

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, Feb. 27, 1907.

Mayor Dunne Renominated by Acclamation.

The circumstances of Edward F. Dunne's renomination for Mayor of Chicago (p. 1109) cannot fail to interest wherever there is any public concern regarding the all-absorbing questions of municipal government. He has had no political capital whatever, except that on all hands he is recognized as an honest man, and that in the face of enormous difficulties he has honestly tried to redeem his public pledges and to be an efficient official. All the leading politicians and all the newspapers have been against him. He is without political skill and has had no skilled politicians to guide him, if certain estimates of friends and foes alike are true. On the other hand he has been actively opposed by ex-Mayor Harrison, and only grudgingly and dubiously supported by Roger Sullivan, both of them skillful Democratic politicians, and by the Victor F. Lawson newspapers, which have been more active in trying to influence the Democratic than the Republican nomination since the Republicans have concentrated upon Mr. Busse. Yet Mayor Dunne received an enormous party majority over ex-Mayor Harrison at the primaries on the 21st, which were extraordinary in the large number of votes cast, and at the party Convention on the 23d he was renominated by acclamation.

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Not only has Mayor Dunne been unanimously renominated, not by the consent of party managers, not through caucus bargains, but by leading the rank and file of his party on questions of principle—not only this, but his robust platform of principles and policies has been adopted. Some difficulty was encountered in the platform committee, but, like the opposition to his nomination, it soon melted away, and the platform, too, was accepted by unanimous vote. It is a declaration which appeals to democratic Democrats in municipal politics wherever in the Republic their homes may be, for Chicago is but a type of the city struggling for democratic progress. We therefore give it in full:

The Democratic party of the city of Chicago, in convention assembled, makes the following declaration of principles and policies on the questions most vitally affecting the city at the approaching municipal election:

We congratulate the citizens of Chicago upon the record and achievements of the present Democratic administration in the management of municipal affairs.

It has reduced the price of gas to 85 cents from \$1 per thousand cubic feet, and caused the enactment of a fair gas-meter inspection ordinance.

It has reduced water charges to consumers to a uni-

form rate of 7 cents per thousand gallons, and abolished discriminations favoring large corporate interests as against the householders of the city.

It has reduced telephone rates to \$125 per annum from \$175 for unlimited service, and in proportion for limited service.

It has reduced the price of electric light over 25 per cent.

It has increased the number of policemen and firemen and correspondingly increased the efficiency of both the police and the fire departments.

It has stamped out the sale of decayed and diseased meats and other unwholesome foods.

It has established an effective inspection which has abolished short weights and measures previously used to defraud the people.

It has exterminated the crime breeding resorts in Custom-House place, La Salle and Clark streets and other vicious dives.

It has secured compensation to the city for private use of public space under sidewalks.

It has rigorously, effectively and impartially enforced the building ordinances, thereby protecting the health and life of the people.

It has secured the enforced collection in the past year alone of over \$2,000,000 from corporations and estates hitherto evading just taxation.

It has appointed nonpartisan and public-spirited citizens to the Board of Education, thereby eliminating political pull, abolishing one-man power and causing an effective investigation of the frauds in school land leases.

The Democratic party is unalterably pledged to municipal ownership of all public utilities, to the end that service for the whole people rather than profit for a few shall result from the operation of all public necessities.

Progress in the achievement of this great end has been made by this administration to the point of providing for funds, through Mueller certificates, for the purchase and equipment of the traction properties, and the Mueller law and the certificate ordinance have been brought to a hearing before the Supreme Court, after being sustained in every particular in the lower tribunal.

Pending the action of the court on the Mueller certificates this administration entered into negotiations with the traction companies to secure rehabilitation of the lines after agreement for an immediate purchase price. In the course of these negotiations the traction companies, backed by the stock-jobbing interests of New York and Chicago, made unreasonable demands upon the city, and finally secured from the Council, over the veto of Mayor Dunne, ordinances that are so drawn as to make municipal ownership practically impossible.

These ordinances are now before the people on referendum and should be voted down.

Pretending on their face to provide for municipal ownership, they are in fact private franchises for twenty years or more.

Pretending to enable the city to purchase on six months' notice, they in fact provide for a cash price many millions in excess of the authorized amount of Mueller certificates necessary for such purchase.

Pretending to divide profits of operation with the city, they in fact afford no assurance whatever of any income therefrom.

By means of construction profits under principal contracts and sub-contracts they would make possible an enormously excessive price for purchase by the city.

By authorizing unlimited contracts for power they would enable the companies to saddle upon the city in case of municipal purchase the obligation of contracts with private power companies at any price and for any length of time.

They are so drawn as to make it extremely difficult, if not impossible, for the city to secure a reduction of fares while the companies remain in possession.

They are so drawn that operating rights cannot be

transferred to any other profit-making company, however favorable its offer in low fares may be, without the payment of a heavy penalty.

Much was conceded by the administration during the negotiations for the ordinances, with a view of making a peaceful settlement, enabling the city to municipalize at any time upon reasonable notice. These concessions were reasonable if that object could have been accomplished; but, under these ordinances as submitted to the people, municipal ownership is practically impossible. For this reason the Democratic party condemns the ordinances and urges the people to defeat them at the polls.

The Democratic party irrevocably pledges itself and its candidates to the principle of the referendum. Whatever may be the will of the people as expressed at the polls must be executed faithfully by their representatives. Should these ordinances be approved by the people, notwithstanding their dangerous character, we must have public officials who will steadfastly guard the people's rights therein. If, however, these ordinances are defeated by the people, we must have public officials who will prevent the enactment of other franchise ordinances.

In the event of the defeat of the ordinances at the polls, the city should assert its right under the eminent domain act and condemn these properties in the courts. Pending the condemnation of the property and rights of the companies the city should not enter into any further negotiations, contracts or arrangements with the companies, except for the purpose of temporary occupancy of the streets under licenses revocable at any time at the will of the city.

We believe that the people of this city are through with granting franchises to Wall street stock jobbers. We are confident that treating peoples as cattle for twenty years while piling up great fortunes is not the way to get them to grant another twenty years' power to alien masters so that they may continue to plunder and abuse them. Companies for private profit cannot be trusted to furnish good service under any contract whatever. These companies have furnished bad service heretofore, although they have had long franchise contracts. They are furnishing bad service now, regardless of the rights and comfort of the people. The only way to secure good service is by municipal ownership and operation.

We firmly believe in the right of the public to be freely heard upon referendum on all important public questions, and we most emphatically condemn the amendments to the present "public policy" referendum law recently introduced in the City Council. While seemingly for the purpose of assuring the genuineness and honesty of referendum petitions, these amendments are in fact calculated to make the obtaining of such petitions to the number required by the law utterly impossible. We demand that the percentage of signatures required for such petitions be greatly reduced, and that the results of such referendums be mandatory upon the City Council.

We reiterate our demands for the establishment of small parks and playgrounds in the congested quarters of the city, and public bathing beaches in convenient places on the Lake shore.

We are unalterably in favor of the merit system for the public service, both for entrance and dismissal, and of advancement therein from rank to rank by just promotional rules and regulations.

We believe in maintaining a police force adequate to the needs of the city, and demand that it be properly housed and decently treated, and that it be divorced from politics.

We reiterate our demand for home rule in Chicago on matters of local concern, and insist that all citizens

should have the largest measure of personal liberty that may be compatible with peace and good government.

We oppose the granting of any further franchises or privileges to the Union Loop. This loop has become a tremendous obstacle against the development of the city, and should be removed from our streets as soon as this can be legally accomplished.

We demand that the water power of the drainage canal shall not be granted to private persons or corporations, but that it be preserved for the general use of the municipality, and that any legislation necessary should immediately be sought in the legislature whereby this valuable public utility may be preserved for the general purposes of the city.

We favor the speedy construction of a system of subways which would be owned and operated by the city.

In submitting this platform to the voters of Chicago the Democratic party invites the co-operation of citizens of all parties who approve its declarations. And as a guaranty to them of our own good faith we present for their suffrages as our candidate for Mayor, a citizen who is conceded by all to be an honest man and one whom we confidently commend as having proved himself in the best sense an efficient as well as honest Mayor.

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Immediately after his nomination, Mayor Dunne went to Birmingham, Ala., for a few days' rest between the primary and the election campaign. He returned on the 27th.

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The Independence League of Chicago.

At a meeting of the Independence League (pp. 655, 722) on the 25th the nomination of Dunne was endorsed and the traction settlement condemned in resolutions which declared:

During his administration as Mayor of Chicago Edward F. Dunne, now the nominee of the Democratic party for re-election, has made a clean, straightforward and consistent record in favor of municipal ownership, supported by a majority of pledge-keeping aldermen. He has stood firmly for the rights of the people to finally pass upon whatever street railway legislation might be had, and in so doing has relied not upon the bosses but upon the masses of the people for support; therefore, be it resolved by the Independence League of Chicago, that it hereby indorses Mayor Dunne and pledges its support as an organization and the individual support of its members to his re-election and to the defeat of the proposed ordinances and the immediate institution of condemnation proceedings; and, be it further resolved, that the League condemns the fifty-seven recreant members of the City Council who in violation of their pledges opposed the referendum and voted to pass the traction ordinances over the Mayor's veto. The League denounces such betrayal of political honor and personal manhood. The importance of the issue is supreme. Shall the people have the final word in all matters affecting the giving away to private individuals or corporations of vast franchise rights worth millions of dollars, or shall those rights and values remain the subject of barter between boodling aldermen and corrupting millionaires, with no power in the people to stay the hands of their corrupted servants?

The same resolutions described the issue as involving "the question of public ownership of public property, or the private ownership of public officials."

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The central committee of the League on the following day, the 27th, adopted an aldermanic pledge to be submitted to every aldermanic candidate, with

the understanding that the League will oppose all who refuse to sign it. The pledge is as follows:

I,, candidate for alderman from the Ward of the city of Chicago at the city election to be held Tuesday, April 2, 1907, agree to the following stated principles, and pledge my sacred honor to the following course of action should I be elected as such alderman, to-wit: (1) I agree to stand for the principles of municipal ownership and the referendum on all questions involving the granting of a franchise to any private person, persons, firm or corporation, to own or operate any public utility; and I pledge myself to not vote for any ordinance granting a franchise until the same shall have first been submitted to a vote of the people and approved by them at a public election held for that purpose. And this pledge I understand to particularly apply to telephone, electric and gas franchises. (2) I agree to stand for the principles of municipal ownership and the referendum as applied to the present street railway question. In the event of the failure of the people to approve the present proposed traction ordinances at the election of April 2, 1907, I pledge myself to oppose in every way, by voice and vote, the granting of any street railway franchise to any private person, persons, firm or corporation; and I pledge myself to vote for and advocate the immediate institution of condemnation proceedings under which the city shall take over and own said railway properties. (3) I condemn the present proposed traction ordinances, and I pledge myself to oppose them openly during the present campaign and at the polls at the election to be held Tuesday, April 2, 1907, with my own vote and by public advocacy against their approval and adoption by the people.

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The Republican Candidate for Mayor of Chicago.

Republican primaries were held in Chicago on the 25th. There was no opposition to Fred A. Busse (p. 1087) for Mayor. The convention will be held on the 2nd of March.

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The Traction Referendum in Chicago.

Preparations for the referendum campaign for and against the pending traction ordinances (p. 1110) are reported daily. To the application of the Real Estate Board to the Federation of Labor to join in the campaign for the ordinances, the Federation replied on the 21st, through its Secretary, E. N. Nockels, who in the course of his reply said:

It is scarcely necessary to remind you, gentlemen, that we have common streets, common schools and breathe a common air, and that the winds that waft this atmosphere are impartial winds, and carry the disease contracted in our street cars, spread in our schools and diffused in our streets, into the palaces of the people you represent as dexterously as they do into the hovels of the people we represent. So that here, at least, we can appeal to the self-interest of the people you represent to join with us in the suppression of disease—a common enemy. But this cannot be done by giving new franchises to speculative corporate thieves, for we have tried that and failed. . . . You express your willingness to "co-operate with us in any possible manner to bring about results." As we feel that you wrote this in all sincerity, we respectfully urge that you lay the matter before the rank and file of your membership for an honest expression of opinion, and, if in their judgment it is possible for us to get together under the circumstances, we shall be delighted to hear from you.

Under the auspices of the Real Estate Board and the Commercial Association, on the 26th, the "Citizens' Nonpartisan Traction Settlement Association"

was organized, with Frederick Bode as president. On the other side, the Amalgamated Association of Street Railway Employees are raising a fund by assessment of their membership, to oppose the ordinances, and in this movement they have the support of the Federation of Labor. The general organization to co-operate with organized labor in this campaign against bad service and for municipal ownership has not yet been completed.

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By a decision of the Election Commissioners on the 21st the three-headed petition for referendum (p. 1062) was declared invalid, on the ground that the "public policy" law contemplates only one question for each petition—three questions and three petitions in all. The rejected petition presented three questions on one petition. This decision leaves but one question for the people to vote on, namely, whether the traction ordinances shall or shall not become operative.

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The Traction Question in Cleveland.

No conclusion of the negotiations for the purchase of the traction system in Cleveland by the "holding" company of the city (p. 1040) has yet been reached. Meanwhile the fares on the expired franchise lines and on the new lines are three cents. Mayor Johnson was reported in the newspapers of the 23rd as having on the 22nd said in explanation of the 3-cent fare movement:

I am pleased with the virtual victory the three-cent fare has obtained, merely because it is a big step toward what I really want—that's free street cars. Eventually I hope to see them as free to the passengers as the air they breathe. I have fought for three-cent fare because it is two cents nearer nothing than is five cents. Street cars ought to be as free as elevators. Fares used to be collected on bridges and turnpikes, but such tolls have a mediaeval sound now. So will street car fares some time. A proper system of taxation would yield sufficient funds to operate street car lines without burdening the people. With free cars the working man could choose his home where he would. Congested districts would disappear. And the conductor—he would n't have to spend his time dodging through the car. All he'd have to do would be to stand at the rear and help ladies up and down the steps. I operated a free system once. That was in Johnstown, Pa., after the flood. We had to run free because no one had money. But people didn't ride unless they needed to ride. There was no wonderful rush after something for nothing.

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The Traction Question in Washington.

In the District of Columbia, which is locally as well as nationally under the government of Congress, there is also a traction question. In one of its phases this question has recently been before the lower house of Congress. The principal debate occurred on the 11th upon a bill granting a franchise to a street railway company. The District of Columbia committee had recommended the bill with a 5-cent fare and six tickets for 25 cents. Representative James of Kentucky offered as an amendment a provision that the fares on all street car lines in the District shall not exceed three cents. In support of his amendment Mr. James said:

You are endeavoring to regulate the railroads of the