

member of the legislature, while State treasurer and as postmaster of Chicago, I may have made some mistakes, but these mistakes were honest ones, and if I become Mayor of Chicago I probably will make more, but they will be honest mistakes. I do not expect to set the world afire if I become Mayor, but I am confident that the end of each year will show some progress in the betterment of municipal conditions in Chicago. I desire to inform you gentlemen that I shall become a candidate for the nomination for Mayor before the Republican convention and that I shall make my candidacy on the platform drafted by that convention. Again let me tell you how much I appreciate the honor you have done me by asking me to become a candidate, and let me assure you that, if I am elected, I shall do my very best to fulfill your conception of what the Mayor of Chicago should be.

Asked for his views on the traction question, Mr. Busse said:

I have no statement to make on that or any other municipal problem. I will leave it to the party to frame the platform, and, if nominated, I will stand on it. If I am the nominee I will leave it to the regular organization and its officers to conduct the campaign.

The candidate of the Lawson faction, which now turns toward the support, indirectly, of ex-Mayor Harrison, was Walter L. Fisher.

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Mayor Dunne issued an address to the people on the 12th, in which he said:

Having announced my candidacy for renomination for Mayor at the hands of the Democratic party, I come to you requesting your support at the Democratic primary election on February 21st ensuing. Friends of democracy assure me that my renomination can best serve, at this time, the cause of democratic advancement. Therefore, I come to you, as a Democrat interested in party success and municipal achievement, frankly asking your vote on primary election day—February 21st. Believing that the people always are willing and eager to be informed as to the conduct of municipal affairs by their Mayor, I beg to state, in rendering a brief account of my stewardship, that the following have been among the results accomplished under my administration:

Reduction of the price of gas from one dollar to eighty-five cents per thousand cubic feet.

Reduction of the price of electric light, my veto of an ordinance delivering the city from an impending electric lighting monopoly.

Reduction of water rates to meter consumers, corporations formerly favored with low rates and individuals now paying exactly alike.

Rapid and satisfactory progress toward a traction settlement.

Annihilation in the United States Supreme Court of the "ninety-nine-year act," former intimidating weapon of the traction corporations.

Forcing of the reduction of the rate for unlimited telephone service from \$175 to \$125 per year.

Institution of negotiations which will secure still cheaper and better telephone service.

Repeal of the former "fake" smoke ordinance and the enactment of a law making possible effective abatement of the smoke nuisance.

Enactment of an effective and just gas-meter inspection law.

Increased forces and efficiency in the fire and police departments.

Extermination of crime-breeding settlements such as formerly existed in Custom House place, La Salle street and on "Whisky Row."

Stamping out of the selling of unwholesome foodstuffs and of the short weight methods of unscrupulous dealers.

Exaction of compensation for private use of sidewalk space.

Enforcement of the building laws and other ordinances toward every man alike, be he clothed in broadcloth or in rags.

Enforced additions to the tax returns last year alone of \$750,000 from corporations heretofore evading just taxation.

Eradication of "graft" in the public service.

On this record and as a Democrat I ask your support.

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Chicago Compared with Cleveland.

An interview with Mayor Johnson of Cleveland was published in Hearst's Chicago Examiner on the 10th, in which Mayor Johnson said of the street railway situation in Chicago:

It is, to my mind, the result of a final effort of the old companies to stave off or defeat municipal ownership, and if the people there were to adopt the holding company idea, which we are demonstrating here, it would be the greatest blessing that could come to that city, for it would eliminate the corrupting influence that you have at the present time. Should the street railway company's so-called settlement be forced through despite Mayor Dunne's opposition, it would leave all the future to the control of the City Council, and that leaves all the evils which have heretofore existed. You would have a \$40,000,000 prize hung up to tempt the politicians, on one side, and the people's representatives, on the other, to join in defeating the wishes of the people.

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Comparing this with the low fare movement of Cleveland (p. 1040), now practically victorious, Mayor Johnson continued:

The low fare movement is really a movement looking to municipal ownership. The principal advantage in municipal ownership is the removing of the public service from the influence of an interest that never sleeps, that never rests, but is constantly alive to the interests of its stockholders, which are averse to the public interest. This influence, I think, is the chief cause of bad government, for so long as you offer such an immense price in the way of public franchise grabs, franchise seekers will be sure to corrupt your government. It is not the benefit of low fares, nor betterment of service, that stimulates me to what is called an attack on public corporations, but it is the purification of the political situation in the great cities. Remove that handicap and give the municipality opportunity to accomplish great things to make the city a better place for people to live in. The first three cent fare line was opened on November 1, last. It is now operating on thirty-five miles of track out of the 205 within the city. We have a very accurate account of the receipts and expenditures on half of this, and it shows, even in the winter season, we can more than earn dividends on the capital actually invested and still leave a comfortable surplus. It is conceded on all sides that the present negotiations for the lease and sale of the old company's property to the municipal traction company will result in the extension of the three cent fares with universal transfers over the entire city. The old five cent company has been earning more than 8 per cent. on a capitalization of over \$150,000 a mile. The new low fare company has demonstrated that a capitalization of \$50,000 a mile is ample for the construction of a first-class street railway. Eight per cent. on \$150,000 a mile earnings is equal to 24 per cent. on \$50,000 a mile. It is only necessary that the new company should earn one-quarter as much net as the old one is doing, to pay interest on \$50,000 a mile, and it is perfectly evident that the lowering of the fare will produce a showing much better than this. The Cleveland Electric Company pro-

poses, and has since the first of January put in operation what it claims to be $3\frac{1}{2}$ cent fare. It sells 7 tickets for a quarter and charges five cents cash fare. This averages about 3 8-10 cents for each passenger. The reduction to a 3-cent fare in the city does not mean a 3-cent fare from the surrounding territory. It will produce an average fare of $3\frac{1}{2}$ cents so that the real difference between the two companies will be about $\frac{1}{2}$ cent a passenger. At any price on the property which the railroad companies will sell out to the city company the dividends will be reduced an amount certainly equal to $\frac{1}{2}$ cent a passenger, which without allowing anything for stimulation of business will produce the net earnings sufficient to pay dividends on the capitalization fixed by the terms of settlement six years ago. When this low fare struggle began, the market price of the street railway property was about \$30,000,000, based largely on the expectation of renewing its franchise on the old terms. The selling price of its securities gradually fell as the capitalized expectation became less brilliant, and the securities are now worth about \$21,000,000 or \$22,000,000, and this on a property, the physical value of which is not over \$12,000,000. That is, it would cost about \$12,000,000 to build a street railway in every way equal to this property. The present situation is that there is a temporary treaty of peace, which the Cleveland Electric Railway Company (the old company) and the low fare company entered into with the City Council as a third party. Under the agreement the old company agrees to suspend all legal warfare and to permit the low fare company to operate over certain contested territory, while the low fare company in turn agrees during the continuance of the treaty not to extend its lines into further disputed territory.

The Cleveland "treaty of peace" mentioned by Mayor Johnson has been extended indefinitely. Meanwhile negotiations for the leasing of the old company's property by the city's "holding company" continue.

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The Salton Sea has Friends.

As already noted (p. 730), an unprecedented amount of rainfall has occurred since the creation of a sea in the Salton sink. Even the Death valley, the most baked and parched desert of the Southwest, has had a heavy fall of snow within the past few weeks. Arguing from effect to cause the people of many parts of the arid West have set up the claim that this new inland sea, now covering an area estimated at 2,800 square miles, evaporates rapidly in the broiling sun of southern Arizona, and then the moisture is carried out over this vast arid region to descend in the form of rain and snow. The whole volume of the Colorado river continues to feed this great reservoir so that there is small danger of its being exhausted, and, therefore, it is contended that accident has done for the desert what the investigations of science have been wholly unable to accomplish, and that through this agency a vast region, heretofore not capable of cultivation, may be reclaimed, and irrigation rendered unnecessary. In accordance with this reasoning the Governor of Utah has sent a special message to the Legislature on the subject, and the Legislature has adopted a memorial to the President, setting forth the claim that the Salton Sea has greatly benefited the entire arid region by increasing the rainfall, and asking him to desist from his efforts to drain this vast body of water (p. 996). The Commercial Club of Salt Lake City has adopted a similar memorial, and other commercial organizations and legislative bodies through-

out the intermountain region have taken or are preparing to take similar action.

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The Santo Domingo Treaty.

The President sent to the Senate on the 12th the new treaty with the Republic of Santo Domingo (p. 678) relative to the revenues of that country. According to the reports from Washington the new agreement is confined entirely to the matter of the collection of revenues. It sets forth in the preamble the fact that Santo Domingo has entered upon an agreement with her creditors that is made contingent upon the fact that this country shall collect the money, and it is then agreed that the President of the United States shall appoint a representative of the Government as receiver-general to take charge of all the funds collected and to provide means for their collection. The treaty provides that the total outstanding indebtedness of the country shall be capitalized at a figure slightly below \$20,000,000; that bonds for this amount issued by the Dominican republic and floated through a New York banking house shall be paid over to the creditors; that 55 per cent. of the customs collections of the republic, gathered through American collectors, shall be set apart for the redemption of these bonds, which shall be redeemable after ten years at the rate of 102 $\frac{1}{2}$ %, and are to run fifty years. The treaty will go direct to the committee on foreign relations and there will be a determined effort to have it reported and acted upon before the adjournment of the present session of Congress.

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The British Bi-Cameral Problem.

The re-opening of Parliament on the 12th (p. 921) was awaited with intense interest, for the recent defeat of the Government's education bill by the House of Lords (p. 921), and the prospective defeat of all other features of the Government's program at the hands of the Lords, have brought centuries of discontent with the veto powers of the Upper House to an unexpectedly rapid ripening. The speech from the throne alluded to the situation: "Serious questions," said the King, "affecting the working of our parliamentary system have arisen from the unfortunate differences between the two Houses. My ministers have this important subject under consideration with a view to a solution of the difficulty." In the House of Commons the Prime Minister, Sir Henry Campbell-Bannerman, brought up the issue as the matter of greatest importance before them. Dispatches to the Chicago Tribune report him as saying that the question they wished to raise was the question of the relations between the two Houses, not the question of the constitution of the House of Lords. It was sometimes thought the House of Lords acted as a sort of watchdog, guarding the statute book against mischievous and undesirable measures. If this theory were properly carried out it might be so, but when the prolonged somnolence of the watchdog was succeeded by a sudden access of bitter ferocity, one looked about for the cause. He did not know whether somnolence or ferocity furnished the better ground for complaint, but a combination of the two, he said, was intolerable. It showed there was some fatal vice