

and attach its affairs to our sense of moral obligation. When this knowledge and quickening of conscience has been obtained, then we may hope for a normal development and a sane regulation of industry." A similar exhibit has already been held in Philadelphia (pp. 1006, 1042), and it is intended later to hold others in Boston and New York.

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The Chicago Election.

After his defeat by Mayor Dunne for the mayoralty nomination (pp. 1109, 1135), ex-Mayor Carter H. Harrison issued an address, published on the 6th, in favor of the traction ordinances. He then left the city. In response, Mayor Dunne issued a statement on the 7th in which he said that Mr. Harrison's declaration was no surprise, for—

Mr. Harrison and myself differ radically upon this question, as we have been compelled to differ before. Over two years ago he advocated the passage of the tentative ordinance. I was compelled from conviction to take the opposite course and advised the people against the passage of the tentative ordinance. The issue as to its passage became the issue of the campaign of 1905 and upon that issue every ward in the city declared adversely to Mr. Harrison's position and favorably to mine. Mr. Harrison now frankly states that the tentative ordinance was a better ordinance than those now under consideration. If the people voted so overwhelmingly against the passage of the tentative ordinance what must we expect will happen when they vote upon the ordinances which Mr. Harrison declares was worse than the tentative ordinance? Mr. Harrison and I also were compelled to differ upon the question of the adoption of the Mueller certificate ordinance in the Spring of 1906. He openly advised the people to vote against that ordinance. I advised the people to vote for that ordinance and the ordinance was adopted by the people.

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Mayor Dunne's opening speech of the campaign was delivered at the Jefferson Club on the 9th. In this speech he recited the accomplishments of his administration: reduction of the price of gas from \$1 to 85 cents; equalization of the price of water by increase of price to large corporations from 4 to 7 cents per thousand gallons, and reduction of price to house owners from 10 cents to 7; reduction of telephone rates from \$175 to \$125; successful crusade against foul food and false weights and measures; enforcement of the building laws against all classes; economic and profitable administration of the law department; detection of big tax dodgers, and proceedings for rectification of school lease frauds. He also narrated in detail the action of his administration on the traction question; his submission to the council of plans for municipal ownership; the stubborn hostility of a majority in the council; the collapse of the council's hostile plans; the passage of the \$75,000,000 Mueller certificate ordinance; the winning of the 99-year suit against the companies; the employment of Mr. Fisher and the framing of the Werno letter providing for municipalization; the agreement of the companies; the departure of the ordinances from the spirit and purpose of the Werno letter; the call for a referendum and the tremendous response from the people. Regarding the character of the ordinances and the future policy they necessitate, Mayor Dunne said:

In my deliberate opinion these ordinances, if approved

by the people, will prevent the people of this city from acquiring municipal ownership of these lines for twenty years, if not longer. At the end of the twenty years the ordinances provide that the city cannot take possession until it pays for the properties of the companies in cash, and until the city has done that the companies to which these ordinances run will have a right to retain possession of the streets and operate their lines. For the last eight years the representatives of the city have been engaged in futile negotiations with these companies which would settle the traction question by agreement. Four different ordinances have been under consideration and have been rejected either by the people or by the companies. The patience of the public has become exhausted. Every reasonable effort has been made by the present administration to secure a settlement of the complicated problem by agreement with the companies. It has made many concessions which, in my judgment, would have been unsatisfactory to the people of this community, in the earnest hope that a settlement might be obtained. It seems impossible to agree upon any ordinances with these companies that will protect the city's interests. The patience of the people has become exhausted. They now demand the cessation of all these negotiations and an appeal to the courts in condemnation. In such proceedings the value of the present properties can be judicially determined and determined quickly. A trial in the lower courts can be had within six months and an appeal to the Supreme Court can be had and finally disposed of within eighteen months. Once the value of the property is judicially determined in the lower court nothing remains for the city but to negotiate its Mueller certificates, raise the necessary cash and hand it to the companies and take possession of the properties. If the companies desire to appeal they can do so. But the city will be in possession pending the appeal. The city can rehabilitate these properties just as cheaply, if not more cheaply, than the present companies. It can certainly rehabilitate without paying double contractor's profits. The temper of the people is aroused. The ninety-nine-year act is disposed of. The traction companies, by their own obstinacy, have forced a situation which is final and conclusive. The lantern has been hung out from the belfry tower. These ordinances should be voted down, and when they are voted down, condemnation suits must be immediately commenced, the value of these properties determined in a just and legal manner, the companies paid and the city take possession of the lines and commence their rehabilitation, as has been done by other great cities of the world. The people have negotiated and negotiated and bargained and bargained without result. Whenever the people have appealed to the courts they have been almost invariably successful in asserting or maintaining their rights. Such was the result in the universal transfer case, in the case involving the ninety-nine-year act, in the case involving the police power of the city, in the case involving the validity of the Mueller certificates, in the telephone case and in nearly every other case brought by the city to assert its rights against public utility corporations. Let the courts now determine the matter and do justice to the companies and the people alike.

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The Republican candidate in opposition to Mayor Dunne, Fred A. Busse (p. 1162) was formally notified on the 11th of his nomination. In accepting he pledged himself not to be a candidate for renomination and heartily endorsed the party platform. In advocacy especially of the traction plank, he said:

For several years we have had too much traction for the politicians and too little for the public. Traction has been used to carry various people into office, but there has not been enough of it to carry people to and from their homes rapidly and in comfort. This traction ques-

tion is the people's question and it is proper that they should have the last word as to whether the ordinances now before them for their decision should become laws. We are all interested. The present surface transportation is utterly inadequate. . . . This one fact—this hardship on people whose lives are not very easy at the best of times—ought to outweigh a ton of political and theoretical opposition to speedy traction settlement. The only way these people can be relieved is by prompt settlement that will give us more cars and better cars, extensions, through routes and comprehensive transfer privileges. Improved transportation, as our platform well says, would also lessen congestion in the downtown business center, develop new business centers, give people a chance to live out where they can get better air, more room and more healthful surroundings, and at the same time benefit thousands of small taxpayers. The ordinances now before the people for their decision are the results of years of investigation and study, and the successive steps in formulating them were apparently approved by all of those active in the work until just before they were completed. No good reason has yet been given, as far as I can discover, for reverting again to talk instead of proceeding to action. Everybody is agreed that we want better service at once. The pending ordinances provide for that. They provide for extensions, for through routes and for transfers that will enable us to ride from any part of the city to any other part of the city reached by the lines of any one or all of the four great systems, namely, the Chicago City, the Union Traction, the Chicago Consolidated and the Chicago General Railway Companies. These ordinances safeguard the city's interests. They make the city a participating partner in the profits of the street railway companies, and permit this revenue to be applied either to purchase of the lines or to reduction of fares. They also provide ample opportunity for the city to acquire the lines whenever the people desire to embark in the enterprise. Therefore, I cannot see why any person who wants better car service, whether he does or does not believe in municipal ownership, should be against the ordinances. The "home-rule" plank in our platform should meet the approval of every one who knows this city. None of us can have everything his own way all of the time, even in his own home. We have to live together in this world and get along together, even though we don't think all alike. We have hundreds of thousands of people in this city who are not born here. We invited them to come. They are among our most desirable citizens. We should give consideration to their inherited habits and customs, but without letting harmless recreation be used as an excuse for vice. The condition of our schools is another question that ought to be close to every citizen. If we haven't enough school houses and school rooms, we ought to get them. There is a way, if we look for it. Nothing should be sacrificed or omitted that will fit the child in both mind and body for its work in the world.

Mr. Busse's friends announce that he does not intend to resign as postmaster. It is explained that the matter was arranged at Washington before the nomination, the explanation, according to the Record-Herald of the 12th, being that "there would be no objection from the Department or from the President to Mr. Busse's name being used in connection with the mayoralty so long as his friends did not turn the postoffice into a Busse headquarters, capitalize his position as postmaster as campaign material and turn the postoffice force under him into a Busse machine."

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In addition to the regular party nominations for aldermen, the Independence League, in conjunction with the Hearst papers, has nominated candidates

of its own in several wards and endorsed acceptable Democrats and Republicans in others.

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The Kansas City (Kansas) Election.

Mayor W. W. Rose, as reported last week (p. 1166), has again been nominated for mayor of Kansas City, Kan. Elected two years ago on an anti-monopoly platform, he was removed by the Supreme Court of the State for not enforcing the prohibition laws, laws which had not been enforced for 30 years either in Kansas City or any other frontier city of Kansas. He was at once re-elected at the special election a year ago to fill his own vacancy, and upon his taking the oath of office, the Supreme Court held him guilty of contempt, and imposed severe penalties. Thereupon he resigned. The candidate he supported at the next special election was defeated by less than 300 votes. Mayor Rose's nomination for the approaching election was made unanimously, and of four wards in which there were contests three were carried by candidates for the city council who favor his policies. Following is the declaration of principles unanimously adopted by the local Democratic party under Mr. Rose's leadership and signed by all candidates for legislative and executive office:

"Public office is a public trust," and we, the undersigned candidates for municipal offices at the hands of the Democratic party of Kansas City, Kansas, believing in this principle and also believing that the people are entitled to a frank and candid expression of views from those who ask their support, declare ourselves and pledge our word and honor as men to the faithful performance of these promises: That we will not consent by word or vote to the granting of any franchise to the Metropolitan Water Company; that we will actively support at all times the immediate public ownership and operation of our waterworks system; that we will not favor the granting of any franchise to any company, corporation or individual, until after a referendum of the same to the people, and it shall have been approved by them by a majority of the votes cast upon the proposition. We declare in favor of the immediate appointment of a city purchasing agent, in order that there may be greater economy in public expense; we pledge ourselves to labor unremittingly for taxation reform, to the end that the monopoly values held by great railroad, packing and other corporations shall bear their just burdens, and the small home owners be proportionately relieved; we declare in favor of economical but efficient government and that the people of this city are especially entitled to the best fire and police protection it is possible to have; we believe that economic problems are paramount and that their correct solution involves the solution of moral questions also. Our greatest duty is to bring about more just conditions for those who produce the wealth of the world so that each will receive the wealth his labor creates. To this end we pledge our united efforts.

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California's Anti-Alien Bills Held Up.

In addition to the anti-alien property holding bill reported last week as having been passed by the lower house of the California legislature (p. 1165), bills have been pending in the legislature for the limitation of the age of children first entering the primary schools to 10 years; for separate Oriental schools, and for the submission two years hence of the question of Asiatic exclusion to a vote of the people of California; also a resolution protesting against Japanese naturalization. At the request of