

for the Chicago City Railway and the Union Traction company a petition with 110,000 signatures must be presented to the Board of Election Commissioners on or before February 11. The traction ring in the City Council has promised to secure this petition, but no move has yet been made to circulate one. The probability is that these friends of franchises have no intention to give the people a chance to vote. In order that the people may not be cheated of their rights the Examiner has undertaken this great task and to-day launches a new "No Franchise" petition. Sign this petition at once. You will find it on the last page of the Examiner to-day. Get all your friends to sign it. Send to this office and we will furnish you blanks to circulate. Volunteers are needed. The time is short. If you wish to save the streets from the franchise grabbers—help the petition. Do it to-day. Do it now.

After this announcement on the 2d, the local transportation committee of the City Council was hastily assembled, and with only seven members present, voted 6 to 1, on motion of Alderman Foreman, to recommend to the Council the presentation of a petition for submitting to referendum the following questions:

Shall the City Council pass the pending ordinances, recommended by the committee on local transportation, settling the existing differences between the city of Chicago and the Chicago City Railway company, West Chicago Street Railroad company and North Chicago Street Railroad company, and unifying the street railway service of said corporations in the south, west and north divisions of the city?

Shall the City Council pass the ordinance introduced by Mayor Dunne on November 13, 1905, authorizing the city to issue \$75,000,000 of street railway certificates "for the purpose of acquiring street railways either by purchase, construction, condemnation or otherwise," and the ordinance introduced by Mayor Dunne on said date, authorizing the city to proceed "to operate street railways?"

This recommendation being reported to the Council on the 2d, it was laid over until the 8th. Several objections are raised by supporters of Mayor Dunne. They assert that the first question is misleading because it does not describe the ordinance as a 20-year franchise, and falsely states its effect. As to the second question, they object that as two distinct questions are stated, namely, own-

ership and operation, voters who believe in municipal ownership but not in municipal operation would be unable to express their opinion. They also object to the second question that it is useless to take an advisory referendum on it because a mandatory referendum is provided by law, and it cannot have any effect until submitted on mandatory referendum. Their further objection is that the uniting of two questions in this one cannot show public opinion properly as a preliminary to mandatory referendum, because the mandatory referendum law requires a three-fifths vote for operation and only a majority vote for ownership. Charges of bad faith on the part of the local transportation committee are freely made.

#### Public utilities in Pittsburg.

Another instance typical of a general condition, the growing national importance of and interest in local municipal affairs, is furnished by Pittsburg. Street franchises worth millions upon millions are to be had, and a gigantic struggle at the Republican primaries is one of the consequences. W. A. Magee, formerly a State senator, has been the regular machine contestant for the mayoralty nomination; but as Magee has about him some of the ill political odor of the late "Chris" Magee, the Frick franchise syndicates have apparently concluded to pick a candidate whose cooperation in granting franchises will suggest better motives than Magee's might. Accordingly they are fighting Magee at the primaries with A. M. Jenkinson, the wealthy stogie manufacturer, as their candidate for mayor.

A Pittsburg correspondent in the Chicago Record Herald of the 3d gave this description of the local situation:

Hiring political workers to hustle at the primaries at the rate of \$50 a day each, opening up costly headquarters in each ward, trying to buy a newspaper for \$1,200,000, are the methods by which the Frick syndicate of millionaire politicians are said to be playing the mayoralty game in Pittsburg. Their determination to elect A. M. Jenkinson, the wealthy stogie manufacturer, was made apparent to-day when the money barrel was tapped in the principal headquarters here. Workers who have been hustling for

W. A. Magee for mayor suddenly expressed a change of sentiment. They also exposed yellow back bills of big denominations. The supporters of Jenkinson tried to buy the Pittsburg Leader and offered a fabulous price. This paper has opposed Frick and his crowd politically. There is method in the millionaire-political game, however, as franchises worth \$17,000,000 for elevated and underground railways, for improvements the Pennsylvania railroad requires which will necessitate the use of principal streets, and for extension of franchises granting monopolies to corporations the Frick syndicates control are to be granted or refused, according to the way the election goes. It was stated to-day that \$500,000 has been raised for the campaign, and that every penny will be spent if necessary. Former Senator Magee learned to-day that he is fighting against men whose combined wealth is estimated at \$200,000,000. But he pluckily declared: "I am a candidate to the finish, and I believe there are voters enough left in Pittsburg to nominate me who can't be bought." No reports of opposition to franchises outside of the Republican party are at hand.

#### Gas franchise in Cincinnati.

The expiring City Council of Cincinnati granted on the 26th a new gas franchise to the local gas monopoly, the Cincinnati Gas and Electric Company. The grant was approved by the Associated Organizations of Cincinnati, composed of business societies. The stock of the company immediately increased \$3 a share, an aggregate of nearly a million dollars. It is understood that Cox, the Republican "boss" of Cincinnati, gave the order to the Council which produced an overwhelming affirmative vote opposed only by 3 in the negative. The measure was hurried through in anticipation of opposition from the Council elected in November and which was to come into office on the 1st; and Mayor Felischman signed it the following day—less than a week before the beginning of the term of Mayor Dempsey.

#### Mayor Johnson's third term.

Tom L. Johnson came into office for the third term as mayor of Cleveland (p. 526) on the 1st. The new Council, equally divided in party politics, but believed to contain a non-partisan majority for Johnson's progressive policies, and presided over by a Johnson Democrat, C. W. Lapp, the Vice