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THIRD TERM LEAGUE IS FORMED FOR ROOSEVELT

It Intends to Assume National Proportions and Boost for Third Term.

Platform of League Contains Nothing But Roosevelt Planks. The Only Man.

Chicago, Ill., Jan. 3.—The Roosevelt Third Term National League has been organized in Chicago and yesterday an application for a charter was made at Springfield, Edward A. Hornor, formerly of Leadville, Colo., who says he is a "red hot" democrat driven to the verge of bankruptcy by the machinations of the "system," is the organizer and president of the league. According to the tentative plan outlined by Mr. Hornor in his headquarters last night, he proposes to make Chicago the national headquarters and to organize clubs in every county and city in the United States. The first meeting was held Tuesday night at which the fifteen men to whom invitations had been sent elected the following officers as directors: President, Edward A. Hornor; Vice Presidents, Milton F. Hesmer, Boston; George Noxon, Chicago; Secretary and Treasurer, E. C. Hovey, Assistant Secretary, George P. Locke, Directors, E. M. Shane and William Frank Robinson, both of Chicago.

Platform is All Roosevelt.

The platform of the new league is pretty much Roosevelt, and declares he is the only man big enough to save the country. It is as follows: We the members of the Roosevelt Third Term National League, having at heart the great social and political problems now confronting the people, and in order that the rights of the masses be protected and that national harmony be preserved deem it imperative that Theodore Roosevelt be re-elected to the Presidency in 1908.

We have come upon days in our social and political life, fermenting with distrust and requiring firm control.

We view with alarm the evils already grown from the abuse of corporate power and see in these evils a fertile field for the demagogue, from which might readily spring a political and social revolution, and believe that nothing short of temperate and prayerful solicitude, on the part of the people, will hold our political and social structure intact.

Party Organization Ignored.

To the people irrespective of party lines is due the credit that their President, to-day, is Theodore Roosevelt. A new era of real freedom and vitality in our institutions of government and politics was demanded, and they wisely saw in him a means to attain it.

So valiantly and wholeheartedly has this man reflected the wishes of the people, that his personality has entered into and become a part of every department of our national life.

He has won the confidence of the people; and this fact alone, makes him the most potent factor in the solution of the present disturbing conditions. To eliminate this personality—which is to eliminate that confidence—at a time when the people, as a whole, are restive and trembling with apprehension, is to invite national disorder.

So closely woven is this bond between the President and the people, that he has become to them a public necessity, an essential part of things in the social and political fabric. Therefore, Theodore Roosevelt is not only the one logical candidate for nomination, but manifestly is the only logical President for the people.

Wealth Against Roosevelt.

Already it has been demonstrated that the frigid and vindictive wealth controlling forces of the country, will resort to any means to defeat his nomination for a Presidential Third Term. We, therefore, must be on the alert and quick to action if we would save that which has already been recompensed by our illustrious President.

We are not unmindful of the fact that Theodore Roosevelt himself declared in 1904, that "under no circumstances would he be a candidate for, or would he accept another nomination."

We challenge, however, his right to refuse to accept the Presidency of the United States for a Third Term, in the face of the people's demand, especially at a time when so many undertakings of the highest importance have been brought about and set in motion by him, and so subject them to the danger of an untried and unproved successor, to whom public confidence would be reluctantly extended, if at all.

Manifestly, the selection of its President rests with the people. The public, alone, is Judge. No man may say he will not accept. It is the province of Theodore Roosevelt to say he will or will not be the President. He, who acts as President, acts solely as a servant of the people, and when called by them, must come.

Fletcher, of Lawrence county, has finally decided that there is nothing in the confession made by George W. Harris, in which he claimed that he killed Miss Sarah Schaefer, a Latin teacher in this city, Jan. 21, 1904. Harris will now be sent to the state penitentiary to serve a sentence of two to 14 years on another charge.

According to Prosecutor Fletcher, it has been positively determined that Harris was in the Ohio prison on the date that the Schaefer murder took place.

STELZLE WRITES ON DEMAND FOR LEADERS

Noted Preacher in His Usual Characteristic Manner Pleads for Men.

Says That Man is Wanted Who Can See the Truth and Act Upon It.

New York, Dec. 27.—In his weekly news letter the Rev. Charles Stelzle of the Workingman's Department of the Presbyterian church writes under the heading: "Wanted: A Man." He says: "A man who can see things; who can feel needs; who can be stirred deeply by lacks; who will refuse to be complacent where chaos reigns; who suffers when good causes suffer; who says it is too bad about bad conditions and who means to do something about it; who believes with all his might that bad things and dead organizations and lame methods and indifferent people and languishing enterprises and untouched opportunities need not remain such; who never despairs over any situation where what ought to be is not; who hopes, always; who has insights; who sees the way out, or is out seeking the way; who dares to say, I know, on the basis of his faith; who is always sure, though never cocksure; who spreads a contagion of hopefulness wherever he goes.

"Wanted: A man to see and feel and believe in things. "A man who can do things and does them every time he gets the chance; who, having seen a worthy end works towards it though it be ten thousand miles away; who cannot stand the reproach upon himself of good things left undone; who believes that anything worth believing in is worth working for; who marshals forces and produces the forces where they are not at hand; who has a knack or is hunting for one; who, charged with energy, charges others; who puts ginger into all the sets at, and leaves out the mustard and vinegar; who is all on fire and never scorches anybody; who is humble enough to accept nobody's business as his business; who is lordly enough to set the universe to rights, or at least to try; who criticizes people for their indolence and who frankly believes that he is the people; who says: Come on, let's do it; when anything needs being done, then does it whether anybody comes or not; who takes hold and lets go only to spit on his hands for a new hold; who undertakes all he ought, neglecting to ask whether he can.

"Wanted: A man to do things, to do them hard and long and today. "One such man or something like him in each labor union and in each church. What could not be accomplished? The coming of the Kingdom of God waits upon the discovery and sanctification of such a man. One is his own organization the wholesomest, healthiest thing in God's world. Only one. If it had been such a man he would by God's grace have saved Sodom all by himself. There is no institution so dead that one such man cannot bring it to life and set it upon a divine ministry. Just one man charged with sanctified intelligence and push.

"How is it in your organization? Perhaps the ranks are not so crowded but that you yourself might slip into this place."

Mr. Union Man:—Notify your Cigar Dealer that the Bell 'Phone is Unfair.

DEADLY EPIDEMIC OF TYPHOID AT SCRANTON

SCRANTON, Pa., Jan. 3.—There were 32 new cases of typhoid and four deaths today, up to midnight. This makes a total of about 1,000 cases and 70 deaths since the outbreak. Dunmore, the adjoining borough, has 47 cases.

Prominent women are to meet tomorrow to volunteer to do missionary work under the direction of Head Nurse O'Halloran. There is a great need of nurses.

EVIDENCE OF GRAFTING WILL CAUSE A PROBE

GUTHRIE, Okla., Jan. 3.—Following a conference today in the private office of President Murray of the constitutional convention, it was decided that if any person having knowledge of the corrupt use of money among members of the convention in making county boundaries in Indian Territory in the division of the counties in Oklahoma will present it in an affidavit, an official investigation will be undertaken.

PARDON GRANTED BY GOVERNOR OF NEBRASKA

LINCOLN, Neb., Jan. 3.—Mrs. Lena Margaret Little of David City, Neb., in the penitentiary for life for the murder of her husband, Harvey Little, about four years ago, was today granted an unconditional pardon by Governor Mickey. It was the last official act before retiring from office.

Mr. Union Man:—Notify your baker that the Bell 'Phone is Unfair.

WOMEN SHOULD HAVE RIGHT OF SUFFRAGE

Alice Priest Takes Fall Out of Anti-Suffragists Who Retard Women.

Recites History and Shows That Many Men Neglect Duties of Citizen.

(By Alice Priest.) Thousands of women have felt the sting of the woman anti-suffragist. Not that the anti has been so harmful to the cause of woman suffrage. It is quite possible that on the whole she has been helpful. A little opposition may be better than all apathy. Even the consequent kindly condescension of some men to all women—as to members of a sex lacking the mental capacity to be interested in public affairs—could be borne with equanimity and a confident reliance on time.

The sting, the humiliation to women lay in feeling that perhaps they belonged to a peculiarly inferior sex; peculiarly one, as the philosopher puts it, "the very nature of which has been to some extent warped and enfeebled by prolonged subjugation and must have time to recover itself."

To be quite frank, I think the philosopher probably right. But this, it was ordinarily taken for granted, was a great grief ordinarily separating men and women. No amount of subjugation, it was assumed, had ever reduced men to opposition to a reform in their own behalf. While she! The infeminal minority condemned the whole sex.

There is no joy in seeming to drag another down, but one is sure that our chivalric brothers will after all be glad to feel that the mother-sex is not abnormal, peculiar, essentially inferior in being degraded by degrading conditions. All nature is kin in this worst effect of injustice.

Here are a few interesting items from history: Concerning the England of eighty-five years ago George Elliot writes and J. W. Cross quoted: "After the coach had rattled over the pavement of a manufacturing town, the scene of riots and trades union meetings, it would take the traveler in another ten minutes into a rural region where men with a considerable bank account were accustomed to say that 'they never meddled with politics themselves.'"

Of Germany in the time of Frederick the Great, who died 120 years ago, the Britannica Encyclopaedia writes: "The position of the peasant was very deplorable, vitiated to a great extent existed, and the mental attitude of the rural population was servile in the extreme. One illustration of this is afforded by the fact that the private soldiers felt no resentment at being struck at by their officers. The paramount defect of Frederick's reign, as future events proved, was the neglect of any effort to encourage independence and power of self-government among the people. Public opinion on political matters could not be said to exist."

Last winter in Russia, the great army recruited from the common people, "has undoubtedly stood by the bureaucracy," the papers have reported, and so fostered reaction and their own and their brothers' degradation.

Regarding Japan, so rightly admired Clement writes in his "Handbook of Modern Japan": "The masses do not yet possess the franchise, and may be said to be practically unconcerned about the government. They will even endure heavy taxation and some injustice before they will bother themselves about politics. The people are conservative and the government is progressive; and the people are simply under the necessity of growing up with political privileges that are gradually bestowed upon them."

An able article in Morocco states: "The government is an absolute despotism. The sultan stands quite alone, at the head of state and church alike. (The present sultan) had received a good education and had progressive ideas, which he proceeded to put into practice, much to the disgust of his subjects. He began with a reform of the prisons, and also attempted some better system of customs. For all this he received no thanks, but, on the contrary, stirred up serious insurrections, which have reduced his control over the southern provinces to a thread. This frankly modern spirit of the young sultan has been probably the most influential cause of the alienation of many of his subjects to the support of the pretender."

Mr. Bryan wrote from China that for twenty centuries "Society is stratified; those in power seemed to have no higher aspiration than to live upon the labor of the masses, and the masses to entertain no thought of emancipation. But a change is taking place in China such as has revolutionized Japan within the last half a century. There was a vitality among her people which even two thousand years of political apathy could not exhaust."

James Bryce says: "It is now a century and a half since the idea of equality among men began to be constantly discussed, and to influence the world of practice as well as that of abstract justice. (Certain modern conditions) have stimulated the appetite of those humbler classes whose ancestors humbly acquiesced in an inequality of condition as part of the order of nature."

The great majority of us men and women "from childhood must be taught to rise to the next stage of opportunity and power, and to the next." Tolstol says that "the highest well-being

accessible to people in our world is reached through their union with one another."

This world union is as necessary to women as to men, and women are as necessary in that world union as are men; both are mathematically indispensable. One of the greatest, most vital spheres of such a union is public, or political affairs, where the social bond is so pre-eminently recognized. It is a denial of the fundamental principles of that union to try to exclude women from it—as it is to try to exclude the masses of men from it.

BOWLING GREEN PRINTERS WIN THEIR HARD FIGHT

Over a Year of Hard Fighting Ends in An Eight-Hour Victory.

The Typographical Union Published a Paper That Aided in the Fight.

The Bowling Green Evening Bulletin, published for several months past by the Typographical Union of that city, and which grew from a three-column folio into a six-column, four-page daily paper, announces that the issue of Saturday, December 15, will be its last. Under a full page head, "To the Victor Belong the Spoils," the announcement is made that the eight-hour fight has been won, that every member of the union will return to work on Monday morning.

This is a well-earned victory, inasmuch as the membership of the union was not large, and that almost from the outset the shops which refused the eight-hour day were able to obtain printers, such as they were, to take the places of the strikers.

But the union men refused to desert their cause. The battle at times was very bitter, but the determination of the union men coupled with the justice of their cause, could not be downed. There remains but one non-union office in Bowling Green, and the Bulletin announces that it is expected a satisfactory agreement will be made in the near future which will permit them to claim Bowling Green as a strictly union town in the printing trade. As it is, there will be no unemployed union men in the city. The strike roll has been wiped out.

LABOR PARTY IN ENGLAND.

What Workmen Have Gained by Voting in Their Own Interests.

Of Germany in the time of Frederick the Great, who died 120 years ago, the Britannica Encyclopaedia writes: "The position of the peasant was very deplorable, vitiated to a great extent existed, and the mental attitude of the rural population was servile in the extreme. One illustration of this is afforded by the fact that the private soldiers felt no resentment at being struck at by their officers. The paramount defect of Frederick's reign, as future events proved, was the neglect of any effort to encourage independence and power of self-government among the people. Public opinion on political matters could not be said to exist."

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GLASGOW MAKES GOOD ON PUBLIC OWNERSHIP

Its Ownership of the Street Railway System Proves to be Great Blessing.

Low Fares, Good Service, Good Pay and Strikes is the Record.

In recent years Glasgow has become the Mecca of students of municipal government. The elimination of the public-service corporation from its affairs has brought about a high standard of political bosses, and enabled men of high ability and probity to be elected to its offices. Since Albert Shaw pronounced Glasgow to be the model city of the world, no writer upon municipal matters in this country feels that he has perfected his study until he has visited that splendid example of a city which "minds its own business."

Glasgow began the operation of its municipal tramways July 1, 1894. Each municipal report since that time has shown a profit from operation, besides other substantial advantages to the people. The lowest fare charged by the company that formerly operated the tramways was 2 cents. The city made the minimum 1 cent. The wisdom of this action, and the advantage of the service to the people, is shown by the figures of the passengers paying this fare, numbering 56,788,872, or 30.05 per cent of the total carried during 1903; 57,501,082, or 30.43 per cent during 1904; 58,540,026, or 29.9 per cent during 1905; and 61,058,860, or 29.35 per cent during the past year.

The fares charged and the distances passengers were carried by the former company were: 1.12 miles, 2 cents; 1.8 miles, 3 cents; 2.2 miles, 4 cents; 2.5 miles, 5 cents; 2.8 miles, 6 cents; 3.4 miles, 7 cents; 4.5 miles, 8 cents; 5.4 miles, 9 cents; 6.8 miles, 10 cents; 8.2 miles, 11 cents; 9.14 miles, 12 cents; 10.13 miles, 9 cents; 11.14 miles, 10 cents; 12.93 miles, 12 cents. It will be noticed that the city carries a passenger double the distance for the same money that he was carried by the company. While the greatest distance a passenger could ride under company operation was 3.25 miles, the city has extended the lines each year until today a passenger can journey 12.93 miles.

The beneficial effect of this municipal policy upon the sanitary and general health conditions of the people of Glasgow, is shown in the statistics, which show that during 1891, with 40 miles of tramway under operation, 24.7 per cent of the population lived in one room, and 44.7 per cent in two rooms. The extension of the tramways opened up large tracts of land, and enabled the workman to move his family from the congested and high priced apartments within the city to the cheaper lands, with a result that during 1901, with 130 miles of tramway in operation, the number of persons living in one room was reduced one-half, or to 12 per cent of the population, and the number living in two rooms to 25.5 per cent of the population.

A study of the Glasgow report and a comparison with the report of the United Railroads of this city may be of interest to our readers. The gross capital invested in the Glasgow tramways is \$14,411,038. The net debt now owing, \$8,399,711; the gross amount of debt paid through the sinking fund since the construction of the tramways, \$2,413,259; the gross amount of revenue contributed towards capital account, \$3,597,975. It should be remembered that the net debt is the total sum upon which interest payments are to be made, as there are no stockholders, controlling fictitious capital, standing between the people and their property demanding dividends.

Just what the capital invested in the United Railroads property of this city may be, probably no one knows. However, the history of some of its underlying companies may give a fair idea of the facts. In The Star of September 7, 1895, will be found a statement that the Market Street company was capitalized at \$3,000,000 of stock and \$3,000,000 of bonds. That when the assessor taxed it on \$3,000,000 the president of the company, Col. C. F. Crocker, appeared before the Board of Equalization, and swore that the road cost only \$1,600,000; and that for twenty years dividends were paid upon the stock and interest on the bonds. Some years ago we were informed by a former official of the City Railroad, which was constructed by Woodward in 1869, and later extended on Mission street from the Perry to Twenty-sixth street, and to Bush and Dupont streets, that the original investment in this property was \$310,000. All of the improvements and extensions were paid for out of the profits of operations, besides which the company paid good dividends. During 1874 the company sold six car tickets for 25 cents. Today the fare is 5 cents. About 1888 the road was sold to the Market Street company for about \$1,500,000. During 1902 the United Railroads was formed and purchased the various railroads operated by the Market Street, Sutter street and San Mateo companies. The total stock and bonds issued by these companies was less than \$35,000,000. The United Railroads immediately issued additional stock and bonds, making the total covering the property, \$80,000,000. In addition to this, last year the company issued its note for \$1,000,000.

Our readers will observe the difference between the operation of a municipal street railway and one operated by a private company. In Glasgow the profits of operation are set aside to pay off the cost of constructing the tramway. The increase in the prosperity of the people of that city, the greater patronage they give to their tramway, causes their debt to become less. As a consequence, the fares are reduced, the lines are extended, the hours of labor of the employees are reduced, their wages increased, or some other advantage given for the betterment of the service. How different is the case in San Francisco. Here, as our prosperity increases, as our need for transportation grows, we pay greater sums into the treasury of the street railway company, greater and greater becomes the burden of debt that company puts upon us, and more stringent becomes its rules. Fewer cars are operated, those that do run are made to go faster, and the overcrowding becomes worse and worse. The necessity of paying dividends on watered stock causes economies to be practiced in the maintenance of the equipment and track. As a result of this method of operation, more persons are killed and injured by our street railways than by almost any street railway in the world in proportion to population. The overworking of the men causes almost annual threats of strikes. Every concession secured by the men has been gained either by a strike or the threat of one. The most frequent of this kind are unheard of. The increase in wages the furnishing of uniforms, caps and mackintoshes, the six days of labor and one of rest, the annual vacation on full pay, and the reduction in working hours, were voluntary acts upon the part of the tramway authorities. There is perfect harmony between them and the employees. In fact, every writer who has visited Glasgow tells of the pride the operators of the tramway take in its success. Professor Frederic C. Howe, in a recent issue of Scribner's Magazine, tells of the pride of the people of Glasgow in their city, its trams, and all of its public services, and how this feeling exists among all classes, from the banker to the man operating the tram.

The most frequently mentioned by the United Railroads is that it would cost about \$100,000 for taxes. It always forgets to mention that it pays but about \$25,000 as percentages of receipts, or that its gross receipts are more than the entire cost of our city government for all purposes; that is, the people of San Francisco pay more to the street railway for fare than they do for the maintenance of the city fire, school, police, and other departments, repairs on streets, sewers, public buildings, administration of the courts and all the other expenses of our local government. The taxes paid by this company equal about 6 per cent of its annual receipts and also about one-half cent of the cost of the \$35,000,000 of stock and bonds.

Glasgow's tramway although owned by the municipality, also pays to the same as though it were under private management. The annual statement for the past year shows the total of the payments of this nature to be \$448,943, somewhat in excess of the amount paid by the company in this city. This tax payment is more than 11 per cent of the gross receipts of the Glasgow tramway, and 5.3 per cent of the present capital charge. Thus it will be seen that the municipal tramway in Glasgow pays 22 times as much taxes in proportion to capital charge as does our privately owned street railway in San Francisco, and more than twice as much in proportion to receipts.

Glasgow has accumulated a fund for depreciation and permanent way renewals, the balance of which at June 30th last stood at \$4,390,478. The balance shown in the statement of the United Railroads for 1903, gives the total that it had in those two funds at \$152,362.

The United Railroads makes no statement of its gross receipts to the city, and endeavors to conceal its affairs as much as possible from the public gaze, even furnishing its stockholders with as little information as possible. Glasgow, on the other hand, operating a municipal street railway, gives its citizens full and complete detail of the tramway workings. Nothing is concealed. Even the most bitter enemies of municipal ownership can find no fault with the management or financing of the city's road. Mr. Arthur Kay, of Glasgow, who was endeavoring to give testimony against municipal ownership before a committee of the House of Lords and Commons, in June, 1903, said: "In Glasgow our undertakings, particularly the tramways, gas and water are kept up to date, the amounts written off for depreciation are ample. The city accounts are so clearly kept that I have been able to understand them without any assistance."

The number of passengers carried last year by the Glasgow tramways was 208,069,833. This is nearly four times the number carried during 1894, that the original investment in this property was \$310,000. All of the improvements and extensions were paid for out of the profits of operations, besides which the company paid good dividends. During 1874 the company sold six car tickets for 25 cents. Today the fare is 5 cents. About 1888 the road was sold to the Market Street company for about \$1,500,000. During 1902 the United Railroads was formed and purchased the various railroads operated by the Market Street, Sutter street and San Mateo companies. The total stock and bonds issued by these companies was less than \$35,000,000. The United Railroads immediately issued additional stock and bonds, making the total covering the property, \$80,000,000. In addition to this, last year the company issued its note for \$1,000,000.

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HITCHCOCK ENEMY OF PUBLIC LAND THIEVES

Only Man Who Dared to Attack Public Land Thieves Is to Be Retired.

Went After Rich Law Breakers Who Have Been Looting Public Domain.

WASHINGTON, D. C., Jan. 3.—The retirement of Ethan Allen Hitchcock, secretary of the interior, from the president's cabinet, March 4, is a public calamity. There have been secretaries and secretaries, but none like Mr. Hitchcock. Others have shown in society at the capital and done nothing. This man held office to do work in it. In the past the public land of the United States has been stolen and former secretaries of the interior have never lifted a finger to stop the thefts. In spite of great opposition this man not only tried to stop thievery, but instituted prosecution of the thieves. He secured the indictment of one United States senator, two members of congress, one federal district attorney, and 486 other persons of more or less distinction. Of this number eighty-nine were convicted and 401 indictments are still pending. One of those convicted was a clergyman.

The Colossal Conspiracy.

The enormity of the conspiracy he attacked is beyond all records. Some years ago the people thought so well of Benjamin H. Bristow for prosecuting the whiskey thieves that many wanted to make him president. The whiskey ring, however, was nothing compared to the land steals. In old days the public believed the Star Route thief was a grave matter, but all were infantile compared to this.

The swindling contracts of the Spanish-American war amazed, but this scandal and all the money stolen from the government in that war would not be a circumstance to the most incalculable loot of this conspiracy.

One man has fenced in 9,000,000 acres and another seized a territory 100 miles in circumference. Another took possession of more land than that comprised in the state of New Jersey. One hundred men have stolen 17,000,000 acres. There has been stolen from the government more land than all the New England states comprise. The audacity, persistence and extent of these robberies has probably never been equaled in the annals of American history, and the amazing part of the

the laws of the United States have been broken and enthusiastically helped the thieves in the thieving.

Big Capital With the Thieves.

It required no ordinary courage to attack this vast structure of fraud. Such pressure was brought to bear upon Secretary Hitchcock, has hardly been withstood by any other cabinet member at any time since the formation of that body. Not only were senators and members of congress involved, but great business interests of the country stood by the thieves.

Banks were their defense and campaign subscribers asked leniency in their behalf. In the letter of Governor Higgins to President Roosevelt one can see how far these pulls extended. Governor Higgins was a friend of the president and he wrote as a friend, imploring consideration. He asked for consideration of gentlemen that had the backing of the Standard Oil trust.

None of these influences prevailed upon Secretary Hitchcock. Then Theodore Roosevelt spoke the "good word" and Secretary Hitchcock's retirement was announced. What more could the president do for the Rockefeller and Ryans?

Thus at the beginning of one of the most important criminal prosecutions in this country, the prosecutor that unearthed the crimes is "retired." James R. Garfield would succeed him. You have heard of him before. He is the brother of Mark Hanna and the man who undertook to whitewash the beef trust.

Smoke Puradora Cigar, Clear Havana Union Label and Home Made.

CONSPIRACY TO DEFAUD GOVERNMENT CHARGED

OMAHA, Jan. 3.—The trials of the land fraud cases were resumed in the federal court here today. The defendants in the present trial are: A. M. Modisett, A. R. Modisett, H. C. Dale and William Smoot. The first three are officers of the Stockmen's bank at Rushville and Smoot was formerly government farmer at the Pine Ridge Indian agency. Conspiracy to defraud the government by illegal land entries and subornation of perjury are the charges. About 30 witnesses, including several Indians, are here to testify.

PASSENGER TRAIN RUNS INTO WASHOUT

PORTLAND Ore., Jan. 3.—Southern Pacific passenger train No. 14, north bound, known as the Portland Express, ran into a washout near Comstock, 25 miles north of Eugene, Ore., tonight. According to information received here the engine and the mail car went into the ditch. The engineer is reported missing. A mail clerk was seriously hurt and several passengers injured.

RECOMMENDS RIVER WORK TO COST TWENTY MILLIONS

WASHINGTON, Jan