

at Akron on the 27th. It was a State rather than a local meeting, and was very large, being from 10,000 to 15,000. Senator Foraker, Secretary Root and Senator Hanna were the principal speakers, the latter sounding the keynote of the campaign in these words:

A year ago it was my privilege to attend the opening of the Republican campaign, and after looking over the situation I came to the conclusion that I should give you a piece of advice, "Let well enough alone." That was the whole chapter; that was all there was in the campaign. To-day I say, Stand pat.

Mr. Root appealed for a new Congress that will sustain the policy of McKinley and Roosevelt, and Senator Foraker discussed tariffs and trusts.

Mayor Johnson's campaign tour of Ohio advanced from Lima on the 23d (p. 390) to Ottawa on the 24th. Ottawa is in Putnam county, which is Democratic. The night was stormy but the audience numbered 2,500—about equal to the population of the town. The county auditor, a Democrat, refused to attend the meeting, and Mr. Johnson exposed his record as auditor to the audience. At Findlay, in the Republican county of Hancock, on the 25th, the audience rose to 5,000, notwithstanding a continuous rain. Here the Republican auditor, who had been most bitterly hostile to Johnson's crusade against the under-assessment of railroads, announced his conversion, and asserted that he had urged his successor in office not to accept railroad passes and to do his utmost to secure just railroad valuations. But the new auditor refused to pledge himself, and Mayor Johnson made good use of him before his large audience as a bad example. Fostoria, in the Democratic county of Seneca, was the place of the next meeting. It was held on the 26th. The attendance here was about 4,500. The record of the auditor of this county also was made the text for one of Mayor Johnson's non-partisan speeches on the question of just taxation. One question asked of Johnson was whether he believed in the single tax, to which he replied, as reported by Carl T. Robertson, in the Cleveland Plain Dealer:

"I believe in the teaching of Henry George. It's the gospel by which I square my political life." He then went on to explain that the single

tax is not a tax on land, but a tax on land values. He said that the farmers now pay one-half of the total amount of taxes, while their land is worth only five per cent. of the entire land value of the entire nation, and that according to the doctrine of Henry George the burdens which are now borne by the farmers would be borne by the possessors of mineral rights, franchises and the enormously valuable land in cities.

At Tiffin, on the 27th, also in Seneca county, an audience of 2,300 came to the tent in a pouring rain. Thence the tent was moved to Upper Sandusky, in Wyandotte county (Democratic), where on the 29th an audience gathered that filled it. Mayor Johnson here secured a public pledge from the Democratic candidate for auditor that he would not ride on passes and would support the taxation of railroads equally with other property. At these meetings Herbert S. Bigelow, the candidate for secretary of state, has been the other star speaker with Mayor Johnson, and the burden of both their speeches everywhere is home rule and just taxation.

On the same day Mr. Johnson attended the Democratic county convention at Cincinnati where he made a speech on 3-cent fare resolutions which were carried. His speech also took in the general issues of the campaign, and incidentally he referred to L. G. Bernard, the Democratic lieutenant of John R. McLean, in these terms:

I see L. G. Bernard here and I will say something I would not have said were he not here. I have known Bernard for a long time. We all know him as a good fellow. But there is a rule by which real leaders have to be tested. A political leader who does not rise to lead people when their interests are at stake does not lead. That's all.

This sentiment of Johnson's was applauded loudly and at the conclusion of his speech the convention responded with deafening applause. In his speech he had said of the Cincinnati street car plant that it "can be duplicated for \$10,000,000 and it is paying a dividend on \$28,000,000."

On the 29th the municipal code bill of Ohio (p. 390) was reported to the lower house of the State legislature by its code committee, so that now each house has a bill before it. The bills differ in important particu-

lars. At present the efforts of the Republican leaders are directed toward securing an agreement which will cure the defects of the 50-year franchise in operation in Cincinnati, and reestablish the franchise-granting powers of municipalities unchanged.

Turning now to South America, where this country has become involved in the Colombian revolution (p. 377), it appears that the American naval commander, McLean, has taken practically complete control of the Panama railroad system. Another detachment of United States marines was landed at Colon on the 19th, on which date also both the Colombian government and the revolutionists were notified by the American Secretary of the Navy as follows:

I have to inform you that the United States naval forces are guarding the railway trains and line of transit across the isthmus of Panama from sea to sea; that no person whatever will be allowed to obstruct, embarrass, or interfere in any manner with the trains or the route of transit. This is without prejudice or any desire to interfere in domestic contentions of the Colombians.

The Secretary further instructed Commander McLean on the 20th in these terms:

United States guarantees perfect neutrality of Isthmus and that a free transit from sea to sea be not interrupted or embarrassed. United States of Colombia guarantees right of way for transit across isthmus open and free to the government and citizens of the United States and their property. Any transportation of troops which might contravene these provisions of the treaty should not be sanctioned by you, nor should any use of the road be permitted which might convert the line of transit into a theater of hostility. Any transportation of government troops not in violation of treaty and which would not endanger transit or provoke hostilities may not be objectionable.

Accordingly Commander McLean allows troops to be transported as passengers, unarmed, carrying their arms in separate trains as baggage or freight. An attempt was made on the 25th by a body of insurgents to arrest a government officer who was being so transported, and a collision between the insurgents and the U. S. marines very nearly resulted. The insurgents withdrew upon being threatened.