

lead them into a blind alley and sacrifice their cause. They knew he had not done heretofore what he promises to do hereafter: "serve in the lead or in the ranks just exactly as the people desire and as earnestly and loyally in one place as the other."

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But it is not too late for Mr. Hearst to reform himself and his personal advisers. It is not too late for him to save his life by giving his life, to achieve leadership by indifference to leadership. Let him prove by a consistent policy in New York, in Chicago, in Boston, wherever he controls a center of influence, that in all sincerity he has now come to regard leadership as incidental to the people's cause, and their cause no longer as merely incidental to his own leadership. This will be an easy thing for him to do. And having done it, whether he becomes Governor of his State or President of the Republic will be of little consequence either to the people or to him. As a mere personal consideration, his fame will be greater and brighter and more enduring; even the political prize he has coveted and vainly reaches out for may fall into his lap, a testimonial rather than a prize. Personal considerations aside, he will have the satisfaction, infinitely more ennobling than personal honors, of having disinterestedly and for the good of all, given voice and might to the democratic thought of his countrymen.

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## EDITORIAL CORRESPONDENCE

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### CLEVELAND TRACTION.

Cleveland, Nov. 5.—While the traction fight in Cleveland (pp. 702, 723, 726) is not yet at an end, the situation is so far advanced that there seems little danger of much longer delay of a complete victory for the city in this struggle which Mayor Johnson has led for nearly six years.

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Should the decision in a case now pending in the Supreme Court of the United States be in favor of the "Concon," the fight will go on; but if that decision is in favor of the city, the Cleveland monopoly must collapse as did the Chicago traction monopoly when it lost its 99-year case.

In the lower Federal courts, the "Concon" lost its case, Mayor Johnson being fully sustained. An appeal to the Supreme Court was taken, and there the case has rested awaiting its turn. Recently Mayor Johnson has proceeded to dispossess the "Concon" of its occupation of a street whereon its franchise had, under the decision of the lower Federal courts, completely expired. Thereupon the "Concon" applied for a restraining order, but it made out so strong a case of emergency that the Supreme Court not only granted the restraining order but advanced

the case, setting it down for the 8th for final argument.

This was not agreeable to the "Concon" people. They wanted the restraining order, but they also wanted delay. Contrary to their wishes, therefore, their whole contention must soon be so decided by the highest court of the land that if they lose they lose everything, and if they win they only win a chance to lose later on.

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Meanwhile the "Threefer" line is in operation. Two cars are making regular half-hour trips over about seven miles of street. The first car on its first trip had Mayor Johnson for motorman. This line is on ground that has been won by the city over the dead bodies of many a "Concon" injunction. It begins at the western limits of the city south of Detroit street, and turning north touches Detroit street about a mile from the Public Square. Here it is stopped by a "Concon" injunction (temporary) forbidding its use of 600 feet of Detroit street. When that injunction shall have been removed the line will be in complete operation from the southern limits to the Public Square; for, beyond the 600 feet in question, the street to the Square is "free territory."

Even as it is, these cars serve the needs of a considerable population for short distances. The average number of fares is about 60 each way, which at the 3-cent fare yields about \$3.60 per round trip. This is normal traffic, the period of curiosity having passed. The cars seat 48, and as empty seats are usually found throughout the trip, it is evident that a considerable number of the passengers get on and off—that is, take short rides. As to earning capacity, the cars are now yielding a net profit of from \$10 to \$15 a day each.

The "Concon" papers speak of this road as running "from nowhere to nowhere." The Cleveland Press retorts that they run "from the city limits to an injunction."

To facilitate payments of fare at 3 cents, aluminum car fare tickets are offered for sale and in change. They are round in shape, and as they have a hole in the middle they are used extensively as souvenir watch charms.

Construction of "Threefer" lines is in progress in other parts of the city, and new cars are coming in from the Eastern shops as fast as they can be made and shipped.

L. F. P.

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### MUNICIPAL OWNERSHIP IN CANADA.

Winnipeg, Manitoba, Oct. 27.—The influx of immigrants into Manitoba and the new Provinces to the west and north of it, with its resultant "boom" in land values, has had an unmistakable tendency to divert the thoughts of people here from a thorough consideration of public questions; and the zeal to make money from the rapidly increasing value of the land is the all-absorbing topic. But the increase in population makes more public utilities necessary, and the movement for public ownership being abroad, the tendency here is toward having these utilities publicly owned and operated. For example, the city of Winnipeg is now planning the construction of a power plant. This plant is to be built and operated by the

city; the electric energy is to be generated by water power some 80 miles from the city, and to be used in the city for private as well as public purposes. A publicly owned telephone system is under way for the whole Province of Manitoba, under the direction of the Provincial Government. In an announcement of the government's policy by Hon. J. H. Agnew, the Provincial treasurer, at the opening of the Icelandic Conservative Club on the 25th, the following was given as a brief history of the movement:

At the session of 1905 a number of companies applied to the legislature for charters to carry on the telephone business in the province of Manitoba. The private bills committee, to whom the matters were referred as usual, reported against the granting of the charters, and recommended that the government consider the question in the recess, and at the next session submit some scheme to the legislature looking to the establishment of municipal or government telephone systems.

During the year the Union of Manitoba Municipalities took the matter up and passed a resolution at a convention which they held in the city of Brandon stating that they would be glad to co-operate with the government in the establishment of the telephone system throughout the province, and that the long distance lines should be operated by the government, and the local exchanges by the municipality.

When the house met again a special committee composed of members of both sides of the house was appointed, and this committee went very fully and thoroughly into the whole question, examining experts not only in Canada, but in the United States, and afterwards introduced a series of resolutions which were adopted by the legislature without a dissenting voice, and subsequently measures based on these resolutions were passed unanimously. The result of this movement is that the government proposes to own and operate the long distance lines, and the different municipalities throughout the province are given power to establish, own and operate the different local exchanges.

Mr. Agnew then made an extended argument in favor of the policy of municipal ownership, and in replying to criticisms he said:

One criticism of the government policy which has been most strongly insisted upon is that after the municipalities vote in favor of the system the matter is then entirely in the hands of the council, and the people have no further control. But it must be considered that if it were otherwise, and the plebiscite were taken of each separate municipality at a different time, that an opportunity would thus be afforded for the Bell Telephone Company to marshal its whole enormous influence on each municipal election as it occurred, and thus give it a much better opportunity to defeat the government ownership principle than it could possibly have under the present plan. Besides, the matter is not entirely left to the council. The government proposes to guarantee the bonds of the municipality, and before they will be accepted to oversee the plan suggested by the municipality, and I do not suppose that the government would care to undertake the guarantee of the bonds unless the conditions of the municipality, and the plan proposed by the municipality, would be a safe and feasible plan.

The government proposes to place the question in the hands of the municipalities at the next municipal elections.

PAUL M. CLEMENS.

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"O, James!" exclaimed Mrs. Sittle, "do let's move to the country and keep cows, so we can have nice fresh beef tea every morning!"—Cleveland Leader,

## 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, November 7.

### The New York Election.

Of all the elections on the 6th the most important as well as the most exciting and spectacular was the contest between William Randolph Hearst (Democratic and Independence League) and Charles E. Hughes (Republican) for the governorship of the State of New York. Mr. Hearst carried every borough in greater New York, even Brooklyn where he was opposed by the Democratic leader, Patrick McCarren, his plurality being 76,956. The vote by boroughs was as follows:

Boroughs.	Hughes.	Hearst.
Manhattan and Bronx .....	134,228	197,540
Brooklyn .....	106,348	111,141
Queens .....	14,162	22,221
Richmond .....	6,518	7,310

Totals ..... 281,256      338,212  
Hearst's plurality, 76,956.

Hearst also carried Buffalo by a narrow margin, but lost the county, Erie, by 1,832; and his large majority in greater New York was more than overcome beyond the city, the net result in the whole State being a plurality of about 60,000 for Mr. Hughes. The remainder of the Republican State ticket appears, however, to have been defeated.

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### Elections in Other States.

Returns from other States are not in all cases fully reported. In Kansas (p. 349) both parties claim the governorship. California (p. 584) also is in doubt. North Dakota (p. 442) elects the Republican ticket. It is possible that Gov. Cummins (Rep.) is defeated in Iowa (p. 442). Gov. Johnson (Dem.) is re-elected in Minnesota (p. 539), although the remainder of the Democratic State ticket loses. Nebraska (p. 489) is carried by the Republicans. Wisconsin (p. 609) elects the Republican candidate for governor. Gov. Gooding of Idaho (p. 442) is defeated. South Dakota (p. 228) is carried by the Republicans, and Missouri (p. 421) by the Democrats. Ohio (p. 584) and Michigan (p. 442) are heavily Republican, and the Democrats and Lincoln Republicans (p. 349) are defeated in Pennsylvania. In Rhode Island (p. 678) James H. Higgins (Dem.) is elected governor. Gov. Guild (Rep.) defeats John B. Moran (Dem.) in Massachusetts (p. 654). New Hampshire (p. 584) goes Republican, as does Connecticut (p. 608). Montana, Utah (p. 609), and Colorado (p. 608) all go Republican. Illinois (p. 635) went Republican by over 100,000 for State