

will take place at Washington during the first ten days in August.

#### American Politics.

Preparatory to the gubernatorial campaign in Ohio (p. 137), the Democratic convention of that State met at Columbus on the 28th. The principal figure at the convention was Mayor Tom L. Johnson of Cleveland. He was neither a candidate nor especially the supporter of any particular candidate, although he seconded the nomination of Brand Whitlock, of Toledo. He devoted his efforts exclusively to securing the insertion of home rule planks in the platform, and in this he was completely successful, notwithstanding the opposition of traction and other public utility interests. The platform as adopted—

praises the purchase of Panama Canal supplies in the open markets of the world; demands the enactment of laws by Congress to prevent rebates, giving power to fix rates to the Inter-State Commerce Commission; pledges the party to work for the elimination of graft and political corruption; demands county home rule in taxation; demands the taxing of local franchise privileges; says the party believes in free and unqualified home rule; favors the rigid supervision of State and private banks; favors the election of United States Senators by direct vote; favors the initiative and referendum; favors the repeal of all limitations as to time within which prosecutions may be begun for election bribery.

#### The home rule plank reads:

We believe in free and unqualified home rule. Free from State interference, each city, town and village should be allowed to decide for itself all matters of local policy, especially as between public or private ownership of all public utilities, including street railways as well as water works and lighting systems, and that provision should be made for submitting such questions to the people on request from a reasonable number of voters.

John M. Pattison was on the second ballot nominated for governor.

Political conventions in Chicago are of general interest because of their possible influence upon the administration of Mayor Dunne. They relate, however, only to judicial and sanitary nominations, to be voted on in November, and are held at this early day to avoid complications with refer-

ence to the new primary law, which by its terms goes into effect on the 1st of July. The Republicans nominated on the 24th and the Democrats on the 28th. R. R. McCormick is the Republican and Frank Wenter the Democratic candidate for president of the sanitary board. Judge Gary, of anarchists' trial fame, is prominent among the Republican judicial nominations, and Edgar B. Tollman and William A. Doyle among the Democratic. A peculiar fact was the marked refusal of the Democratic managers to permit the nomination of L. E. Cooley for the sanitary board, which controls the drainage canal. As Mr. Cooley is one of the most distinguished engineers of the country and has heretofore served on this board with especial credit for technical ability and personal integrity, and is besides a pronounced advocate of municipal ownership, his nomination would have brought to the whole ticket a degree of strength the ignoring of which is not generally understood.

#### The Chicago Traction Question.

Collaterally the election of sanitary trustees bears upon the traction question (p. 185), for it is Mayor Dunne's policy to utilize the water power of the drainage canal for the operation of the municipal traction system which his administration is pledged to the people of Chicago to establish. His progress toward the redemption of this pledge has been marked during the current week. The most important step, probably, has been the approval by the local transportation committee of the City Council, and the adoption by the Council on the 26th, of Mayor Dunne's recommendation that Mayor Harrison's project (p. 186) for inviting bids for the construction and equipment of a ten mile municipal traction system on Adams street be annulled. All bids were ordered returned and the acceptance of further bids under that project forbidden. This step is preliminary to Mayor Dunne's plan of inviting bids for the construction of municipal lines upon all streets not affected by the 99-year claim and upon which franchise rights expire this year or next. Mayor Dunne estimates that these streets offer opportunity for 150 miles of municipi-

pal trackage. It is with reference to this project that Mayor Dunne has been in conference with Mayor Johnson of Cleveland and A. B. Dupont of Detroit (p. 186), both of whom are expert traction managers of long experience.

What was reported at the time as a final cessation of negotiations between the Chicago authorities and the traction companies for the purchase of the whole traction system, occurred on the 22d, before the local transportation committee, the disagreement being on the price. One of the traction attorneys read a statement in which it was set forth that the companies had been invited to make a proposition for the sale of their properties; that the city had no money to pay for such properties; that the rights of the companies in the streets had been disputed by the city, and that therefore the companies did not think any progress would be made by their naming a price at which they would be willing to sell; but that the companies were willing to rehabilitate their lines, the city to pay the cost of this when the property was purchased, as well as the franchise rights. The outlines of the settlement to be as follows:

1. That steps be taken in the immediate future for a thorough rehabilitation of the properties, so that the service shall be of the best, all at the expense of the owners.

2. That such work be done upon plans to be agreed upon with the city and subject to the approval of the city's experts.

3. That the city shall have immediate representation upon the board of directors or otherwise provide for co-operation between the city and the companies to the common end.

4. That an ordinance be passed and accepted and submitted to popular vote providing that at the end of the period required for rehabilitation the city shall have the right to acquire the properties so rehabilitated, upon the following terms:

- (a) The amount hereafter expended upon the properties under the city's supervision.
- (b) The value of the present tangible properties to be determined by arbitration either now or later.

- (c) The arbitrated value of such franchise rights as the courts of last resort may determine the owners are entitled to. Upon the legal questions being finally determined the arbitrators to decide the values, based upon such decision. If desired, a number of names of men of high standing, well-known integrity and of experience, from whom such arbitrators shall be selected, to be agreed upon in advance.

5. Payment for the properties to be made in Mueller certificates, their val-

idity being sustained in the interim by the Supreme Court, with such provisions in connection with the same as to render them a reasonably safe security.

6. If an understanding can be reached on the foregoing, the city to join in urging a speedy hearing at Washington of the question of franchise rights; to make no fresh attacks upon the properties in the meantime, but to cooperate in bringing about at the earliest practicable moment the best of service for the public.

The statement included an explanation that as the Mayor objected to the suggestion that the rights of the companies should be submitted to the United States Supreme Court, the City Railway Company had finally decided to submit the following memorandum:

1. The value of its tangible property to be determined, if possible, by agreement; if not, the same to be determined by appraisers agreed upon prior to the passing of the ordinance for the purchase of the property.

2. Value of the rights of the company in the streets to be determined by appraisal immediately after the final determination of the suits now pending in relation to said rights; the appraisers to be agreed upon prior to the passage of the ordinance for the purchase of the property.

3. Plans to be prepared at once, under the joint supervision of the city and the company, for the rehabilitation of the railway property; also draft of mortgage to secure Mueller certificates; and ordinance, prescribing the terms upon which company shall operate until purchase by city is completed, shall be prepared. Upon value of company's property being ascertained, as above provided, city to purchase and pay for the same at the value thereof as so ascertained, either in cash or in Mueller certificates (provided the validity of said certificates shall have been sustained by the Supreme Court of Illinois), unless the city shall elect to have the property rehabilitated before purchase.

4. When the validity of the Mueller certificates shall have been sustained by the Supreme Court of Illinois, and plans for the rehabilitation of the railway property shall have been agreed upon between the company and the city, such rehabilitation shall, if the city shall so elect, be proceeded with at once under the supervision and control of the city, at the expense of the company, but such rehabilitation of the property shall not be proceeded with until an ordinance providing for the issuance of Mueller certificates to pay for the company's property shall have been submitted to a vote, and been ratified by such a vote, as required by law.

In the event of the rehabilitation of

the property at the expense of the company, the cost thereof shall be added to the purchase price of the property, and the city shall complete its purchase when the property shall have been rehabilitated.

In the event of rehabilitation of the property before purchase by the city, such rehabilitation may be made either by the company or its nominee or assigns, the company guaranteeing the performance thereof.

Mayor Dunne raised the following objections to these proposals of the companies:

First, that they provide for the settlement of the alleged rights under the ninety-nine-year act in the Federal courts at Washington as the tribunal of last resort. I am of the opinion that the State courts are the courts of proper jurisdiction in the determination of these rights.

Second, I am opposed to the propositions submitted by the traction companies because they provide for the arbitration of the so-called ninety-nine-year franchise at some time in the dim and distant future, thus leaving the value of the property to be acquired by the people of this city uncertain and undetermined, while in the meantime the city will be locked up by a contract with these companies under which they would have the right to occupy our streets without the people being informed as to what they would eventually have to pay for the property.

My proposition for the determination of the value of these unexpired franchises is to settle the value of these franchises by agreement now as follows: First, upon the assumption that the city's contention in reference to the ninety-nine-year act is correct; second, upon the assumption that the companies' contention is correct as to their right; third, upon the assumption that Judge Grosscup rightly and properly decided the ninety-nine-year question.

If the companies would agree to three prices in the alternative, and the three prices were fair, just and reasonable, it might be possible to arrive at some conclusion. Otherwise, I am not in favor of accepting the proposition in its present condition, providing, as it does, for the determination of the value of the ninety-nine-year franchises in the distant future.

An agreement was consequently regarded as helpless, but on the 27th there were indications that the local transportation committee would invite a resumption of negotiations.

#### The Chicago Teamsters' Strike.

Mayor Dunne's administration is still embarrassed by the long-drawn-out teamsters' strike (p. 168), which seems to necessitate the continued manning of non-

union wagons with policemen, although reports of violence have ceased. A new difficulty in the way of a settlement has been raised during the week. All other conditions having been yielded by the strikers, the employers have now demanded that union men shall not wear buttons exposed to public view. The reason is stated by John V. Farwell, Jr., of the employers' union as follows:

It is not because we wish to discredit the teamsters' union that we must insist upon barring buttons. It is as a means of protection to the nonunion drivers. When the strike is over every driver who does not wear a button will become a target. These men will have to mingle on the streets with the union teamsters, and we are not willing to take the risk of having them beaten.

It was not, however, until the strike was on the point of being discontinued that this additional obstacle to a settlement was interposed. A referendum of strikers was taken on the 26th upon accepting the following terms:

1. The existing strike to be called off at once. 2. The employers to fill vacancies among their teamsters without discrimination against union or non-union men or against their former teamsters. 3. No drivers to be discharged to make room for the strikers. 4. The wages and the hours of teamsters to be the same as before. 5. No teamsters to be re-employed who have been guilty of violations of the law. 6. All teamsters must make deliveries to and from all individuals, firms and companies as directed by their employers. 7. The Employers' Teaming company was not in existence when the strike was called, and it will continue to conduct its business indefinitely. 8. The employers will not discriminate between union or nonunion teamsters, but will run upon the open shop principle. 9. No buttons shall be exposed by the teamsters if their employers object thereto.

The proposed terms were rejected by the strikers by overwhelming majorities.

Further evidence of bribery of labor leaders by employers, and blackmail of employers by labor leaders leaks out of the grand jury room (p. 168), and rumors of indictments of employers and strike leaders are reported almost daily.

#### A New Labor Movement.

The convention for the organization of a world-wide labor union (p. 170), along general industrial