

marked you differently. You probably could not find two in the whole city who would agree on every item of your card; nevertheless it is as it is, and you and I must just make the best of it. Believe that I love you—the dullest as much as the brightest, the worst as well as the best. Believe me in spite of this record, which will say to some of you, "There is no use trying. I have worked so hard and what do I get? Only 75 or 80, while the boy next to me gets 90 without working half so hard."

To do the dear children justice, my presentation of the matter worked with most of them; but there never was a month without at least one harrowing case, and sometimes more. There would be a girl whose mother had promised her some delectable thing if all her marks continued to be above 90; and in some unguarded moment Jennie's algebra would go down to 80 because the work had been extra hard or Jennie a little careless. There would be weeping at home and at school. Always there were the very ambitious and the extra sensitive, who could not bear to see their mark in department vary a single point. They would be positively ill for a day or two because from 97 they had fallen to 95. And then there was the class of serenely indifferent, who wished only to be above the "passing mark" of 80, and to do as little work as was consistent with staying there.

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Now I should like to submit to any candid jury, of what earthly use was all this troublesome machinery of reports and monthly averages unless to harrow teacher and pupil, and so to destroy the big joy of working and living for things worth while.

Apply the same system to teachers and supervisors, and in place of the approval of parents and the hope of graduating, put the approval of society and the earning of bread and butter, and the evil is only increased.

Sometime ago, prizes in the public schools were abandoned. Before that, corporal punishment had to go. Why not then the whole marking system, which is only a more refined species of cruelty to teachers and children?

Where children are not doing their work properly, the teacher should plainly and fearlessly say so to each child, lovingly and carefully pointing out the fault. If necessary and advisable, she should see the child's parents and consult with them. In the great majority of cases this is unnecessary. They are doing their best. Only leave them alone and don't worry them.

And as for teachers, how can they do intellectual and emotional work—teaching children is both—with a sword of Damocles constantly hanging by a thread over their heads? Teachers can no more be slaves to arbitrary systems than to anything else, and still be teachers. They must be free.

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Just a year ago, in Paris on a bright Sunday afternoon, a number of us trooped down to the Julian Academy to see the results of a painting "conours." There was to be a prize to the one who had painted the best half figure of a man who had posed one week for the class.

When we arrived, the thirty odd works considered

worthy to appear in the contest were arranged in the order of merit and numbered consecutively, except that the first three were each numbered "one."

Upon inquiry we discovered that Monsieur J. P. Laurens—or as the boys love to call him, John Paul—had come early, at the break of day, they said, and had arranged the canvasses according to his judgment. Some hours later, along came the two other members of the jury, and they did not at all agree with "John Paul." After a lively altercation they compromised as follows: No prizes should be given; they must try again, and three should be marked "Number one." Even then it was not settled, for they disagreed on who should be placed first in the long line curved around the end of the "atelier."

The next day our friend who had been so lucky as to be the first of the number "ones," was called to the front of the class, where he walked proudly, looking for the commendation of his beloved Professor. But the Professor only looked at him calmly, and said clearly so that all could hear, "Young man, your picture was first yesterday, but don't imagine for a moment that I put it first. By no means. Being only one, my judgment was over-ruled by the other two. I would have given you quite another place."

At this point the "boys" set up a shout, and the rest of the explanation was lost, but to-day Mr. W. is constantly reminded that "Old John Paul" did not put him first.

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Whoever may be the means of exterminating the system of measuring the minds of children and the efficiency of teachers with percentage marks, will have done for the schools and the community a blessed work.

IDA FURSMAN.

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 Tuesday, March 23, 1909.

Progress in the Cleveland Traction Controversy.

When we last reported the traction situation in Cleveland (pp. 204, 224, 253), the conferences behind closed doors had come to an end in mystery. It was reported that there were intimations of a satisfactory settlement; but Mayor Johnson's refusal to say more than that some headway had been made between himself, Judge Taylor, and John G. White (representing the monopoly traction interests), left an impression that no conclusion had been reached. This proves to have been the fact. And so unsatisfactory do the meetings behind closed doors appear to have been that Mayor Johnson declares there shall be no more,

but that all negotiations henceforth shall be at public meetings of the City Council.

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A public meeting of the Council was accordingly called for the 15th. It was addressed by Judge Tayler as well as Mayor Johnson. In the course of his speech Judge Tayler said:

The streets of a city belong to the community, and not to anybody else, and can not be acquired by anybody else; and as an incident to that proprietary interest of the community in the streets, there must be methods of easy transportation in those streets, and you can not accomplish their suitable transportation except by the investment of large sums of money, upon which, in order to obtain it, there must be a fair return. Now there is a perfectly simple proposition, grounded on fundamental right, in the people and in the persons who invest their money.

We have been going along here for a great many years on a certain theory of giving franchises for the operation of street railways in communities, all based upon a wrong view of the rights of both sides; so far as the people were concerned, the giving of a monopoly without suitable restraint; and on the other side such a condition of things that the necessities of their situation, the expiration of their grants at some time in the future, compelled them as businessmen to make the very best bargain they possibly could, with the result that scandal and injustice have from the beginning characterized a large number of street railway enterprises in all of the great communities of this country. It seems to me that the time has now come, and perhaps it never came until now, when we should reach a settlement on the foundation that the public own the streets, and that the people who furnish transportation are entitled to a fair return and a sure return, and nothing more than that. What this community wants is an ordinance that will settle this street railway trouble upon a basis which will mean that the people will get good service, and will have to pay for it not one copper more than it costs. There ought to be no grave difficulties in the way. An accommodating spirit, a spirit accommodating itself to that settlement, anxious to bring about that settlement, on both sides of this controversy, will necessarily result in a settlement of this controversy, because the differences can only arise over details which in and of themselves are not vital to the working out of a plan whereby this settlement can be reached.

Of course, we all know that if there is no settlement there must be what has been called war. But I have confidence in the purpose and in the ability of the gentlemen involved in these negotiations to come to an adjustment along those lines. It is strong because it is eternally right. How to express it in your legislation is for you to say. But I think that in the city of Cleveland we have left behind us the day when any fixed rate of fare shall be said to be the rate of fare which the people must pay. Any rate of fare may be too high, or any rate of fare may be too low. What we are entitled to is good service at the cost of service, whether it is 1 cent or 2 cents or 3 cents or 4 cents. That is the only sound

basis upon which a street railway settlement can rest.

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When Judge Tayler had concluded, Mayor Johnson said:

Now that you have heard Judge Tayler, you can understand why some of us hold him in such high esteem. I haven't a word but commendation for everything that he has said. I think he has given us good advice, and I believe the more the people of this community think over his fundamental proposition the more they will agree that he has phrased it happily, and has announced a great truth that we all ought to be guided by. As he says, the details have to be gone into in some practical way. I would suggest that some member of this Council make a motion that the City Solicitor, as a member of this committee, prepare a resolution and give us an opportunity to start this work. In the next two months we ought to be able to settle the traction problem if we can settle it at all. But if we can't settle it, we shall at least know why we can't settle it, and we shall know what steps we ought then to follow. Now, I just want to repeat once more that in the very best of faith I will give all the time and energy that I can put into it, and I will pledge every member of this Council to do the same thing. We will proceed at once, Judge Tayler, to thresh it out, and thresh it out publicly and quickly to a conclusion, and we hope to the conclusion that you desire.

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Prior to the foregoing addresses, Mayor Johnson reported the situation at length to the public meeting of the Council, and made the following specific recommendations:

I suggest that the City Solicitor at this meeting prepare a resolution, directing him to draft an ordinance following out as nearly as possible what Judge Tayler has been working for, leaving some questions open (if he must), but drafting that ordinance as fully as he can and having it introduced in the Council on the 22d. Then at meetings of this committee of the whole, or of the street railroad committee—I imagine this question is big enough to demand the presence of all the Councilmen, the public being invited—let us see how far we can get along with it. And let us invite Judge Tayler, or Judge Tayler's representative, or the Cleveland Railway Co.'s representative, or anybody that has any question he wants to present, to be heard, so that as consideration of the ordinance proceeds it will be after hearing the views of all interested.

Now, I don't know how successful we shall be in bringing about a settlement, but, judging by the past, I don't think we shall get any settlement in the interest of the public that isn't brought about by fears of something worse if the corporations don't settle. We can proceed along the lines suggested by Judge Tayler, and try and settle the whole street railroad question; and I think that ought to have first place, and ought to be tried out to its fullest. We ought to find out whether it is possible to agree, whether we can prepare a grant that the railroad company will accept, and the public will approve. But we ought

to be prepared, in case that fails, to go on with the next step.

Three courses would remain. There may be others, but these are the only ones that occur to those that I have been talking to about it—to the members of the Council, to the City Solicitor, and to some others outside of any official position; we didn't see any other courses after the Judge Tayler plan. One would be a grant to the Cleveland Railway Co. of all the franchises expiring on the 26th day of next January, grants similar to those heretofore made to the Forest City Co., 3-cent fare, revocable franchises, with any other improvements or additions that experience has suggested in the meantime to make those grants more secure to the public; one that they could accept or reject; one that the Council can propose or not, as they consider best. The resolution which I suggest to be adopted now should include the drafting of such an ordinance, certainly in skeleton form, so that it can be introduced next Monday night. Then the second course is to grant these same expiring franchises to the Forest City Company. These courses would give us Judge Tayler's plan, which is a comprehensive settlement of the entire question; a grant of the expiring franchises to the Cleveland Railway Co.; and the same grant to the Forest City Co. Then we should have the last plan, involving a number of ordinances, which I think ought to be presented at the same meeting, so that this Council may have all the plans before them. It is to put up the franchises for competitive bidding. I have, in the last few weeks, been applied to, and the matter has been discussed, by a number of people, who want to make those applications. I have urged delay. I want now to withdraw that; I don't urge any more delay. Those applications should be made at any time, so far as I am concerned. And I think this proposed ordinance ought to go in at the same time, with the others for this reason. If the Council were to meet in regular session, and proceed as rapidly as they could from the time of the making of an application until the time of the public bidding for grants, two months must elapse; and if we wait for two months, and then come to the conclusion that we can't succeed on any of the other plans, we have the necessity of following the statutes and losing another two months. I suggest then that we give two months of time to an honest effort to try and agree on Judge Tayler's plan. I hope we shall succeed. I for one will do all I can to bring about success on that plan. But, if we fail, I want you to be ready to immediately begin the other work. So I suggest that we press forward with the course that takes the longest time and probably the least discussion. It is a mere formal matter. If we succeed with the settlement it is unnecessary; but if we fail, it is very important. And, then, I think it will have a good effect on the Cleveland Railway Co. I want to be perfectly frank about that. I think they are very much more apt not to quibble about little things, and to take a broader view of the general settlement, if they understand in advance just what is going to happen if they don't agree.

A resolution was adopted in accordance with Mayor Johnson's suggestions and Newton D. Baker, the City Solicitor accordingly prepared for

introduction in the Council on the 22d three ordinances as follows:

1. The Judge Tayler plan, providing for a sliding scale of fares so as to limit profits to 6 per cent.
2. A 3-cent fare grant to the Cleveland City Railway, subject to its acceptance.
3. A 3-cent fare grant to the Forest City Company, subject to its acceptance.

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At the regular Council meeting on the 15th, the evening of that same day on which the public meeting described above was held, applications for low fare franchises on 13 streets on which franchises expire next January or soon thereafter, were made by interests formerly identified with the Forest City railway Company. They were referred to the street railway committee without debate.

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The real business of the special session of Congress (p. 271) began on the 18th, with the introduction by the chairman of the Ways and Means committee of the House, Sereno E. Payne, of the Administration's tariff bill. This bill had been formulated by the Republican majority of the committee in secret session, submitted in open session of the committee for a few minutes, and then ordered to be reported favorably to the House, which was immediately done. Upon the presentation of the bill to the House on the 18th, its consideration was postponed until the 22d.

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In Congress.

The principal features of this bill are as follows:

Decrease of Duties.

Iron ore from 40 cents a ton to free list.
 Scrap iron and steel from \$4 a ton to 50 cents.
 Steel rails from 7/20 of 1% to 7/40 of 1%.
 Timber from 1 cent per cubic foot to ½ cent.
 Sawed lumber from \$2 per 1,000 feet to \$1.
 White lead from 3¼ cents a pound to 2¾ cents.
 Sewing machines from 45% to 30%.
 Typewriters from 45% to 30%.
 Bituminous coal from 67 cents a ton to free list.
 Coke from 20% to free list.
 Green peas from 40 cents to 30 cents.
 Barley from 30 cents to 15 cents.
 Refined sugar from 195/100 cents a pound to 190/100 cents.
 Cotton shirts, collars and cuffs from 45 cents a dozen to 35 cents, and from 15% to 10%.
 Cattle hides from 15% to free list.
 Sole leather from 20% to 5%.
 Works of art over 20 years old from 20% to free list.
 Printing paper not above 2¼ cents a pound from 3/10 cent a pound to 1/10 cent.
 Ground wood pulp from countries not imposing duties, placed on free list.

Increase of Duties.

Crude cocoa from free list to 4 cents a pound.
 Powdered cocoa from 5 cents a pound to 9 cents.
 Figs from 2 cents a pound to 2½ cents.
 Lemons from 1 cent a pound to 1¼ cents.
 Pineapples from \$7 per 1,000 to \$8.