

from Minnesota; Charles E. Townsend from Michigan; George P. McLean from Connecticut; Porter J. McCumber and Asle J. Gronna (the former for a full term and the latter to fill a vacancy) from North Dakota; Senator Sutherland from Utah, and Henry F. Lippitt from Rhode Island in place of Senator Aldrich.



Following are the Democrats elected on the 18th in addition to those already named: Senator Bankhead, nominated by popular vote, from Alabama; G. M. Hitchcock from Nebraska, 45 Republicans voting for him; and Charles F. Johnson from Maine in place of Senator Hale.



#### Vote Buying.

Adams county, Ohio (p. 11) has a rival in vote-buying crime. A grand jury investigation in Vermilion county, the home of Speaker Cannon, is reported to have uncovered evidence of vote buying to the extent of 3500 instances.



#### Mayor Dunne's Platform.

Edward F. Dunne, former Mayor of Chicago, issued his platform on the 20th as a candidate for the Democratic nomination for Mayor of Chicago (pp. 26, 35, 59) at the primaries on the 28th of February. It is in these terms:

Honesty in public office. Lower gas and electric light rates. Abolition of the Loop. Better water service. Utilization to the limit of the Sanitary District electric lighting service for Chicago's street lighting. More street cars and fewer straphangers. Unification of all intraurban transportation. Municipally controlled subways, wharves, and outer harbors until they can be acquired by the city. No acceptance of moneys from the traction companies to build subways under the terms of the present ordinance. No diversion to other purposes of the traction fund. Through routed surface, supersurface and subsurface transportation. Consolidation of city, county and park governments. Consolidation of all tax assessing and collecting bodies into one single department under the consolidated city and county government. A straight through routed elevated road from north to south and from northern to southern limits of city between Halsted and Ashland avenue. More municipally owned bathing beaches. Nocturnal removal of all garbage on street car lines. Regulation of the liquor traffic in Chicago by Chicagoans. No more sumptuary legislation. Graft must go. Tax dodging must go. The Loop must go. Fake reform must go. Inequality of taxation must go. Bomb throwing must go. Honesty in public life must come. Through routed transportation must come. Fair and equitably distributed taxation must come. Effective police protection must come. Decency towards and fair treatment of the citizen from public officials, from the Mayor down to the policeman, must come.

#### Investigating Illinois Garment Making.

A State Senate committee is sitting in Chicago to inquire into the conditions of the garment-making industry in connection with the garment-makers' strike in Chicago, now being brought to a close (p. 58). Chief among the abuses brought out by the investigation is the existence of an employment bureau operated in the Medinah Temple under the management of the National Wholesale Tailors' Association. While ostensibly a convenience to employers and employes alike, evidence showed that in fact the vast card index of workers, with its secret markings, involves a blacklist against all who may be secretly classed as agitators, unionists, or radicals, or even unjustly entered, without any real proof, as thieves or drinkers.



#### Traction Fight in Toledo.

Toledo faces a struggle over the traction question. The other side is the local traction company (supported by traction interests everywhere), which controls not only the traction service of Toledo, but also artificial gas, hot water heat, light, power, and the "independent" telephone system.



Preparatory to the contest a tentative ordinance has been prepared by Cornell Schrieber, the city solicitor, the important facts of which may be summarized as follows:

- (1) Straight three-cent fare and universal transfers; two-cent fare for children between 8 and 12 years, and younger children free.
- (2) Four minute service on all lines between 5 and 8 a. m. and p. m.; hourly service between 12:30 and 5 a. m.; six minute service at all other times.
- (3) Complete control of the service by the city in every respect.
- (4) An eight hour workday for all employes of the company.
- (5) The city retains the right to grant the use of the tracks to other companies, and may use tracks for municipal purposes.
- (6) The city will control the interurbans.
- (7) Free transfers from city cars to interurban, and vice versa.
- (8) The termination of all existing franchises, and renewal on all present lines to December 31, 1922.
- (9) All tracks to belong to the city, at expiration or forfeiture, unless the company pays cash for restoring the streets to perfect condition.
- (10) City to maintain all bridges, but the company shall pay \$25 per foot per year for all track laid on a city bridge.
- (11) The company shall pay half the cost of all grade separation.
- (12) All past obligations of the company to the city must be paid before this grant becomes effective.
- (13) Paving to be paid for by the company as soon as the work is completed.
- (14) The city to have the protection of all existing laws of the State, as well all future laws.
- (15) The company must furnish a surety bond of \$500,000.00, to guarantee performance of the provisions.
- (16) Arbitration in disputes between employes and the company.
- (17) The city may operate the lines if the company for any reason is unable to do so even for a single day.
- (18) Forfeiture in case