

of power by the employer. And it is an abuse of the power of the employer to intimate to the employe that his services will not be needed if he does not vote a certain way. When a man is made to believe that his bread and butter depend on how he votes, he is no longer free to exercise his own judgment—he is deprived of the most important of his citizenship rights. I believe it is our duty to frown down upon all efforts to sway the judgment of men other than by methods of proper argument and persuasion untingered with coercion.

It is difficult to believe that the man who writes in that spirit has been unjust to labor unions consciously. The inference is irresistible that his impulses are for men, regardless of class or condition, and that for such injustice as he may have done labor organizations, unconscious class influences and bias are responsible.

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### Mr. Taft's Business Fakirs.

That Leather Belting Company whose coercive campaigning for Mr. Taft drew out so comprehensive and unanswerable a reply from ex-Congressman Robert Baker, in behalf of the Austin Engine Company of Brooklyn (p. 473), has aroused another business house, the American Electric Telephone Company of Chicago, which makes this response:

Gentlemen: We have your favor of the 23rd inst. asking us to post in our factory the following sign:

Believing that the election of Taft and Sherman means a safe and progressive business administration, the day following we shall start this plant on "full time and keep going."

We will not do this for several reasons, principally these:

We do not believe it good policy for a business concern to send out campaign literature, and we do not wish to post in our factory a statement which would be coercing our employes.

Such a statement on a poster would not be the truth.

We could not afford to carry out the promise any better after election than it was possible in any period of the past year.

Business has been about as poor as possible for upwards of a year and a half. Which party have you to blame for it?

Your cry for a business administration has got to be a "chestnut." Every man is a business man.

Your ideal business men are no doubt those who can by questionable methods get a franchise or some special privilege from government, start the printing process on the largest amount of watered stock and bonds, and sell them to the "widows and orphans," and then try to make the abuses of today become the vested rights of tomorrow.

Your system of intimidation to the voter (your poster) has got the old system of stealing the insurance and other moneys to carry the election, "beat a mile."

Your cry of disaster every four years if a certain ticket is not elected, is doing a great injury to

the country. Can't we ever have a change of administration without the "interests" crying disaster? If not, you had better have Van Cleave and the National Association of Manufacturers appoint our Presidents, and failing in this, let us have a monarchy. It is the only way you can be consistent.

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### How Is the Balance Paid?

One of the Commerce and Labor Bulletins, that for September 2, makes this interesting comparison of our trade with Germany:

|      | Seven months ending July— | Imports from Germany. | Exports to Germany. |
|------|---------------------------|-----------------------|---------------------|
| 1904 | .....                     | \$60,216,323          | \$93,376,319        |
| 1905 | .....                     | 66,723,255            | 99,734,816          |
| 1906 | .....                     | 79,257,760            | 122,705,276         |
| 1907 | .....                     | 92,897,120            | 138,819,968         |
| 1908 | .....                     | 71,906,376            | 136,649,182         |

It will be noted that every year shows a balance of exports—that is, of outgo over income—amounting in round numbers to \$33,000,000, \$33,000,000, \$45,000,000, \$46,000,000, and \$65,000,000 for the years mentioned respectively. Now, how does Germany pay us this balance? Does the balance run the other way during the unreported five months of each of those years? Is the balance paid in gold or silver? Has it ever been paid? Will it ever be paid? These are important facts. Profitable trading consists in getting more value than you give. But these figures show, on their face, that we give more than we get. What is the explanation? and will the Department of Commerce and Labor make it and publish it?

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### Mayor Johnson and the Traction Trust.

The astute representative of the Associated Press at Cleveland, whoever he may be, certainly has earned more than his regular salary in the dissemination this summer of false news about the Municipal Traction company of that city. His latest exploit in this respect was the widespread publication of another "failure" of Mayor Johnson's three cent fare enterprise. In Cleveland nobody is deceived by these publications. But newspaper readers outside of Cleveland, apt to forget the deceptions which the Associated Press has practiced upon them again and again respecting Johnson's traction policy, are in danger of being gulled by each new falsehood.

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The fact is that three cent fares in Cleveland have not failed nor been abandoned. On the contrary they are proving their merits in the most satisfactory manner. While the private traction rings of New York are going into bankruptcy on

five cent fares, the municipal system under Johnson in Cleveland is making money on three cent fares. Hampered as it is with inadequate rolling stock—a deficiency which is being overcome as fast as is physically possible,—it is nevertheless carrying 460,000 passengers a day, or 60,000 more than the private monopoly system carried, and is operating more economically and collecting fares closer. Owing to the temporary inadequacy of cars after five months of the present municipal regime, the straps are much in use; but not nearly so much as in Chicago after eighteen months of operation under our “strap hanger” franchise.

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The only basis for the Associated Press story that three cent fares have been abandoned in Cleveland and five cent fares resumed, is the introduction of a system for securing full collection of fares. It had been impossible for conductors to make full collections, owing to delays in making change. Many of these delays were caused in good faith by passengers who thoughtlessly presented bills for change—one dollar and two dollar bills. But a large percentage of the delays was caused maliciously by persons who, like the Associated Press agent in Cleveland, were interested in one way and another in embarrassing the new system. Even ten dollar bills were handed to the conductors until the company adopted the awkward plan of requiring these passengers to go to the office of the company for their change, all bills over two dollars in denomination being meanwhile turned in by the conductors. Finally, to completely cure the evil of these delays and prevent the loss, the fare was changed to five cents *unless paid in aluminum tickets*, the tickets being sold by all conductors anywhere at five for fifteen cents and at either end of the line by starters at three cents apiece. It was this common sense requirement—necessary to secure payment for service and to minimize losses from careless or dishonest conductors,—that the Associated Press falsely reported throughout the country as an abandonment of three cent fares and a return to five cent fares.

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Plans are now in progress which will secure the largest possible return of fares with the least possible delay in collection. “Pay-enter” cars are being introduced with fare boxes on the rear platform. The conductors on these cars do nothing but sell fare tickets at the rate of five for fifteen cents. The passenger must put his own ticket into the box on the platform, and does not enter the car until he has done so. When these boxes

are brought into use, three kinds of payment will be allowed: An aluminum ticket costing three cents each in quantities of five, a nickel for passengers having neither tickets nor pennies, and three pennies for passengers preferring pennies to tickets. In other words, the fares will be three cents, with a penalty of two cents to cover loss for making change for passengers who ignore the reasonable requirement that they provide themselves with either tickets or change.

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For three months, a cent was charged for transfers, but this charge is no longer made. To prevent abuses of free transfers, however, the passenger pays a cent to the conductor who gives him his transfer, and receives back a cent from the conductor who takes it up. Experience shows that by thus giving a money value to transfers, passengers seldom take them unless they intend in good faith to use them.

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Despite obstructions by corporation interests both in Cleveland and elsewhere, despite the misrepresentations of local papers and the Associated Press, despite the hard times which have bankrupted private traction systems in New York, and caused others there to pass their dividends for more than a year, despite all the difficulties which enterprises honestly in the public interest always encounter, the Municipal Traction system of Cleveland has a foothold from which it cannot be displaced. Its service is better than ever, better than the Chicago service, better than the New York service; its fares are three cents instead of five to all passengers who provide exact change; and the margin of gross profit over operating expenses is already nearly as much as that of its monopoly predecessor. Whoever qualifies himself to judge can plainly see that Mayor Johnson's street car policy, so far from being the failure it has been represented to be by those who would profit should it fail, is a pronounced success. Only one step yet remains to make its success irrevocably complete, and that is the adoption of the plan by the people at the referendum. Of this no one in Cleveland has any doubt. All expressions of pretended doubt are obviously for stock-jobbing purposes.

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### The Single Tax in Washington.

There is a superstition that the farming community will always stand as a rock against the adoption of Henry George's single tax program.