

dle West. When Miss Grote came to greet Mr. Bryan at Pittsfield he said: "This is Carrie Grote—Mrs. Bryan always speaks of you in that way." She replied that it delighted her to be called so by him. He added: "They tell me the band played 'Good Morning, Carrie,' when you were nominated." From every platform in Illinois Mr. Bryan endorsed Miss Grote's candidacy. On Tuesday Mr. Bryan addressed audiences at Vandalia, Centralia, Mount Vernon and Effingham, in behalf of M. D. Foster, candidate for Congress in this district.

All these meetings were so large and enthusiastic as to remind one of a Presidential campaign. It was to be expected that the meetings at Jacksonville, Mr. Bryan's college town and where he resided first after marriage, and at Centralia, in his native county, would be ovations, and they were; but the climax came at the meetings at Mt. Vernon, late in the afternoon, and at Effingham at night. Mt. Vernon is in the very center of "Egypt," and has the appearance of a very prosperous commercial town. Mr. Bryan was advertised to speak here at 4 o'clock. At 10 o'clock in the forenoon people had arrived by the thousands, special trains coming from every direction. For an hour before the time set for the speech ten thousand people packed in around the platform in order to be in a position to hear the speaker. It was an inspiring sight to Mr. Bryan to look down into these thousands of bronzed faces—a typical crowd of well-to-do farmers—and witness the intentness and eagerness with which they received his utterances. Although he had made two extended speeches earlier in the day, Mr. Bryan was at his best in addressing these farmers, and in all this vast audience there did not seem to be one dissident. Especially were his remarks on government ownership of the railroads applauded.

The meeting at Effingham at night, which closed the series in the State, was almost as great an ovation as the Mt. Vernon meeting. The election returns from the 20th and 23d Congressional districts will be awaited with interest on account of Mr. Bryan's visit in behalf of the candidates for Congress. At the last election Congressman Rainey, representing the 20th district was the only Democrat in the State elected to Congress, his plurality being 1,552. The 23d district was carried by the Republicans by a plurality of 808. The counties covered by Mr. Bryan in his tour of two days, Effingham, Fayette, Greene, Jefferson, Marion, Morgan and Pike, are distinctively "Bryan" counties. In these seven counties Roosevelt had a plurality over Parker of 1,574. Yet Bryan polled in 1896, 6,977 more votes than Roosevelt, and 5,900 more in 1900.

While the general tenor of Mr. Bryan's speeches are the same, all are varied somewhat, the limited time, at his disposal preventing a full discussion of all the issues. Only occasionally did he refer to the government ownership of railroads, and then only incidentally, but when mention was made of it great enthusiasm was evoked. He has not receded one iota from the position he maintained in the Madison Square Garden meeting, that all legislation for railroad regulation will prove futile to protect and safeguard the rights of the people.

D. S. LUTHER.

NEWS NARRATIVE

To use the reference figures of this Department for obtaining continuous news narratives:

Observe the reference figures in any article; turn back to the page they indicate and find there the next preceding article on the same subject; observe the reference figures in that article, and turn back as before; continue until you come to the earliest article on the subject; then retrace your course through the indicated pages, reading each article in chronological order, and you will have a continuous news narrative of the subject from its historical beginnings to date.

Week ending Wednesday, October 24.

The Traction Controversy in Cleveland.

A halt in the so-called "Threefer" traction work in Cleveland (p. 655) has been caused by another injunction. It forbids the use by the "Threefer" of the "Concon" track for about 600 feet on Detroit avenue, a stretch of street that has for years been recognized as open or "free" territory. The injunction was granted by Judge Phillips. It is only temporary and is granted on the prima facie showing of the "Concon," the Judge holding that the burden is upon the "Threefer" to show that the legal right to joint use exists. Meanwhile the "Threefer" lines cannot reach the Public Square by this route.

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As part of the fight of the monopoly "Concon" to destroy the municipal "Threefer," the proprietors of the former are trying to invalidate the franchises of the latter upon the ground as they allege that Mayor Johnson has a financial interest in the "Threefer" company, and that therefore his signature as Mayor to the franchises is a nullity. In the preliminary investigation of this question on the 20th, Mayor Johnson testified. Having stated that he had guaranteed creditors and being asked who they were, he said: "I have not kept a complete record and the reason is that I consider myself morally bound to make good every dollar of loss that may be sustained by creditors, stockholders and property owners, whether I guaranteed them against loss or not. Further, I stand ready now to execute legal documents binding myself, my executors and assigns to guarantee every obligation of the Forest City Railway Co., ("Threefer") and the Municipal Traction Co., (the lessee of the "Threefer" in trust for the public)—to make good any losses that may be sustained by any creditor, including consenting property owners or subscribers for stock. If you can put that in stronger words I'll subscribe to it." Asked how much it would be, he replied: "It will amount to every dollar's worth of stock outstanding and every dollar the company owes—the whole difference between their assets and liabilities. I will guarantee the payment of the whole of that, whatever it may be. In round figures that guarantee now amounts to perhaps \$400,000." Further examined on the 23d, and asked what he had done to promote the interests of the "Threefer," he testified: "I did everything I possibly could to open the way for a competing company, except to place myself in a position where I would make a single penny. I got people interested, made arguments,

wrote to people and among other things gave my advice as to the best manner in which to dodge injunctions." He said he did not furnish a single cent of the \$50,000 deposit put up by John B. Hoefgen who got the first low fare franchise. He said that he did not know where the money came from but would have made it good if Hoefgen had in any way lost out. Asked as to why he obligated himself to the extent of thousands upon thousands of dollars without expecting a cent of profit or having any security, Mayor Johnson said: "I never for one moment believed I was taking any chance of losing a penny. And I am just as positive to-day that the low fare movement in Cleveland will win. And I am just as positive in saying I will never make a penny out of it personally."

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Traction in Detroit.

In Detroit the traction franchise question is to be voted upon indirectly through the choice of a mayor (pp. 422, 507) at the approaching election. Mayor Johnson of Cleveland spoke in the campaign on the 18th. He is reported to have been the drawing card at the meeting, some 5,000 persons crowding the auditorium despite the rainy night. He advised a straight 3-cent fare with universal transfers and a franchise revocable at any time; and he offered to guarantee to the extent of \$50,000 a corporation for this purpose with a view to municipal ownership as soon as legal authority is acquired; the stock to be open to subscription in Detroit and local and small subscribers to have the preference. His further conditions were that the books of the company shall be open, no bonds shall ever be issued, nor debts contracted, and only so much stock shall be issued as shall represent at a selling price 90 per cent. of par of cost of construction; that not more than 6 per cent. on par shall be paid in dividends, and that upon revocation, nothing shall be paid for franchise value, good will or construction paid for out of profits.

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Traction Progress in Chicago.

The Chicago traction companies have drafted a franchise ordinance in accordance, as their representatives state, with the terms proposed by Mayor Dunne (p. 585), and which the New York financial interests back of the Chicago traction companies are willing to accept. It grants the franchises to a new company, the Chicago Railways Company, which has been organized to take over all the traction interests, and is stated to be amply able to perform completely all obligations it may assume. It is understood that the new company will transfer to the city all present property at a much lower price than has heretofore been demanded.

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The trolleyizing of the system under the preliminary agreement with the city was completed at midnight on the 20th, but there is still great confusion and exasperating inadequacy of service.

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Prosecuting Trusts.

A verdict against the New York Central Railroad

and its traffic manager, Frederick L. Pomeroy (p. 225), for granting rebates was found in the Federal court on the 17th at New York. The rebates had been granted to the sugar trust in violation of the Elkins' law.

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Another trust conviction was secured on the 19th, this time at Findlay, Ohio, and in the State courts. The defendant in this case is the Standard Oil Company, and the charge on which it was convicted is conspiracy against trade in violation of the State anti-trust law.

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Storms, Floods and Earthquakes.

A terrific hurricane over a portion of Cuba, across the seas to Key West, and up the southeastern coasts of Florida, was reported on the 18th. For more than 36 hours communication from Havana was cut off. When reports came they described the storm as the most terrific cyclone ever known in Cuba. Twenty persons were killed and \$2,000,000 damage done in Havana and Pinar del Rio provinces. But the greatest loss of life was off the Florida coast. Elliott Key, lying east of the lower end of Florida, and a little south of the city of Miami, was entirely submerged by a huge tidal wave on the morning of the 18th, and the 250 inhabitants of the island were all swept into the sea. Great loss of life is also reported from the wrecking of steamers and barges, in many cases carrying large numbers of workmen between the keys.

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San Salvador in Central America has suffered from a dreadful tempest which had raged for ten days previous to reports on the 19th. It was estimated that 15,000,000 of tons of water had fallen during this time upon the little republic. Traffic was paralysed. The topography of various departments was changed, buildings fell, burying their tenants in the ruins, the iron bridges over the principal rivers were carried away and the rivers brought down the bodies of many dead. Whole towns are believed to have been swept away, one of them by a vast quantity of sulphur water which was thrown out of the Chulo volcano. Guatemala and Honduras also suffered severely.

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The worst blizzard since 1882 was reported from New Mexico on the 21st, and the same storm swept the eastern and western slopes of the Rockies, as a windstorm in Utah, and a snow storm in Colorado and Wyoming. Much damage and slight loss of life were reported.

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On the 19th a sharp earthquake shock was reported from Idaho; and on the 20th two shocks from Portland, Maine, and from other places in the same State, the climax to a series of tremors which had been noticed for two days along the New England coast from Clifton, Mass., to Kennebunk, Me.

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Change of Ministry in France.

M. Sarrien who had been President of the Council,