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## CONTENTS.

### EDITORIAL:

A Promising Fourth of July.....	313
Johnson's Victory.....	313
The Sanctity of the Courts.....	314
Corporation Spoils.....	314
Senator Tillman and the Rate Bill.....	314
Losing Heart.....	314
Criticisms of Christian Science.....	315
Enemies of Equal Suffrage (Blackwell).....	315

### EDITORIAL CORRESPONDENCE:

Prussia (Buescher).....	316
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### NEWS NARRATIVE:

The Traction Question in Cleveland.....	318
Ohio Politics.....	319
People's Party Conference.....	320
State Nominations.....	320
The Equal Suffrage Question in Oregon.....	320
The Other Oregon Referendums.....	320
Endorsement of Bryan by Wisconsin.....	320
President Roosevelt and Another Term.....	321
Adjournment of Congress.....	321
Progress in the Russian Douma.....	321
News Notes.....	322
Press Opinions.....	322
In Congress.....	323

### RELATED THINGS:

Man (verse).....	323
The Man of Common Sense.....	323
Prisons Condemned by a Penologist.....	323
Referendum in Italy.....	323
Abounding Life.....	324
The Absurdity of Land Ownership.....	324
No Race Monopolizes Capacity.....	324
Special Providence for the Intoxicated.....	324
The Shorter Workday.....	325
Our Penal System.....	325
The Church and Social Reform (Canning).....	326
Practical Ideals.....	326
Criminals Reforming Themselves.....	327
Individuals Who Need Protection Against Society.....	327
The Vampire of the Shambles (verse).....	328
The Corruption of the Voter (Pollock).....	329
Our New Fasting (Cooke).....	330

### BOOKS:

A Life of Tolstoy (Crosby).....	331
The God of This World.....	332
Books Received.....	333
Pamphlets.....	333
Periodicals.....	334

CARTOON.—The Talented Copyist (Bengough).....334

## EDITORIAL

### A Promising Fourth of July.

Joy cometh in the morning, and the long night is giving way to the glorious dawn. On every side is convincing evidence that the plain people, the same stalwart class that won our liberties in 1776 and overthrew slavery in 1865, are awaking to the fact that they must do something themselves if they are not to be themselves enslaved. The coming

overturns in politics will retire many a "statesman" permanently. Once again, the plain people, the "common herd," the despised "mud-sills" of society, are proving that their homely virtues, their intelligence, their public spirit, are saving influences, while the domination of privilege is destructive. The war against privilege is on, and the plain people are determined to end privilege once and for all in its present forms. On all sides one may hear expressions of this determination. Bryan in the nation, Johnson in Ohio, Colby and Fagan and Record in New Jersey, Douglas in Massachusetts, Hearst in New York, Emery in Pennsylvania, Dunne in Illinois, Cymmins in Iowa, Folk in Missouri, La Follette in Wisconsin—these are leaders in a vast campaign. Each is attacking the mountain passes ahead of him; some have even carried the passes. As they descend on the other side of the mountain they will find that their marches are toward a common goal, that the valleys all converge on the mighty fortress of special privilege.

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### Johnson's Victory.

It is a long fight that Tom L. Johnson has made for good street car service in Cleveland at a reasonable fare, but it is drawing now to a triumphant close. As usual the street car monopolists have let their golden opportunity go by. They have haggled and pettifogged just as their Chicago friends are doing now, until the very last possibility of a favorable settlement for them has been lost. They can no longer even obstruct unless they resort to corrupting judges, and the time even for that has probably passed. One year ago Mayor Johnson offered them 85 cents on the dollar for their stock, heavily watered as it was. The price was three times its honest worth, but they hoped yet for new franchises and refused. The market value of their stock at that time was 90; to-day it is 75, and tending downward. Meanwhile Mayor Johnson has perfected the organization of a plan for securing all the advantages of municipal ownership for Cleveland, while awaiting the enactment of laws allowing municipal ownership in fact. The development of this plan in actual practice will be watched with interest everywhere; for its success, which there seems to be no reason to doubt, will mark the beginning of the end of public utilities grafting in every American municipality. And with the disappearance of public

utilities grafting, there will be a disappearance of powerful business and political influences of the evil kind, which will go far toward making the political contests of the early future, struggles for principles instead of interests.

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### The Sanctity of the Courts.

If respect for the courts continues to decline, the responsibility is with those judges who are bringing their office justly into public contempt. We do not allude to the personal criminality of particular judges, as when a judge is bribed to violate his oath of office. Black sheep are to be found in every flock, and if a corrupt judge occasionally appears, that should not be allowed to reflect upon the judiciary. But when the judiciary brazenly lends its strength to powerful interests, business or political, the judiciary itself and not a black sheep judge must bear the odium. A case in point is the action of the Supreme Court of Colorado in stopping a grand jury investigation into gross election frauds perpetrated in behalf of privileged corporations. Another case in point is the action of the Supreme Court of Ohio in responding to a "pull" by George B. Cox of Cincinnati. When a legislative committee on the trail of corruption can be "held up" by local judges whose commissions have come from the corruptionists, the Supreme Court that aids and abets the "hold-up" by postponing decision on appeal until after a long vacation, thereby allowing the obstructive proceedings of the lower judges to stand, justifies the inference that it is acting either in collusion with the corruptionists or in some manner under their coercion.

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### Corporation Spoils.

Everybody knows that employment by public utilities corporations has largely taken the place in all cities of the reduction of political spoils through the extension of the merit system of civil service. Where this system has not reduced political spoils the corporation spoils have been added to the other kind. In this way aldermen get jobs for constituents, and in return the corporations get favors from aldermen. We say that everybody knows of this, and that is true; but nearly everybody is heedless of it, just as nearly everybody a year or two ago was heedless of the well known fact that big corporations had been buying Presidential elections, until vague knowledge of the fact was confirmed by specific exposure. People have shown their heedlessness of the

common knowledge of corporation spoils in cities by listening to arguments against municipal ownership based upon the idea that it would be rich in political spoils. They never stopped to think that aldermen already appoint street car employees. But this fact has now been distinctly exposed in Chicago, where aldermen are reluctantly confessing that they have appointing privileges in all the big public service corporations.

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### Senator Tillman and the Rate Bill.

Recognizing the game of the Standard Oil trust in further weakening the railroad rate bill, Senator Tillman strenuously opposed the amendment inserted by the House for the purpose of enabling the Standard Oil Company to be a common carrier and a dealer in oil at the same time. The pipe-line is a highway as truly as a plank road, a railroad or a city street, and this is recognized in the bill, the regulation of pipe lines as common carriers being provided for. But the House amendment would allow pipe line companies to own oil passing through the pipes, a privilege denied to railroads by the bill. The reason for denying that privilege to railroads is that by hook or by crook they would discriminate as to rates of carriage in favor of their own goods. The same reason applies to the Standard Oil trust. If discrimination were possible that concern would find the necessary hook or crook. Mr. Tillman was right, therefore, in opposing this amendment.

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### "Losing Heart."

It is a familiar idea that failure in one's efforts has a tendency to make one "lose heart," and that that failure breeds failure. The poor man, for instance, cannot approach the rich man with a sense of equality in a negotiation; not so much because the one is poor and the other rich as because the one is conscious of a weakness and the other of a corresponding strength. This "losing heart," however, has been considered as a psychological phenomenon only; but now we are told by a distinguished physiologist, Alexander Haig, of the Metropolitan Hospital, London, that "losing heart" is an actual physical degeneration. Writing to the Medical Record, he asks: "If people who are well provided with food occasionally suffer from heart failure, from defective nutrition, how much more must those suffer who for weeks and months in the winter are on the verge of starvation, though not actually starving." And thereupon he declares: "I believe that when these