

er at a cost of over a million dollars, and in 1901 paid Mr. Reid, the late owner of the railway, nearly another million for certain land concessions formerly granted by the legislature. Newfoundland having thus taxed itself "up to the hilt," as one of the speakers at the protest meeting said, to recover the national heritage in the land and means of transit, is now actually going to hand over to an English firm of capitalists the very land for the opening up and development of which the railway was required. This new province, which is being handed over absolutely to the Harmsworth partners, is twice as large as Prince Edward island, and four times as large as Rhode Island, one of the states of the American union. The so-called "pulp bill," under plea of encouraging a paper industry, actually sets up a power in one of the most fertile and promising regions of the British empire as absolute as that of the czar or the sultan. The concession is perpetual. "For ever and ever" is the note that rings through the Newfoundland press. The lease is for 99 years, but the government undertakes "at the expiration of every further term of 99 years" to renew the lease with "the same rents and royalties, covenants, provisions, and agreements." So that Newfoundland is eternally bound, and long after the present capitalists are forgotten their descendants may be the sole ground landlords of a country half as large as Wales. The concession includes permission to "fell, cut down, and use all or any of the trees for the time being standing and growing on any part of the demised premises," without any reforestation obligations. The Harmsworths may sweep the land bare like a flight of locust. Not only the land is handed over, but "lands covered by water." All streams, lakes, water-courses, springs, are to be the property of the company for its milling and logging business, and it may divert, dam, or stop up all waters at its pleasure, and use all the power of the great waterfalls for driving its mills. Any person using any of the waterways on the territory for floating lumber must pay rent to the Harmsworth trust. . . . The whole of the three thousand square miles of land and the property upon it, as well as mill property outside the concession shall be exempt from municipal taxation. Thus, throughout all future generations, the very germs of local government cannot spring up within the territory. The company are to be bound to give sites for churches or schools, but nothing is said as to houses or shops, so that they can retain the power of expulsion from residence in the territory, and also will have the power to prevent any selling of goods to their workers, except from their own stores. Every man in the

whole region will have to buy all his goods at the company's prices, and be liable to immediate exile if he incurs the company's disfavor. It might be thought these powers—exemption from local and imperial taxation, absolute ownership of timber, and also all minerals and precious and other metals, leave to charge rental for the use of waterways, and landlord's rights over every foot of the territory—were amazing enough. But what of this? The Harmsworth combination are to have power, within 70 miles of their borders—that is, in an additional area twice as large as Wales—to "enter and take" any lands required by them for rights of way, telegraphs, telephones, railways, tramways, roads, mills, works, factories, warehouses, wharves, piers, docks or shipping facilities, paying to the dispossessed owners or occupiers a price to be settled, if necessary, by arbitration. "And upon payment to the owners or occupiers aforesaid of the amount awarded in such arbitration the said lands shall become and be absolute indefeasible property of the lessee." Not only is any property owner within 70 miles of Messrs. Harmsworth's borders to be compelled to "stand and deliver" if they covet any part of his land, but the government must do the same. Only the government will not receive even an arbitration price, but a rental working out at 12 acres a penny! Choice bits of picked land in important positions, at 12 acres a penny! Was ever anything like it heard outside Gilbertian farce? All the choice harbor land may be picked up thus and appropriated for 70 miles in every direction from Harmsworthland, provided that not more than half a mile square is seized upon in any single creek, harbor or bay. Rivals may thus be absolutely shut out from the rivers. What, it may be asked, are "Messrs. Harmsworth, of London, England," to pay for all these unheard-of concessions? (1.) An annual rental of two dollars a square mile. Even this paltry payment "shall not be payable on swamp or barren lands." Yet on those barren lands, which are a free gift to the Harmsworths for ever, towns for the workers may be built, and any ground rent charged that pleases the company. (2.) While there is no charge except the rent for the trees converted into pulp or paper, 50 cents a thousand feet shall be paid for trees converted into "sawn lumber." (3.) For "precious and other metals, minerals, and mineral substances," the company are to pay "five per cent. of the net profits." And this is how the "net profits" are ascertained. From the "gross price" received are to be deducted: (1.) Wages and salaries. (2.) Ten per cent. per annum on the cost of buildings, shafts, engines, machinery, gear, tools, rails,

plants, and effects of every description used in the mines or in connection with them. (3.) Insurance of ditto. (4.) Taxes, rates, assessments and duties. (5.) Repairs, storage, freight, export duties and harbor, dock and other dues. Thus the company may earn compound interest of ten per cent. before it begins to reckon the "net profits" on which the shilling in the pound is due to the government. It can prospect, sink trial shafts, lay down railways, and pay itself a perpetual ten per cent. on the works, whether individually remunerative or not, before it "owns up" to a halfpenny of that "net profit." The payment for mineral wealth is therefore virtually nil! And that exhausts the payments under the agreement. A paltry four or five thousand dollars a year—a fraction of the annual rent of a draper's shop in a London suburb—for a vast monopoly, which within a few years may hold within its grasp towns, railways, harbors, telegraphs, the industrial centers, and the means of communication of the colony!

#### Municipal ownership in the United States.

The tendency in the United States, away from private monopolization of public business and property, has expressed itself emphatically at Springfield, Ill., in connection with the question of public lighting. Ten years ago that city was paying \$137.50 per year per lamp for electric lighting. Resenting this as an overcharge, a body of public-spirited citizens formed a lighting corporation which built a plant and agreed not only to furnish lighting for \$113.33, but to apply the difference between that sum and \$60 to paying the cost of the plant, which, upon being so paid for, should be the property of the city. In five years the city owned the plant. But instead of proceeding to operate it, the Council leased it for five years to the Capital Electric Company, which had already obtained a franchise for commercial lighting. This company afterwards transferred its plant and rights under both franchise and lease to the Public Utilities Company, with which the city is now in conflict. Early in May of the present year, in view of the approaching expiration of the lease, the Mayor, H. H. Devereaux, appointed a special lighting committee to consider the question of leasing vs. operating. This committee was composed of the Comptroller, the Electrician, and four

aldermen. Pending final action, the lease was extended from June 1st, when it expired, until July 1st, and later until August 1st. Meanwhile, the Business Men's Association took up the subject, and a special committee composed of Jos. Farris, F. H. Bode, and Fred Bengel recommended advising the city to operate its plant, but the report was voted down by the Association by 18 to 10. The singular fact of so small a vote in a membership of 350 and an attendance of 75, is explained by the statement that the "bankers and big business men were in favor of the lease and the little business men stayed away or did not vote." The Mayor's official committee made a divided report to the Council. The majority report favored municipal operation; the minority, all aldermen, favored leasing and recommended advertising for bids. It soon became evident that a majority of the Council would support the minority report. When the reports were submitted, Alderman Hickox, the leader of the leasers, moved to strike out of the minority report the clause for advertising for bids, as, in his opinion, no lower bid than that of the Utilities Company, \$55, would be forthcoming. The motion was carried and the minority report adopted. Alderman Hickox at once offered an ordinance leasing the plant to the Utilities Company for ten years at \$55 per arc lamp per year, to be paid by the city. At the next meeting a verbal bid of \$52.50 was made, and at an adjourned meeting on the following day a motion to again adjourn for the purpose of enabling this and other bids to be perfected was defeated by the advocates of a renewal lease. Alderman Hickox then moved that the ordinance be put on its passage, but the Mayor recognized another alderman who made a motion to adjourn, which the Mayor declared carried. On the 28th a large mass meeting of citizens at the courthouse adopted resolutions condemning the members of the Council who had attempted to contract with the Utilities Company for lighting the city, and commended the members who stood for municipal operation. A special meeting of the Council on the 29th, called by the leaders to extend the present lease for a month, was adjourned

by the Mayor, "under the gavel." A majority of the aldermen, all in favor of leasing, endeavored to revive the meeting, but were forced by the police to leave the chamber. They adjourned to the law office of one of their number, and there voted to extend the lease for a month. At the regular meeting of the Council on the 31st the minutes of this meeting were not read, but the minutes of the regular meeting were read and adopted. Owing to the absence of a "leaser" alderman the Mayor's rulings were clearly sustained. A large crowd of citizens attended and presented the resolutions of the mass meeting favoring city operation. Meanwhile the Utilities Company had obtained an injunction prohibiting the Mayor from taking possession of certain property connected with the lighting plant, the title to which is in dispute between the company and the city. This property consists of arc lamps and electrical extensions added to the city's original plant. The company claims these additions as its own property; the city claims the plant as a whole. Local public sentiment appears from the dispatches to be general in support of Mayor Devereaux's city operation policy.

#### Mayor Dunne on municipal ownership.

Mayor Dunne of Chicago spoke on his municipal ownership policy (p. 265) on the 29th at Boston. In the course of his speech he said:

Misrepresentation and mendacity have been resorted to freely by the press of Chicago, and in the press dispatches sent out from that city, in order to embarrass, impede and prevent the consummation of the municipalization of the street car systems of that city.

Referring to his "contract plan" he called it "a short cut to municipal ownership" and predicted that the system would "prove so remunerative as to pay for its construction inside of ten years." He assured his audience that—

Chicago is in earnest, and when she says "I will" to-day she will say "I have done" to-morrow. That to-morrow, in my opinion, will be but a few months away. It may be longer, but the resistless force of public sentiment cannot be withstood. Chicago can and will accomplish what Glasgow, Liverpool, Manchester, Leeds, Sheffield, Hull, Aberdeen, Cardiff, Dundee, Sutherland,

Berlin, Vienna and Milan and hundreds of other great cities of the world have done.

In closing he said:

I confidently predict, from what I know of the people of Chicago, that within a very short time it will have the proud distinction of being the first great city in the United States to be in actual ownership of its own municipal street car system, and when once that great city has proved that municipalization of street car plants is an assured success, hundreds of other American cities will follow and accomplish an economic revolution to the great advantage of the citizens of this country.

Mayor Dunne spoke on the same subject to a large audience at Providence on the 1st.

#### The Chicago teamsters' strike.

At last the teamsters' strike (p. 265) has come to an end. The truck drivers voted almost unanimously on the 27th to raise their boycott against strike-bound establishments; and on the 30th the coal teamsters' union called their strike off. This action was followed on the 31st by the employers' union, through its "action committee," with a declaration of permission to its members to engage without discrimination and under the barn rules such of their old employes as might be needed.

#### A telegraphers' strike.

A general strike of the 2,000 telegraphers on the lines of the Great Northern and Northern Pacific railways was ordered on the 31st. The telegraphers had been given the alternative of accepting the wage schedule of the company by the 1st or quitting the road.

#### Yellow fever in New Orleans.

On the 28th the city of New Orleans, against which the State had declared a quarantine (p. 266), was practically isolated from the rest of the world. The bars of quarantine had been raised against her on the 27th by Mississippi, Texas, Tennessee and Alabama. Mississippi is maintaining her quarantine with a military force, and not only against New Orleans but against the whole of Louisiana. Not alone residents of that State, but through passengers who have complied with the government regulations, have remained the required length of time at the detention camps and hold certificates from the marine hospital corps,