

New York Politics.

The New York Press (Rep.), Oct. 13.—When Judge Gaynor reaches out beyond Hearst to take a group of newspapers, each with its daily following of readers, and to brand them as unfaithful to their true mission, he chooses deliberately to alienate support that he might have had by a few little promises, or perhaps even by remaining silent. But Judge Gaynor says he will no more have a newspaper boss than a Tammany boss or any other kind, and if he cannot be Mayor with the privilege to speak out against all manner of graft and tyranny, then he does not, it is clear, care to be Mayor at all. Instantly the effect of Gaynor's course may be read in the collection of New York newspapers within a few hours after his speech is delivered. Some of them suppress the greater part of one of the most interesting political addresses ever delivered in this city. Others boil it down to a scant summary and discredit it with misleading headlines. Yet those astonishing charges by Mr. Ivins, including one that Judge Gaynor has belied the record of his whole splendid career on the bench by making a foul bargain to deliver one of his judicial decisions, are blazoned in big headlines, and William R. Hearst's meeting is reported as if it were more important than the memorable gathering in Brooklyn at which Judge Gaynor hurled his truths at the public enemies. Judge Gaynor thus displays almost a glutony for battle. If a public man is to be loved for the enemies he can make, Judge Gaynor is destined to be the best-loved public servant New York has ever had. . . . He has immediately convinced everybody that the Mayoralty is nothing to him except as an instrument to serve the people splendidly if they want that service.

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Mayor Johnson's Record.

The Cleveland Plain Dealer (Dem.), October 18.—In opening his campaign for re-election last week Mayor Johnson expressed his intention to make taxation his leading issue. Important as it may be the mayor will find it difficult to make this the predominant issue. The voters of Cleveland will not be influenced solely by the taxation question when they go to the polls on election day. The real issue in the campaign now opening is Tom L. Johnson's record of four terms as mayor of Cleveland. On the basis of this record Mayor Johnson deserves a triumphant re-election. He is without question the best mayor Cleveland has ever had. In every way the city has been bettered by his service. During the campaign he will be attacked by his opponents on this and that item of administration; but as in former campaigns these attacks will react against their authors. The record is one of constant and consistent city betterment. Parks, pavements, sewers; police and fire departments, the morale of the public departments and the establishment of civil service; river improvements, grade crossing eliminations, playgrounds, bathhouses, betterment of municipal penal and charitable institutions; movement constantly toward honesty and efficiency in every branch of public work—these are some of the items of the record that the people of Cleveland are called upon to review. By Mayor Johnson's own act the traction question,

which has loomed large during other municipal campaigns, has been removed from consideration. The mayor, defeated at the polls in his attempt to solve the problem in the manner that seemed best to him, has now removed every obstacle to settlement along the lines of the Tayler plan, and has placed the responsibility fairly and squarely upon the shoulders of the people. This is another matter, one which will be decided at a special election some weeks after the mayoralty campaign is ended. To attempt to inject the traction issue into the present campaign would be manifestly unfair and disingenuous. It may not, however, be wholly amiss to consider, as one of the details of the good that Mayor Johnson has done, the bringing of low fare to Cleveland and the working out of the problem in such a way as to assure the car riders of never paying a fare in excess of that absolutely required to provide good service and a fair though moderate return to the traction stockholders. There can be no mixing or befogging of issues. Tom L. Johnson stands squarely on his record, and on this record the Plain Dealer believes that the voters should again make him their leader. To retire a man of his manifestly proved ability, integrity and industry in favor of any candidate, no matter how personally worthy, would be bad business and bad judgment.

RELATED THINGS

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BARCAROLE.

Translated from the Spanish of the Mexican Poet,
Manuel M. Gonzalez, for The Public, by
Alice Stone Blackwell.

Ye fishers who, in hours of azure calm,
Leaving the beach, put forth upon the flood—
Ye who, without a fear or care afloat,
Still singing, singing in your swift sailed boat,
Ask from the sea an easy boon of food!

A laughing breeze impels you as you go;
The sleeping wave, that has forgot to foam,
Without resentment lets your nets be spread,
And free from woe you earn your daily bread,
Close to the shore, close to your hearth and home.

Ye are not seamen, fishers of the calm!
He is the sailor, in his soul who knows
Struggles as fierce as on the sea prevail
In times of tempest wild and stormy gale;
He is the sailor who with vigor rows!

To you the sea gives fish already dead,
That, prisoned in the mesh within the wave,
Your hand can without effort grasp and keep.
It grants the sailor, in its bosom deep,
Pearls and red corals, glory and a grave.

ALICE STONE BLACKWELL.

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The Working Man: "It must be the People's budget, or it wouldn't make the rich man so very angry."
—The Daily Chronicle (London).

WHAT HAS TOM JOHNSON DONE?

A Folder in Use in the Campaign Now on in Cleveland.

Twenty new bridges built since 1901.

Since 1901, 105 miles of sidewalks laid.

Smallpox no longer heard of in Cleveland.

Fire department in 1901 had 426 members—now 521.

Police department in 1901 had 361 members—now 614.

Shelter sheds and comfort stations erected on the Square.

Cleveland had 893 street electric lights in 1901—now 1,900.

Forestry department for protection of city's trees established.

Breathing spots and playgrounds established in congested centers.

Three public bath houses erected—visit one and see if people like them.

Completion of water works tunnel gave pure water and has prevented typhoid epidemics.

Police and Fire Departments now conducted absolutely by their chiefs—politics eliminated.

In 1900, vapor lamps cost \$28.95 per year each, contract plan—now, direct labor, \$22.34.

All gas lamps in 1900 were open flame burners—now, all Welsbach incandescent burners.

Civil service has been inaugurated in Water and Health Departments, even though not required by law.

Street gas lamps formerly cost \$22.00 a year under contract system—now, direct labor plan, the cost \$12.86.

Extra high pressure water service installed in down town district—insurance rates reduced in consequence.

Natural gas introduced at 30 cents a thousand feet has meant a big saving in Clevelanders' fuel and light bills.

Prior to 1901 Cleveland had 185 miles of paved streets. Tom Johnson has paved 210 miles. Present total, 395 miles.

City now collects ashes, waste paper and refuse—a new department and the service is appreciated by householders.

Police street squad for protection of pedestrians inaugurated—traffic rules adopted that have been widely copied.

Departments of smoke inspection, electricity, boilers, plumbing and street permits consolidated with the building department.

A building code adopted that is a model for the other cities of the world—the latest city to copy it being London, England.

In 1900 Cleveland had 5,500 gas lamps and 1,900 vapor lamps, total 7,000—now, 8,700 gas lamps, 1,300 vapor lamps, total 10,000.

Contract system of doing public work abolished wherever possible—direct labor plan adopted—result, better service at a lower cost.

In 1900 electric light monopoly charged the city \$87.60 a year for each light—price now \$54.96. Why? Competition—municipal plant.

The Cooley farms have become known the world over. Citizens should make a trip to Warrensville. They will be very much gratified at the progress made.

District physicians now visit school buildings at regular intervals and examine the children—thus the spread of contagious diseases is promptly checked.

Prior to 1901 but one grade crossing had been abolished in Cleveland—Tom Johnson has abolished sixteen crossings and eight more are now in process of elimination.

For every dollar spent the taxpayers have received 100 cents' worth of service. The tax rate for city purposes is lower than it has been for fifteen years.

The people have won the most notable victory in the street railroad controversy in the history of American municipalities—the lowest fare anywhere in the country.

Tom Johnson established meat and dairy inspection—the city no longer the dumping ground for diseased cattle. Milk from tubercular cows barred from the city.

The cost of the city government of Cleveland, based on 550,000 population, per capita is \$10.72; Cincinnati, 450,000 population, \$13.25; Baltimore, \$17.00; Boston, \$19.75; Pittsburg, \$20.18.

A home for the boys of the street established at Hudson. Instead of their becoming criminals, Tom Johnson believes they should have the opportunity to become men.

The high level bridge commission, composed of representative men, is now studying this problem—adequate transportation facilities over the river will soon be forthcoming.

Not once in the heat of the bitterest political campaign has the charge of graft been made against the Tom Johnson administration. Why? Because there has been no graft.

Under Tom Johnson the people for the first time found out they own the parks. Outdoor sports of every kind have been encouraged, both in the parks and in vacant lots.

Tom Johnson straightened and dredged the river and opened up to manufacturers a great area of land—the largest ore vessels now navigate the river as far south as The Cleveland Furnace Company.

Up to 1901 Cleveland had built 311 miles of main and local sewers and 2 miles of intercepting sewers—this administration built 250 miles of main sewers and 111-3 miles of intercepting sewers.

A purchasing department established. Ask any businessman if the purchases of the city are honestly made—the 2 per cent discount received by the city for the prompt payment of bills and the lower

prices received saves the city the cost of the department several times over.

When the railroads found they couldn't brow-beat the city into giving them \$3,000,000 worth of land for nothing they finally decided to talk business on the union depot project—negotiations for a depot are now going on.

The department of weights and measures now means something—householders save over \$1,000,000 a year by dealers being compelled to use honest weights and measures. Get the detailed figures at the City Sealer's Office.

The Park Department has acquired 282 acres of land, improved 162 acres, built 10 miles of roadways, 15 miles of sewers and drains, 5 miles of walks, 9 bridges, 7 shelter houses, comfort station and equipped 7 playgrounds.

Water Meters reduced the water bills of 90 per cent of the consumers and raised the bills of 10 per cent—the actual saving to consumers in 1906 being \$200,000; 1907, \$245,000; 1908, \$280,000; 1909, \$300,000—total for four years, over \$1,000,000.

Public gambling suppressed for the first time in Cleveland's history by Tom Johnson—gamblers no longer make Cleveland their headquarters. Low saloons and dives have been put out of business—a uniformed policeman in front of the door did the work.

The city's bonded indebtedness is \$29,000,000—Cleveland's assets are \$85,000,000. The City's debt has increased about \$14,000,000 while the city's assets increased during the same period \$36,000,000. On a basis of a population of 550,000 Cleveland's debt per capita is \$53.93; Cincinnati, \$136.00; Baltimore, \$84.00 and Pittsburgh, \$66.00.

For the five years prior to the city's acquiring the garbage plant, when the work was done by contract, taxpayers paid \$3.24 per ton for collection. For the four and half years the city has operated the plant the cost has average \$1.69 per ton and the city owns a plant valued at over \$200,000.

Since Tom Johnson has been mayor, Cleveland has had clean streets for the first time in her history—downtown merchants no longer compelled to have the streets cleaned at their own expense. Cleveland is the first city in the country to wash its streets—28 flushing wagons do the work well.

The lake front case has been vigorously prosecuted and court decision secured which says property valued at at least \$20,000,000 belongs to the city—a former administration attempted to turn over this property to the steam railroads for nothing. Mayor Johnson as a citizen temporarily prevented the consummation of the deal, and by his taking office within three days of his election, in April, 1901, permanently obstructed the scheme. His work at that time has meant millions of dollars for the city.

GARRISON'S CARDINAL CAUSE.

Address of Louis F. Post, at the Memorial Meeting to William Lloyd Garrison in the Park Street Church, Boston, October 16, 1909.

I purpose speaking of Mr. Garrison in connection with a cause that appealed to him as the cardinal cause of our time. In the middle years of his life there had come out of the West a man with a message—the "Prophet of San Francisco" they called him. He proclaimed the birthright of every child of God to an equal place on God's footstool. It was an old, old message. "The earth hath he given to the children of men." But in the complexities of modern industrialism, the influence of the old message was dying away. Henry George gave it a new birth and a scientific baptism. His eloquent words rang out across the world, and among those who caught the sound was William Lloyd Garrison—our friend of this memorial meeting.

It was in 1888 that Garrison listened to the message of George. At that time it had accidentally taken on the name of "the single tax," and Garrison heard of it as a panacea for poverty. He questioned its virtue in this respect, but he questioned with mind "wide open on the Godward side," and he questioned George himself. It was the beginning of an intimate friendship which ended only with George's death. Mark you, now, the reply he got: "You say you do not see in the single tax a panacea for poverty. Nor yet do I. The panacea for poverty is freedom. What I see in the single tax is the means of securing that industrial freedom which will make possible other triumphs of freedom."

That reply struck home. Our friend became a protagonist of the single tax—a leader in the same cause of freedom for which, as Henry George said in the same letter, his "father in his day led the van."

Mr. Garrison's early life in the atmosphere of radical abolition sentiment had prepared him for participating in the single tax movement. He realized the divine power of freedom among men. It was the same passion for human rights that identified him with so many other causes. To the unthinking, each of those causes seems alien to the rest. But they are intimately related. The principle of freedom runs through every cause that William Lloyd Garrison ever espoused. Did he stand stark and strong as his father had, for the rights of the Negro? It was from no unbalanced sentiment for one race. It was not for the Negro as Negro. It was for the Negro as man. If he deplored our wanton subjugation of the American Indian, our narrow-minded exclusion of the Chinese, our indefensible conquest of the Philippines, it was not because he loved Indian or Chinaman or Filipino above the Caucasian. It was because they, too, are of the human