

growing want will have any chance in the Liberal party to-day in course of formation.

And if we look at the younger men rallying around the party we can see plenty already capable or rapidly learning to respond to this call. Mr. Alexander Ure, the Lord Advocate for Scotland, Mr. Hemmerde, and our staunch and ever active friend Mr. Josiah C. Wedgwood are already doing fine work, laying firm the foundations for future progress, and teaching ever-growing audiences to look for something better and more elevating than mere political party talk, uninspired by any real conviction. That the land question is necessarily the bottom question, the root question, in which the key to the labor problem, the social problem, can alone be found; and that the taxation of land values offers the master key to its effective solution, is the theme of all their utterances.

And their views are being echoed and upheld with ever increasing knowledge and zeal by the more prominent members of the Labor party, whose advent into the political arena was so bitterly resented by old-fashioned Liberals, but which has done so much to breathe a more earnest and more strenuous spirit into both Imperial and local politics.

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Yes, the logic of facts, supplemented by some real hard and consistent work during the past twenty years, has brought our question into the very forefront of the political struggle in the "Mother of Parliaments," and with its advent we can see the gleam of the dawn of a better day for the disinherited and impoverished industrial masses of the world. The struggle for social justice, equal opportunity, and true economic freedom has begun in real earnest; and though it will doubtless be a long and a bitter one, those of us who have helped to sow the seed need not now doubt the ultimate harvest.

LEWIS H. BERENS.

## INCIDENTAL SUGGESTIONS

### FROM A MEMBER OF THE HOUSE OF COMMONS.

Westminster, June 4.

This is just a line of thanks to you for your sympathy with us over here at our success in the budget. Hughes is right (p. 486). To us "of the Religion" it is all one whether our cause goes forward in England, America, Australia or Germany, for we are bound together by something more than the ties of nationality.

Do not fancy, however, for one moment that we are singing—or going to sing—the "Nunc dimittis." We have only got a pulling infant as yet. It must be not only protected from the forces of reaction ranged against it on all sides in the House of Commons and House of Lords; it has also got to grow.

Our Budget is pretty radical all round, but the natural way in which all propertied opposition is gravitating towards and concentrating on the land clauses should act as a lesson for all time to all radicals and socialists, that the road, and the only effective road, to smash the present industrial system lies in these doctrines of Henry George.

JOSIAH C. WEDGWOOD.

## NEWS NARRATIVE

To use the reference figures of this Department for obtaining continuous news narratives:

Observe the reference figures in any article; turn back to the page they indicate and find there the next preceding article, on the same subject; observe the reference figures in that article, and turn back as before; continue until you come to the earliest article on the subject; then retrace your course through the indicated pages, reading each article in chronological order, and you will have a continuous news narrative of the subject from its historical beginnings to date.

Week ending Tuesday, June 15, 1909.

### The Cleveland Traction Situation.

The traction question in Cleveland (pp. 563, 564) will come before the people of that city in July or August, when they will be afforded an opportunity to vote on the Schmidt ordinances which are intended to divest the old monopoly interests of traction control.

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It was at the Council meeting on the 7th that the preliminary steps were completed, after the Cleveland Railway directors had voted not to accept the ordinance adopted by the Council on the 4th (p. 564). Although Judge Tayler had washed his hands of the whole matter (p. 563), he subsequently prepared a settlement ordinance acceptable to Mr. Andrews and his group and to the men in the Council who have all along supported that side of the controversy, and it was introduced as soon as the Council came to order. It was immediately referred to the street railway committee, to the Council as a committee of the whole, and to the City Solicitor; and the Council proceeded to consideration of the Schmidt grant of a twenty-five year franchise (p. 564) on Payne avenue from Superior avenue to East Fifty-fifth street. After debate on this franchise, which is subject to referendum, the Council adopted it by a vote of 24 to 7. When that had been done, Chairman Koch of the street railway committee called a meeting of the Council in committee of the whole for the 8th to take up the pending ordinances granting Schmidt extensions to the Payne avenue grant all over the city. The effect of the adoption by the people of these franchises will be to transfer the whole traction system of Cleveland (except a few franchises expiring in three years), within the next seven months, to the Payne avenue grantee, Mr. Schmidt, on a straight 3-cent fare basis, with municipal ownership rights as soon as the law of the State permits and the people of the city desire. Just before the Council adjourned on the 7th, Mayor Johnson said, as reported in The Plain Dealer:

As long as the street railway question is not settled by a referendum vote on any of the pending propositions, I purpose to urge a popular vote for

the proposal that is most advantageous for the car riders. I expect at once to get out the tents and hold public meetings, at which every citizen will be given an opportunity to discuss every side of the traction question. This discussion, in advance of a referendum, will assist the people to vote intelligently and with all the facts before them. If in the meantime the Cleveland Railway Company comes forward with a better proposal, then I will publicly advocate its acceptance and the abandonment of all other suggested settlements.

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Early on the 8th, four referendum petitions were put in circulation—one by the Citizens' Referendum League, one by the street railway men's union, one by the Chamber of Commerce, and one by the Mayor and Council. The last of the four has been sufficiently signed to insure a referendum.

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The referendum campaign was opened on the 11th by Mayor Johnson in one of his big tents. The report of this meeting in *The Plain Dealer*, which opposes the ordinance under referendum, indicates that Mayor Johnson is getting the support of the people as fully as he got that of the Council, which voted for the ordinance 24 to 7, and for the same reasons, namely that he is convincing them. The *Plain Dealer's* report of this first meeting in the referendum campaign says that—

Mayor Johnson opened his referendum campaign on the Schmidt 3-cent fare traction ordinance before a large and friendly audience at Superior avenue and East Fifty-first street last night. Vigorous in speech and full of fight, the Mayor faced a volley of questions, all of which he answered to the apparent satisfaction of the crowd.

The wide discussion of the traction question, covering the period since the Mayor first appeared as a candidate nine years ago, up to the developments of the last few days, was frequently applauded.

Councilman E. B. Haserodt was chairman of the meeting. City Solicitor Baker and City Clerk Witt joined with the Mayor in pleading for popular approval of the Schmidt ordinance as a means, they said, of settling the railway tangle and settling it right.

With all the emphasis at his command, Mayor Johnson announced he was through with treating liberally with defeated foes. "I believe the great majority of the people are through with liberality to the Cleveland Railway Company, and now stand for justice and justice alone," said the Mayor. As a prelude to his discussion of the Tayler ordinance Mayor Johnson declared his admiration for Judge Tayler as a man. He then proceeded to pick the Tayler ordinance to pieces, characterizing it as one of the worst grants from the standpoint of the car riders that has been presented to the City Council during the entire railway controversy. "We must never turn over this property to unfriendly hands without all possible safeguards to the city," said the Mayor. "And the Tayler ordinance, not his plan, but his ordinance, omits many of the most vital

things necessary to properly protect the people of this city. Judge Tayler's heart is all right. He is for the people, but he has been deceived. The approaching referendum will not be on Payne avenue alone. It will be on the Payne avenue line and extensions to thirteen other routes that will permit free transfers connecting with all the 3-cent lines on the West Side. The Cleveland Railway Company will be left with but four lines—Euclid avenue, Cedar avenue, Broadway and West Fourteenth street, on which franchises do not expire for from three to four years. But once this Schmidt grant is upheld the railway company will be begging for a settlement. The four remaining lines will not earn enough to pay interest on the bonds. A settlement will come the moment the Schmidt ordinance is ratified at the polls."

"How about a year ago?" came a question. "Did not you promise the railway question would be settled at that time?"

"What he says is true," responded the Mayor. "Now let us see what happened. Mr. F. H. Goff and the city agreed to a settlement. A compromise was made in the interest of a settlement. And here I want to say that the compromise was a mistake, one of the mistakes of the Municipal Traction Company. Well, we agreed to a settlement and in perfect good faith went before the people. The proposition was defeated by about 600 in a total vote of 80,000. But what had transpired in the interim? We allowed some \$3,000,000 for good will. What did we get? We got a strike organized by John J. Stanley and the bitterest enemies of the people's railway. Clubs were organized to assist in cheating the company out of fares, some \$3,000 a month. The enemies of the people did everything human ingenuity could devise to defeat an agreement they had sworn as men to support. It is a wonder under the circumstances the Municipal Traction Company ever ran a car. We accepted an unpopular grant. We accepted the verdict of the people. And now the Cleveland Railway Company will have to accept a verdict of the people. Here is a prophecy. There never will be a settlement as good as the one we accepted a year ago and they repudiated."

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#### Municipal Election in Portland.

At the municipal election in Portland, Oregon, on the 8th, the Republicans made a clean sweep. Their candidate for Mayor, Joseph Simon, was elected by a clear majority of nearly 200 over the Democratic, the Socialist, the Prohibition and the Independent candidates.

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There was also initiative and Referendum voting on as many as 35 questions, the result showing purposeful discrimination throughout, even though valuable proposals were defeated. Among the 13 measures that carried were the following of general interest:

Requiring holders of franchises to file quarterly reports: 10,068 for, and 4,449 against. Affirmative majority 5,619. Woman's Auxiliary to police department: 7,939 for, and 6,964 against. Affirmative majority, 975. Placing burden of proof on all discharged civil