

MAYOR JOHNSON'S WAY.

War on the bill boards was determined on by the city administration yesterday. Complaint had been made about a large bill board on an old building half way across the viaduct.

"Do you allow bill boards within the fire limits?" asked Director Salen of Building Inspector Harks.

"Yes, I have been allowing them."

"I wouldn't do that if I were you," remarked the mayor.

"Then I ought to have authority to tear down those already erected."

"All right, go ahead and tear them down," said the mayor.

"I think that is proper," said Assistant Director of Law Babcock, "but you will probably be sued."

"A few more lawsuits won't hurt us," observed the mayor. "Tear them down, Mr. Harks."—Cleveland Plain Dealer, of Aug. 24.

Director of Public Works Salen has ordered six watering troughs to be located at various points throughout the city. They will be attached to fire hydrants, a bowl on each side of the hydrant. A team of two horses hitched singly can drink at the same time. If the troughs prove a success the director will install 25 more.— Plain Dealer of Aug. 24.

Mayor Johnson is not at all satisfied with Grade Crossing Engineer Ritchie's plans for doing away with crossings and proposes to fight them. Ritchie wants to raise the C. & P. railroad tracks 21 feet and depress all the East end streets which now cross them. The mayor says this plan would ruin the beauty of the east end of the city and says the tracks should be lowered so as to go under the streets. The grade of the land makes that the natural solution of the problem, he contends. Ritchie avers this plan would cost nearly twice what it would to raise the tracks and would drive away a lot of the industries along the C. & P.

"I am not so sure of that," said the mayor, "and besides there are sometimes things of more importance than industries. I will never consent to raising those tracks above the streets and I want to attend the meeting of the grade crossing commission when it takes up that matter."

Ritchie said the mayor would get an invitation.—Plain Dealer of Sept. 4.

By the terms of an ordinance passed by the city council Tuesday night, all telephone, telegraph and electric poles from the river to Willson avenue must disappear by January 1, 1903. On the

West side the time limit will not expire until January 1, 1904.

The wires which these poles carry must be placed in conduits underground.

From Orange and about a dozen other streets the poles must be cleared away before the snow flies. Improvements are to be made on the streets in question this fall and the mayor wants the poles down and the wires underground before that is done.— Plain Dealer of Sept. 5.

Mayor Johnson called on City Engineer Carter Friday for his report on the condition of the G. A. R. stands on Bond street.

"Several changes were ordered," said Carter.

"Did you have them carefully examined?"

"I did."

"I want a written report from you that the necessary changes are made."

"I cannot make a report of that kind until the changes are made."

"Well, I want you to follow that up and see that they are made. We won't let them use the stands if they are at all unsafe."

"How about the lights under the stands?" continued the mayor.

"I think the G. A. R. committee will put them in," said Deputy Director of Public Works Galvin.

"Very well. I want you to follow that up at once and see that the lights are put in before the encampment opens."—Plain Dealer of Sept. 7.

The question of the strength of these reviewing stands and their ability to hold with safety the large crowds which will assemble upon them on Tuesday and Wednesday, has been, of course, foremost in the minds of the decorations committee, and the reviewing stands committee, who have had charge of their erection. The reviewing stand for the children at the foot of Bond street was designed and erected under the supervision of James Ritchie, who is an experienced bridge builder, and it is as strong as a railroad trestle and will bear many times the weight which will go upon it—in fact it would be perfectly safe to run a train of cars over it, as it is made of the same materials used by railroads in their bridges.

All the other stands were designed by architects. Both of these plans were submitted to the building inspector and met with his approval, and since that time have been inspected by him and by the city engineer.—Plain Dealer of September 9.

AGAINST PRIVILEGE.

An address delivered before the Allied Trades Unions of Jefferson City, Mo., Monday, September 2 (Labor Day), 1901, by Speed Mosby.

Every man who is not a social ex-crescence is in some sense a laboring man, but upon this day we are accustomed to devote our attention peculiarly to organized labor, and my remarks shall therefore be particularly, though briefly, directed to what I conceive to be the true interests of union labor, whose representatives it is my privilege to address to-day.

The organizations which you maintain are, it seems to me, to be especially commended. Under existing political conditions unionism is the palladium of the labor interests. It is a vital necessity. You must at all hazards maintain the union, or you are lost. As Edmund Burke says: "When bad men combine the good must associate." With each new consolidation of gigantic corporate interests the situation more imperatively demands that you weld more firmly the bonds of that defensive alliance which the solidarity of your interests requires for your mutual protection.

But after all, as it seems to me, labor unions are but the means o an end, and that end is, I take it, the complete emancipation of labor; and there can surely be no objection to attaining the end by a more certain, a more secure and a shorter route, if that route may be followed without yielding up the defensive weapons which you now employ.

KINSHIP OF CAPITAL AND LABOR.

You are united not only by a sense of mutual interest, but also by the sense of common danger. What danger? What is it you fear? Whatever that thing is, it is the real object against whose encroachments you are united. Now, what is it? Some of you may call it capital. And what grievance have we against capital? Capital is merely wealth—wealth devoted to productive uses. Nothing that is not wealth can be capital. Capital does not employ labor, my friends. Labor employs capital. Capital must seek its life at the hands of labor. Destroy capital, and, if labor is free, it will spring again into newness of life; strike down labor, and capital will rot in its vaults.

Capital and labor are not natural enemies, nor is there any good reason why they should be. There is an indissoluble bond of relationship between them. Labor creates capital for its own uses, and capital is the