

sion. We incline to believe that any further disclosures will have the same effect, provided they do not come as surprises after the thinking campaign of the spring has given way to the fighting campaign of the fall. Meanwhile let's have them all, whatever they be, so that Governor Wilson's sincerity may be subjected to the severest scrutiny and his availability be put to the fullest and fairest test before his name goes out from the Democratic convention as its candidate.



Singletax Progress in Boston.

Various are the judgments about men in politics who do the unexpected thing. "Is he sincere?" is a question that spontaneously arises and floats about in every such case. But often the question of sincerity is not important. Who cares whether the man that jumped half way over Niagara Falls sincerely wished or intended to go the whole distance? In respect of a public man's influence his motives in proposing a reform are of infinitely less concern than the fact that he proposes it. This ought to answer the objections to Mayor Fitzgerald's fiscal proposals for Boston, in his inaugural address from which we make this quotation: "As the functions of the government expand, more revenue is required. We look for relief in various directions and find that there are as many minds as men. One official body counsels us to reduce expenditures, while other advisers would favor an increase of the tax limit. Methods of scientific assessment upon real estate, such as the Somers plan, which aim at an equalization, if not an increase, of valuation, are discussed by municipal economists. Finally, the more daring thinkers in this field propose a sweeping overturn of established methods through the adoption of the income tax and the tax upon unearned increments, which are in vogue in Germany and England. While the year upon which we embark today will probably not see this question decided, *I have thought it advisable to petition the legislature to investigate the Singletax* and feel sure that at the end of another twelve-month we shall be in the midst of the campaign of education which always precedes radical reforms."



A Tendency in Journalism.

As an example of the kind of local paper every city ought to have—and that every city must have if it is to be saved from that worst of all types of grafter, the business man who in the disguise of progress-promoter seizes upon public property as

if it were his own—we commend Common Cause of Kalamazoo. What The Boston Common has been for Boston, Common Cause has set out to be for Kalamazoo. What The Public has tried to be in the worldwide field of civic activity and common rights, with localities anywhere and everywhere for its examples, Common Cause is attempting for one of the local fields and with an outlook upon the world of which that field is a busy part. If the function of The Public were likened to the telescope, then by associated simile such papers as Common Cause and The Boston Common might be likened to the microscope. While these papers are new in their special characteristics, they have been preceded by others which perform with less specialization yet in like spirit the same functions. The San Francisco Star, a weekly with the scars and medals of some thirty years of valiant service, is an example to be proud of; and the Johnstown Democrat, a daily which has been on the fighting line for twenty years, is another. With a specialty different from all the others, worldwide in some respects, yet in the same spirit and with like local flavor, the St. Louis Mirror must be reckoned as a similar pioneer in public service. Would that every city in the land could be moved by the local patriotism that has given birth to such periodicals, to establish a local Boston Common or Common Cause for precisely such service as theirs. Common Cause is an excellent example for imitation. Its persistent placing of editorial emphasis upon the public interests of its own city in respect of all the subjects it discusses, is distinctive and well calculated to be effective.



Chicago Traction Service.

When the secret bargain with Pierpont Morgan's traction ring had been made in Chicago, a bargain which Mayor Dunne did his utmost to baffle, the people here were buncoed into confirming it by assurances of immediate improvement and thoroughly good service all over the city within three years. Since that triumph of traction graft in Chicago, three full years, plus almost two, have elapsed; and what of those fine assurances? Here is the Chicago Tribune's testimony—the Tribune be it remembered having helped vigorously in the work of turning down Dunne and railroading the treacherous Morgan ordinances through. We quote from its issue of February 9: "If the City Council committee which has been authorized to investigate the conditions of street car service in Chicago will not be deluded by the statements offered in defense of operation and will