

the enthusiastic adoption by the banqueters of the following resolution offered by Mayor Dunne in honor of Judge Tuley, whose years and health had precluded his attendance:

Resolved, That our affectionate good wishes and grateful acknowledgments are extended to Judge Murray F. Tuley for his disinterested and distinguished public service in connection with the recent victory for municipal ownership in the city of Chicago.

Municipal Ownership in Chicago.

Tom L. Johnson's speech at the Chicago Jefferson banquet was devoted altogether to the steps which he, as a traction expert, regarded as advisable to secure the fruits of the municipal ownership victory at the recent election (p. 22). Mayor Johnson warned the people that—

there must come delay, which would, of course, benefit the companies, and during such delay they would not and could not give good service. But, if negotiations for purchase were supplemented with active proceedings to force a conclusion, a fair agreement for purchase might soon be made. As to the price, there should be no weak yielding to extravagant demands. A fair offer should be made by the city—an offer which would reasonably compensate for the physical property and the undisputed franchises, and allow something substantial for disputed franchises, by way of buying peace. To get early and unquestioned possession is worth something. To supplement purchase negotiations, Mr. Johnson advised condemnation proceedings. While the law's delays are involved in these proceedings, and every obstructive device would be resorted to by the other side, yet the condemnation proceedings, in conjunction with purchase negotiations, would co-operate to force an early settlement, if the city made a fair offer. A third course to be pursued concurrently with purchase negotiations and condemnation proceedings, would be the construction of competing lines. Even if four tracks were laid in the same street, the expense would not be great nor the inconvenience long continued. The companies cannot long meet the city's competition if the city offers a fair price to close up the whole dispute. Under this third head, construction, he advised the establishment and operation of a small system, with the lines where franchises have indisputably expired as the nucleus. Such a system could be run at a profit, and could be gradually enlarged. That act in itself would bring the companies to the point of accepting a fair purchase price. Mr. Johnson spoke highly of the Mueller law, except its provisions requiring more than a majority ref-

erendum vote to operate. He said the Mueller law certificates would be a good financial investment and could be easily floated. In conclusion he congratulated Chicago on its municipal ownership victory and the leader it had chosen to bring that victory to fruition. Chicago took the lead among American cities, he declared, in the direction in which all of them must go.

Both on the day of the banquet and on the following day, the 14th, Mayor Johnson was in consultation with Mayor Dunne, Clarence S. Darrow, Corporation Counsel Tolman, Comptroller Lawrence E. McGann and Bion J. Arnold, with reference to the details of plans for immediately promoting the policy of public ownership of the traction utilities.

Rumors regarding plans have been abundant, but most of them originate in guesses. Among the substantial facts is an offer made on the 17th by the New York brokerage firm of W. N. Coler & Co., of which Bird S. Coler, formerly Comptroller of New York city, is a member, to organize a syndicate for floating Mueller law certificates. Mr. Coler himself made the offer, saying in his letter:

I personally will be a subscriber for the securities which you intend to use for the acquirement of the Chicago street railways, and will in every way try to make your plan the financial success that it deserves to be.

Another offer indicating financial confidence in Mueller law certificates came on the 16th from John J. Cummings as president of the McGuire-Cummings Manufacturing Company. This concern is now preparing estimates upon which it will rehabilitate the traction service of Chicago, as municipally owned lines, and accept Mueller law certificates in payment.

A conference between the traction interests and the city was held on the 19th, at which there were present W. W. Gurley, R. R. Govin and J. S. Auerbach, for the traction interests, and Corporation Counsel Darrow, Special Counsel McGann, and Mayor Dunne for the city. The conference being informal, nothing was agreed upon, although it is intimated that a public and formal conference at an early day, may result.

Though nominally only the ap-

pointment of a supporter to an official position in his cabinet, Mayor Dunne's selection of Joseph Medill Patterson for Commissioner of Public Works, officially announced on the 17th, was doubtless made with reference to the policy of municipal ownership of municipal utilities. Mr. Patterson is a Republican in national politics but a firm believer in public ownership of public utilities (vol. vii, pp. 772, 825; vol. viii, p. 1), and although only 26 years of age was a leading figure and one of the most effective advocates of this policy in the recent campaign. He has served two terms as a Republican in the Illinois legislature; he is a grandson of the late Joseph Medill, principal proprietor of the Chicago Tribune, now controlled by his father, Medill's son-in-law; and he resigned an important editorial position on that paper in order to support Dunne's municipal ownership policy. The water service bureau comes immediately under his jurisdiction as Commissioner of Public Works, and it is not improbable that the traction bureau when organized will also be connected with his department. Speaking of this appointment in a newspaper interview published on the 18th Mayor Dunne said:

There is no politics in the appointment of Mr. Patterson. I have had him under consideration for this position from the first, and the more I see of him the more I am convinced he will be the right man in the right place. True, he worked hard for the success of the municipal ownership ticket in the campaign; but in making the appointment I was attracted to him by his thorough and practical understanding of municipal ownership problems as they apply to all branches of the public service. He has a trained executive mind.

Elections in Lagrange and Elgin.

That the significant votes for municipal ownership in Chicago (p. 22) and in Kansas City, Kan., (p. 9) were not of local significance only, is indicated by the local elections on the 18th in two Illinois towns where the question of public ownership has been a live one—Elgin (vol. vii, p. 794) and Lagrange (vol. vii, p. 764). In Elgin, a Republican city, the Democratic candidate was elected by nearly 1,000 majority, and in Lagrange, after the most hotly contested election ever held in the village, the ticket in opposition to turning over pub-