or any of its extensions on the North and West sides the city must pay cash and cannot assume any lien covering the cost of rehabilitation. That ordinance may be accepted within sixty days, leaving the Chicago Railways Company ordinance unaccepted, as that company has, by the terms of the proposed ordinance, 120 days in which to accept the same. Mr. John P. Wilson, the attorney for the Chicago City Railway Company, in his argument before the committee, declined to permit a provision to be incorporated in its ordinance allowing the city to take over the property of that company subject to the lien of the cost of rehabilitation, and stated in substance that his company had \$21,000,000 now invested and might be called upon for \$75,000,000 more for the cost of rehabilitation and acquisition of the South, West and North Side properties, and he further stated that his client would accept nothing but cash if the city purchased. A consolidation of both companies is highly probable, with the Chicago City Railway Company in control.

2. There should be a guaranty incorporated in the ordinances of both companies that the 55 per cent. of the net profits which the city is to get as its share should not fall below a certain per cent. of the gross receipts each year. The statements published in the newspapers as coming from these companies within the last few days make a showing of returns to the city of approximately, as figured by Alderman Dever, about 8 per cent. of the gross receipts. The safety of the public demands that some such guaranty should be contained in the ordinance.

3. The ordinances provide that any licensee of the city shall be compelled, if it takes over the properties of the present companies, to pay not only that which the city should pay if the city should take over the properties for ownership and operation, but also a 20 per cent. bonus. This provision has been inserted at the demand of the companies on the ground that unless such a provision appeared in the ordinance they might be sandbagged by rival capitalists. If, however, a licensee company should offer at any time to the City of Chicago a 4 or 3 cent fare, I do not believe that such an offer could be construed as sandbagging the present companies, but would be an offer in the interest of the people. I therefore insist that a provision should be contained in these ordinances permitting any licensee company that would be willing to give the citizens of this city a 4-cent fare or less and universal transfers throughout the city, to take over the properties of the present companies by paying them the full value of their present properties and 5 per cent. interest thereon and the cost of rehabilitation and 5 per cent. interest thereon without any additional penalty. In view of the fact that the City of Cleveland and the City of Detroit are now enjoying 3-cent fares (In Detroit during certain hours) and that there is a strong probability of fares being reduced throughout the country, I maintain that Chicago should secure the right of a 4-cent fare or less to its citizens if any company is willing to take a franchise on that condition.

4. The proposed ordinance gives the present companies a contractor's profit of 10 per cent. upon the cost of all rehabilitation and also provides that the companies may subcontract with the approval of the board of engineers. But there is no provision in the ordinance which would prevent the companies from paying the subcontractor his usual profit, say 10 per cent., and then charging the city 10 per cent. upon the total cost in addition.

This provision of the ordinance allowing the 10 per cent. contractor's profit should be amended so as to provide that all profits paid by the companies to subcontractors should be deducted from the 10 per cent. allowed to the companies as their contractor's profit.

5. A provision should be inserted in the ordinance requiring the Chicago City Railway Company to exchange transfers with the Calumet Electric Company and the South Chicago Railway companies whenever the city is in a position to compel these roads to exchange transfers with the Chicago City Railway Company or whenever the city acquires these roads, the franchises of which expire within a few years. Unless such a provision is now inserted in the Chicago City Railway ordinance, the citizens of South Chicago may for years to come be compelled to pay two fares to reach the heart of the city.

I am as earnestly desirous of immediate rehabilitation as any of my fellow citizens, but the terms of the ordinance now provide in addition to immediate rehabilitation a provision empowering the city at any time upon six months' notice to take over these properties and should provide that we shall have Mueller certificates on hand at all times to do so and should also provide for universal transfers throughout the city at the earliest possible moment. I endeavored before the committee on local transportation to have each and all of these amendments incorporated in the ordinance, but failed in my purpose. I then believed and still believe that if the ordinances are passed without these amendments the rights of the people will be seriously imperiled and that their intention of municipalizing these roads, so often expressed at the polls, will be dangerously imperiled if not destroyed.

Both of these ordinances are very complicated and voluminous, particularly the provision of the Chicago City Railway Company ordinance relating to the Chicago City Railroad Company, a new company to be incorporated to carry out the construction of tracks on the North Side of the city, and that provision of the Chicago Railways Company ordinance which provides for the reorganization of all of the present companies interested in the West and North Side roads and the procuring of good title through proceedings in and out of the courts.

The ordinance relating to the Chicago Railways Company has only been published within the last few days, and critical examination and analysis of both ordinances may show that other serious defects exist therein, but the defects hereinbefore pointed out, which I believe should be amended, are of such serious character and so plainly appear on the face of the ordinances that I believe it is absolutely imperative for the citizens of this community to insist upon these amendments before passing the ordinances.

The only possible way, in my judgment, to prevent the passage of the ordinances in their present dangerous form is for the people to demand by petition the right of referendum. Unless such a petition be filed with the board of election commissioners on or before Feb. 1, the people will have lost their right to examine and analyze these ordinances and express their approval or disapproval of the same at the polls on the 2d day of April. I therefore earnestly request my fellow citizens to sign the petitions approved by the City Council on Jan. 15, 1907, and to take steps to see that they are filed with the proper authorities.

If my fellow Democrats are in accord with me in these views and renominate me for the office which I now hold, I shall accept that nomination, and do my utmost to secure the incorporation of these amendments in the ordinances before they become law or the companies acquire any interest thereunder.

In addition to their candidate's platform on the traction question, Mayor Dunne's supporters point especially to two accomplishments of his administration

—reduction in the price of gas from \$1 to 85 cents per thousand cubic feet, and reduction in the price of water to meter consumers from 10 to 7 cents per thousand gallons.

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The Dunne campaign is under the management of Wm. L. O'Connell, chairman of the county central committee, and Charles J. Vopicka as chairman of the campaign committee. Nine regular ward organizations—the 4th, 6th, 12th, 13th, 25th, 31st, 32d, 33d and 35th—had declared for Mayor Dunne up to the 23d.

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The Harrison Campaign.

Mayor Dunne's only competitor for the Democratic nomination is ex-Mayor Carter H. Harrison. Mr. Harrison has not announced his candidacy, but a campaign organization has been started under the management of Mr. Tod Lundsford. As early as January 2 a "business men's league" was formed. On the 9th Harrison's headquarters were formally opened, and it was publicly announced that a financial committee of men worth \$85,000,000 had been organized. Mr. Harrison is now in California. His friends expected him to return about the 1st of February, but on the 23rd they received a letter from him in which he said he would not come to Chicago unless nominated and that he would not engage in a primary contest.

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The Chicago Traction Question.

The referendum petition put out by the Referendum League and other organizations (p. 993), has been altered by the substitution for the second question of the question formulated by the City Council (p. 993), and the people are being advised by these organizations to sign both the petition with three questions and the Council petition having on it only one of the three. Both petitions are being circulated by the organizations, the Mayor is circulating only the Council petition, and the Council is making no effort to circulate any. Reports of the 23d were to the effect that 70,000 signatures had so far been reported. The number required is 87,000, and the time expires on the 1st.

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The three-question petition is asserted by Walter L. Fisher, traction counsel for the city, to be illegal, and there are indications that the election commissioners (Republican) will refuse to file it and issue ballots upon it. Mr. Fisher's legal point is that the public policy act provides for a separate petition upon each question of public policy, and specifies that each proposition shall be submitted in the order of "its" filing. From these requirements he argues that each petition must contain one, and only one, question. Heretofore all petitions filed under this law have contained three questions, the limit allowed by the law.

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On the 18th a meeting in opposition to the traction ordinance and in support of the three-question petition was held at Handel Hall. It was addressed by William Prentiss, D. K. Tone, Alderman Wm. E. Dever, and Margaret Haley. An opposition meeting

was held on the 22d by the Union League Club in favor of adoption of the ordinances forthwith on the ground that "it appears that public sentiment is for settlement and not a referendum." Also on the 22d John M. Harlan, attorney for traction interests, addressed a meeting in support of the ordinances. As Mr. Harlan had pledged himself when a candidate for Mayor, two years ago, to sign no settlement ordinance whatever until it had been approved by referendum, he was asked from the audience to state his objections to a referendum on these ordinances, and he replied, as reported in the Chicago Tribune:

Personally, I should like to see a referendum. The question of a referendum is one that appeals to me. You may remember that I ran for Mayor once and how I stood then. Perhaps to a greater degree than is true of any other community this traction question has enlisted our sympathy and interest. Prompt service means supper and sleep and touches the comfort and intimate life of us all. If I were thinking of my own selfish interests, looking for justification of the things I have stood for, I would want a referendum now. But the money market presents too many elements of doubt for us to delay. The financiers are willing to-day, but perhaps they will not be willing a month from now. The men behind this deal have the money now to put it through. My business friends tell me there is a possibility of money stringency. The question for you and me as citizens is whether it is wiser to hold to an abstract principle in this matter. What in the long run is better for the people? If you have the confidence in your representatives on the local transportation committee that you should have you will let the referendum go, and work for immediate settlement. These aldermen think the ordinances are the best thing for the city. They give you immediate rehabilitation, and leave the rights of the city unfettered. Therefore, I am in favor of immediate settlement and against the referendum.

The Federation of Labor has called a meeting at 134 East Van Buren street on the 25th at 8 o'clock, for the purpose of "dealing with the perilous situation which has been created by the pending street railroad franchise ordinances," which are denounced in the call for the meeting as "a gigantic swindle."

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Senatorial Elections.

Senatorial elections have been held since our last report (p. 994) in eleven States.

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The most important in the news sense was that of Senator Joseph W. Bailey of Texas, who was reelected on the 22d. Mr. Bailey had been endorsed for reelection at the primaries last July by a practically unanimous popular vote; but it was subsequently charged against him that he had been bribed (under cover of lawyer's fees) by the Waters-Pierce Oil Company (p. 994), a subsidiary company of the Standard Oil trust. This charge was made circumstantially, and a fierce contest resulted; but on the 22d Mr. Bailey received 108 votes in the legislature for reelection out of a possible 163. Notwithstanding his reelection, the charges against him are to be prosecuted to prevent his being seated.

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In New Jersey the Senatorial contest is over the reelection of Senator John F. Dryden, who was nominated by the Republican caucus on the 21st. But