

**The Cleveland Traction Fight.**

Further progress for Mayor Johnson's traction policy (p. 897) and more injunctions against him, is the latest word from Cleveland. On the 20th the "Three-fer" line, by means of tracks it had laid around the "Injunctioned" street, reached the Superior avenue viaduct, the tracks on which belong to the city, and crossed the Cayahoga river to the East Side. This brings the three-cent line to within a few hundred feet of the Public Square, the business center of the city. All the afternoon and until midnight on the 20th the three-cent fare cars ran across the viaduct at intervals of three or four minutes, and they still do so. So much the "Concon" company could not, or did not, prevent. But it did procure a restraining order from the same Judge Phillips, whose decision in favor of the "Concon" on a demurrer was noted two weeks ago (p. 873), by which order the "Three-fer" was prevented from continuing east of the viaduct to the Public Square. This street is what is called "free territory"—that is, a street on which the existing company has no monopoly, but must submit to competition when the city government orders it. The restraining order was granted on the ground that Mayor Johnson's guarantee of stockholders of the "Three-fer" against loss vitiated the franchise for the "Three-fer," and consequently that this company has no competitive rights on free territory. The hearing of the motion for an injunction began on the 21st.

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In commenting upon the restraining order on the 21st Mayor Johnson said:

The granting of a restraining order in that part of Superior avenue is like robbing the city of its birthright. It is the most outrageous thing ever considered yet. It is the most outrageous injunction yet asked for. That part of Superior avenue has been free territory ever since 1869. A free territory clause was contained in the first franchise ever granted by the city. Ever since then this free territory right has been respected. The question has been fought in the Supreme Court twice and in each case that body declared that it was free territory. If any street railway man had appeared before the council and requested a franchise that would have been exclusive for that section of the public streets he would have been laughed out of the council. No one has ever dared deny that it was free territory.

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## NEWS NOTES

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—Bishop Charles C. McCabe, of Philadelphia, one of the most noted Methodist Episcopal clergymen of the country, died on the 19th, aged seventy years.

—The Chicago traction question, in so far as it depends upon the Mueller law and the city ordinance under that law (p. 205), was argued in the Supreme Court of Illinois on the 22d.

—President Castro, of Venezuela (p. 875), is still reported as a very sick man; the Shah of Persia (p. 898) seems to be at the very point of death, and to these is added King Menelik, of Abyssinia, whose health is reported as failing.

—The "Long Bridge" across the Potomac at Washington, originally opened in 1809, and identified with stirring movements in the War of 1812 and the

Civil War, is being demolished, a modern steel structure having been built to take its place.

—A mandamus suit has been brought by the Sunday-Closing Association of Chicago against Mayor Dunne (pp. 819, 889) to compel the closing of saloons, beer gardens, etc., under a law which he regards as obsolete, and which has not been enforced for thirty years.

—A strike declared on the Atlantic system of the Southern Pacific Railroad by the Brotherhood of Locomotive Firemen and Engineers went into effect at 5 o'clock on the 23d. Simultaneously nearly 400 men employed on Southern Pacific lines in Texas and Louisiana quit work.

—General Eloy Alfaro was elected President of Ecuador for four years, on the 24th. General Alfaro was President of the Republic from 1898 to 1901. Last January he led a revolt against President Lizardo Garcia, drove him from Ecuador and reorganized the government. His election comes now in due course.

—A violent earthquake shock was reported from Russian Turkestan as occurring late on the 22d. It seems to have been recorded on seismographs as far apart as the Isle of Wight, Italy, and Washington. A second earthquake was recorded on seismographs, widely separated, as occurring on the 23d. On the 25th a shock was reported from Martinique.

—The passenger steamship Strathcona, running between Halifax and Canso, Nova Scotia, was destroyed by fire on the 23d. Not one of the 380 passengers was lost, thanks to the heroism of the engineers and firemen, who stuck to their posts until the ship was beached and every passenger landed. In less than an hour after beaching the ship had burned to the water's edge.

—The Supreme Court of the United States, on the 24th, decided that Sheriff Shipp, of Chattanooga, Tenn., and twenty-six of his fellow-citizens must stand trial on the charge of contempt of court because of the lynching of a negro of the name of Johnson, after the Federal tribunal had granted a stay of execution. The ruling was on the preliminary question of jurisdiction, the defendants claiming that only State courts had any rights in the case.

—A decree appointing a commission to revise the laws of Cuba, was signed on the 24th by Provisional Governor Magoon. This commission is to submit to the Provisional Governor the draft of an electoral law, new provincial and municipal laws, a law defining the organization and functions of the judiciary, a civil service law, and also consider such other subjects of great interest as may be referred to it by the Provisional Governor. This is regarded as the first step toward holding new elections (p. 849).

—President Roosevelt, assuming that the California Development Company, which was originally responsible for the breach in the banks of the Colorado river which let it into the Salton sink, was an enterprise of the Southern Pacific railroad, on the 20th ordered the president of the Southern Pacific, Mr. E. H. Harriman, to proceed instantly to close the new break (p. 898). While denying the responsibility of the Southern Pacific in the matter, Mr. Harriman acceded to the demands of the President and immediately started the repair work, an-