

was to be opposed by Trenholme. The campaign was none the less interesting, however, being enlivened by the supposed leaders of public thought in their endeavors to make the question of sex and liquor morally the controlling factors of the election on Trenholme's behalf; it was a union of the "peers and the beers," as Lloyd-George puts it. Finally the issue narrowed down to a public inquiry into the names of the supporters of the two candidates, as a result of which it was found that Gill financed his own campaign while Trenholme's contributions included \$500 each from the presidents of the traction monopoly, the largest brewery, the chamber of commerce and a principal bank—all of them supporters of Gill as against Cotterill in the election two years ago and as against Dilling in the previous recall election. The effect of the denouement, the day before election, was tremendous.

Gill is elected; his exploiting friends having supported his opponent, whom he personally detests, he may exploit the exploiters; for even the wrath of man shall praise righteousness. Gill's published statement after election is fair and humble enough; his family life is said to be clean and there is no valid reason why he should not make a mayor with whom we can move on toward better things.

Meanwhile the following deductions can safely be made from the results:

A ministerial endorsement is a two-edged sword, and a dangerous thing.

The support of political candidates by the beneficiaries of franchises and other means of exploitation is overwhelmingly unpopular.

Those moralists who seek only the primary virtues of personal decency cannot defeat one whom they conceive to be opposed to them except with a candidate having not only decency but a wider vision and purpose looking toward the improvement of the whole world and the eradication of the organized, legalized hatred of which too large a part of "business" is composed.

THORWALD SIEGFRIED.

NEWS NARRATIVE

The figures in brackets at the ends of paragraphs refer to volumes and pages of The Public for earlier information on the same subject.

Week ending Tuesday, March 10, 1914.

The President's Canal Toll Message.

Urging abolition of the exemption of American coasting vessels from Panama canal tolls, President Wilson on March 5 briefly addressed Congress. From the standpoint of expediency, the President urged the abolition, since otherwise, he said, he would not know "how to deal with other matters of even greater delicacy and nearer consequence." From the standpoint of justice he said:

In my own judgment, very fully considered and maturely formed, that exemption constitutes a mistaken economic policy from every point of view, and is moreover in plain contravention of the treaty with

Great Britain concerning the canal, concluded on November 18, 1901. But I have come to you to urge my personal views. I have come to state to you a fact and a situation. Whatever may be our own differences of opinion concerning this much debated measure, its meaning is not debated outside the United States. Everywhere else the language of the treaty is given but one interpretation, and that interpretation precludes the exemption I am asking you to repeal. We consented to the treaty; its language we accepted; if we did not originate it; and we are too big, too powerful, too self-respecting a nation to interpret with too strained or refined a reading the words of our own promises just because we have power enough to give us leave to read them as we please. The large thing to do is the only thing we can afford to do, a voluntary withdrawal from a position everywhere questioned and misunderstood. We ought to reverse our action without raising the question whether we were right or wrong, and so once more deserve our reputation for generosity and the redemption of every obligation without quibble or hesitation.

[See current volume, page 153.]



Railroad Abuses.

Charges of falsification of accounts were made by the Interstate Commerce Commission on March 6 against the Chicago, Milwaukee and St. Paul Railroad Company, and against the Chicago, Milwaukee and Puget Sound Railroad Company. The charges are as follows:

That the St. Paul Company exaggerated its income for 1910 by more than \$5,000,000.

That for 1911 the road reported a \$2,000,000 decrease in income which it falsely informed its stockholders was due to failure to obtain higher freight rates and to increased cost of labor.

That the Puget Sound Company falsely reported an income of more than \$2,000,000 for 1910 and used the fictitious showing of profit to boom the sale of its bonds to the public.

That the Puget Sound Company falsely reported a valuation of its properties which was \$100,000,000 in excess of the cash investment.

That by a reduction of the rate of depreciation the St. Paul has inflated its net operation income \$500,000 a year.

[See current volume, page 154.]



Clifford Thorne, state railroad commissioner of Iowa, appeared on March 10 before the Interstate Commerce Commission and charged the Pennsylvania Railroad Company, the New York Central and the Baltimore and Ohio with juggling their book accounts to influence the commission in deciding on the request for five per cent increase in freight rates. The juggling process he described as follows:

In 1907 a new operating expense account, known as depreciation, was prescribed by the commission.