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LOUIS F. POST, Editor.

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The Mueller law (vol. vi, p. 823), which was submitted to the people of Chicago for referendum vote at the municipal election, has been adopted. This enables the city to establish municipal ownership and operation of the local street car system.

But as the Mueller law also continues the power of the city to grant franchises to private corporations, two other questions were submitted on referendum (vol. vi, p. 823), one advising the city council to proceed without delay to establish a system of municipal ownership and operation under the Mueller law, and the other advising it to grant short or revocable licenses to the private corporations, pending the perfecting of the municipal system. The latter two questions were on advisory referendum only, under the "public policy" initiative and referendum law of Illinois, and the result is not binding upon the city government. They also were adopted, by smaller yet emphatic majorities.

A peculiar attitude toward the three questions was assumed by the local press. Hearst's papers alone excepted, and by Mayor Harrison. They urged an affirmative vote on the question of adopting the enabling act, but a negative one on the question of proceeding without delay to utilize its powers. This is like the position of the so-called "socialists of the chair" in European universities, who are described as being "in favor of socialism, but opposed to putting it in practice."

With the exception of Hearst's

papers, which strenuously supported all three propositions, every Chicago daily that did not oppose the enabling act did oppose the policy of proceeding under it. The only consistent paper among them was the Inter Ocean, which opposed enabling act and all. The Mayor's straddle was not remarkable; he always does straddle. Neither, perhaps, was the straddle of the papers. They are controlled by financial interests that are opposed to municipal ownership altogether, and favored the enabling act only as matter of tactics, in the expectation that the defeat at the polls of the advisory policy of proceeding under it without delay would render it harmless to franchise investments. Under these circumstances the large majority which the immediate ownership proposition received is peculiarly gratifying. The vote was manifestly discriminating and intelligent. It cannot be ignored as in any wise careless or perfunctory. It must be reckoned with. And it gives strong testimony in favor of the referendum principle, while it indicates with great distinctness that the people are learning to think for themselves on public questions. The meetings in support of the immediate ownership policy were small, so small that they were sneered at; the opposition of the newspapers was pretentiously non-partisan and very vigorous; and the hostility of the leading politicians of both parties and of the "better element" was scarcely concealed. Yet the vote was large and the negative minority very small.

A Washington correspondent tells a story which is supposed to be a joke on Congressman Baker. Asked why the Republicans are in a hurry to adjourn, a Republican leader in Congress replied: "Because we are tired of Baker of Brooklyn." And well may they be tired of Baker of Brooklyn; for in

his speeches he wastes no time in humor or eloquence, but hits a bull's-eye every time he takes aim. In one of his recent speeches, one of those that make the Republican members tired, he brought the distinguished Mr. Olmsted, of Pennsylvania, all fluttering to the ground. Mr. Olmsted had silenced a prominent Democratic member with the bald assertion that under the Dingley tariff wages are higher, and steel rails are higher, and yet railroad rates are lower, than before. That was Baker's opportunity (see Congressional Record, March 30, p. 4146). He produced leading newspaper reports of wage reductions all over the country; he referred to Dunn's Review for evidence of increase in living expenses; and he quoted a statement of the Interstate Commerce Commission to prove that railroad rates have enormously increased. If there were more Democratic members with the will to make the Republican members as tired as Baker does, and for the same reason, it would be money in the pockets of the people. But the trusts would suffer.

John Moody's new book, "The Truth About the Trusts," although intended especially for the information of investors, is invaluable to public men of every shade of opinion on the trust question; for it is precisely what it purports to be, a complete and trustworthy story, partly narrative and partly statistical, of the whole American trust movement, with all its ramifications, from its inception to the present time. The book (which is published by the Moody Publishing Company, 35 Nassau street, New York, and 79 Dearborn street, Chicago), is an expensive one (five dollars); for it is a fine piece of the bookmakers' art, and is intended primarily for persons to whom accuracy and