

the understanding that the League will oppose all who refuse to sign it. The pledge is as follows:

I, candidate for alderman from the Ward of the city of Chicago at the city election to be held Tuesday, April 2, 1907, agree to the following stated principles, and pledge my sacred honor to the following course of action should I be elected as such alderman, to-wit: (1) I agree to stand for the principles of municipal ownership and the referendum on all questions involving the granting of a franchise to any private person, persons, firm or corporation, to own or operate any public utility; and I pledge myself to not vote for any ordinance granting a franchise until the same shall have first been submitted to a vote of the people and approved by them at a public election held for that purpose. And this pledge I understand to particularly apply to telephone, electric and gas franchises. (2) I agree to stand for the principles of municipal ownership and the referendum as applied to the present street railway question. In the event of the failure of the people to approve the present proposed traction ordinances at the election of April 2, 1907, I pledge myself to oppose in every way, by voice and vote, the granting of any street railway franchise to any private person, persons, firm or corporation; and I pledge myself to vote for and advocate the immediate institution of condemnation proceedings under which the city shall take over and own said railway properties. (3) I condemn the present proposed traction ordinances, and I pledge myself to oppose them openly during the present campaign and at the polls at the election to be held Tuesday, April 2, 1907, with my own vote and by public advocacy against their approval and adoption by the people.

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The Republican Candidate for Mayor of Chicago.

Republican primaries were held in Chicago on the 25th. There was no opposition to Fred A. Busse (p. 1037) for Mayor. The convention will be held on the 2nd of March.

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The Traction Referendum in Chicago.

Preparations for the referendum campaign for and against the pending traction ordinances (p. 1110) are reported daily. To the application of the Real Estate Board to the Federation of Labor to join in the campaign for the ordinances, the Federation replied on the 21st, through its Secretary, E. N. Nockels, who in the course of his reply said:

It is scarcely necessary to remind you, gentlemen, that we have common streets, common schools and breathe a common air, and that the winds that waft this atmosphere are impartial winds, and carry the disease contracted in our street cars, spread in our schools and diffused in our streets, into the palaces of the people you represent as dexterously as they do into the hovels of the people we represent. So that here, at least, we can appeal to the self-interest of the people you represent to join with us in the suppression of disease—a common enemy. But this cannot be done by giving new franchises to speculative corporate thieves, for we have tried that and failed. . . . You express your willingness to "co-operate with us in any possible manner to bring about results." As we feel that you wrote this in all sincerity, we respectfully urge that you lay the matter before the rank and file of your membership for an honest expression of opinion, and, if in their judgment it is possible for us to get together under the circumstances, we shall be delighted to hear from you.

Under the auspices of the Real Estate Board and the Commercial Association, on the 26th, the "Citizens' Nonpartisan Traction Settlement Association"

was organized, with Frederick Bode as president. On the other side, the Amalgamated Association of Street Railway Employees are raising a fund by assessment of their membership, to oppose the ordinances, and in this movement they have the support of the Federation of Labor. The general organization to co-operate with organized labor in this campaign against bad service and for municipal ownership has not yet been completed.

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By a decision of the Election Commissioners on the 21st the three-headed petition for referendum (p. 1062) was declared invalid, on the ground that the "public policy" law contemplates only one question for each petition—three questions and three petitions in all. The rejected petition presented three questions on one petition. This decision leaves but one question for the people to vote on, namely, whether the traction ordinances shall or shall not become operative.

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The Traction Question in Cleveland.

No conclusion of the negotiations for the purchase of the traction system in Cleveland by the "holding" company of the city (p. 1040) has yet been reached. Meanwhile the fares on the expired franchise lines and on the new lines are three cents. Mayor Johnson was reported in the newspapers of the 23rd as having on the 22nd said in explanation of the 3-cent fare movement:

I am pleased with the virtual victory the three-cent fare has obtained, merely because it is a big step toward what I really want—that's free street cars. Eventually I hope to see them as free to the passengers as the air they breathe. I have fought for three-cent fare because it is two cents nearer nothing than is five cents. Street cars ought to be as free as elevators. Fares used to be collected on bridges and turnpikes, but such tolls have a mediæval sound now. So will street car fares some time. A proper system of taxation would yield sufficient funds to operate street car lines without burdening the people. With free cars the working man could choose his home where he would. Congested districts would disappear. And the conductor—he would n't have to spend his time dodging through the car. All he'd have to do would be to stand at the rear and help ladies up and down the steps. I operated a free system once. That was in Johnstown, Pa., after the flood. We had to run free because no one had money. But people didn't ride unless they needed to ride. There was no wonderful rush after something for nothing.

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The Traction Question in Washington.

In the District of Columbia, which is locally as well as nationally under the government of Congress, there is also a traction question. In one of its phases this question has recently been before the lower house of Congress. The principal debate occurred on the 11th upon a bill granting a franchise to a street railway company. The District of Columbia committee had recommended the bill with a 5-cent fare and six tickets for 25 cents. Representative James of Kentucky offered as an amendment a provision that the fares on all street car lines in the District shall not exceed three cents. In support of his amendment Mr. James said:

You are endeavoring to regulate the railroads of the

country. Commence by regulating petty larceny in the District of Columbia. Commence on behalf of the laboring people of the District of Columbia, and say that while you are willing to regulate railroads throughout the country, that this class of robbery shall not be permitted within your sight here under the swish of the flag of the Republic itself. I am informed that these roads originally cost per mile \$60,000. To-day they are capitalized at \$600,000, and on that \$600,000 of capitalization they declare a dividend of 6 per cent. I do not believe that any sane man will dispute the proposition that they can carry passengers for three cents each in the District of Columbia and make money, and a very great deal of money at that. In the city of Cleveland, Ohio, they have a three-cent rate, and I believe there they have the best street car service in the world. But let Washington start the fight. Let this Congress start the fight in favor of a lower transportation rate. Start it right here in the District of Columbia.

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These remarks were greeted with loud applause, which was repeated when Champ Clark supported the amendment with the statement that:

It has been demonstrated—it is no longer a question to be debated—that a three-cent fare in a great city is a good thing for the people and a good thing for the street railroads, too, because it increases greatly the number of persons who do the riding. If Tom Johnson never does another good thing while he lives in this world, he deserves a monument as high as Washington's for having forced that gang in the city of Cleveland to accept his theories on this kind of legislation at least.

On the 25th, when the question arose finally, Mr. Madden of Chicago prevented action on it by interposing an objection when unanimous consent was necessary, and the entire bill was defeated by 159 to 86.

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Legal Regulation of Railway Rates.

Inspired by the example of the legislatures of other States (p. 1114), the legislature of Illinois became active on the 21st on the subject of 2-cent-a-mile railroad fares. A bill was reported out of committee and advanced at once to second reading. It was intended to advance the bill to third reading in the House on the 26th, and pass it on the 27th; but on the 23rd it encountered the objection that by compelling poor as well as rich roads to reduce fares to 2 cents it was inelastic. Since then it has been settled that "no precipitate action will be taken."

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In Minnesota (p. 1164) the 2-cent-fare bill was passed by the lower house on the 21st by 115 to 1. The Nebraska bill (p. 1114) passed the lower house by 90 to 0 on the 21st, and having already passed the Senate only awaits the signature of the governor to become a law. The Indiana Senate bill (p. 1114) passed the lower house on the 21st by 87 to 0; it has since passed the Senate and been signed by the governor. The Iowa House bill (p. 1114) was adopted by the Senate on the 26th with amendments which were immediately accepted by the House.

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Mr. Harriman's Disclosures.

General interest has been excited by the disclosures of railroad financing methods made by E. H.

Harriman before the Interstate Commerce Commission at New York on the 25th. Mr. Harriman testified that he and his associates—George Gould, James Stillman and Mortimer Schiff,—in the spring of 1900, bought 97 per cent. of the stock of the Chicago & Alton railroad, paying \$200 per share for 34,722 shares of preferred, and \$175 for 183,224 shares of common stock, amounting to \$39,008,600. They then bought the St. Louis, Peoria and Northern for \$3,000,000, thus bringing their total investment up to \$42,008,600. They immediately issued \$22,000,000 of new 3½ per cent. bonds, which they divided among themselves. After changing the name of the company from "railroad" to "railway," they issued additional stock to the amount of \$19,439,000 preferred and \$19,542,000 common, thus increasing the capitalization to \$74,989,500. In 1904 they sold 103,431 shares of Alton to the Union Pacific, of which Mr. Harriman was president, for \$89,002,375—\$46,994,775 more than the entire investment had cost them four years before, without counting either the dividends meanwhile received by them or the bonds they had issued and appropriated.

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Acquittal of Shea the Teamster.

At the second trial at Chicago of Cornelius P. Shea and ten other organized teamsters (p. 1066) for conspiracy to injure the business of Montgomery Ward & Co. by means of an alleged blackmailing labor strike, the jury rendered a verdict of acquittal on the 21st. On the first ballot the jury stood 10 to 2 for acquittal, on the second 11 to 1, and on the third unanimous. After the acquittal the informer witnesses who had pleaded guilty to the indictment and "turned State's evidence," were allowed to withdraw their pleas of guilty.

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The Initiative and Referendum in Texas.

A constitutional amendment for direct legislation is now pending in the Texas legislature. It was introduced by Representative Cable on the 15th and provides that:

The legislative authority of the State shall be vested in a legislature to be styled the legislature of the State of Texas, consisting of a Senate and House of Representatives, but the people reserve to themselves power to propose laws and amendments to the Constitution and to enact or reject the same at the polls, independent of the legislative assembly, and also reserve power at their own option to approve or reject at the polls any act of the legislature. The first power reserved by the people is the initiative, and not more than 8 per cent. of the legal voters shall be required to propose any measure by such petition, and every such petition shall include the full text of the measure so proposed. Initiative petitions shall be filed with the Secretary of State not less than four months before the election at which they are to be voted upon. The second power is the referendum, and it may be ordered (except as to laws necessary for the immediate preservation of the public peace, health or safety), either by petition signed by 5 per cent. of the legal voters, or by the legislature as other bills are enacted. Referendum petitions shall be filed with the Secretary of State and not more than ninety days after the final adjournment of the session of the legislature which passed the bill on which the referendum is demanded. The veto power of the Governor shall not extend to measures referred to the people. All elections