

NEW DEAL IN SIGHT.

Democrats Are Said to Be Flirting with Senator Mason and His Independent Following.

Coalition Between These Elements, It Is Believed, Could Easily Unhorse the Kane County Statesman.

Mason Regarded by Democrats as Broad-gauged American, Having Courage of His Convictions.

Being a Favorite with All Classes He Could Be Elected by Popular Vote.

Mason, However, Fights Manfully for His Own Party's Nomination and Seeks Nothing Else.

As was predicted by the Eagle more than once during the past three months, the campaign for the United States Senatorship has fallen into a most complicated condition and no fellow can tell just now how it is likely to come out.

The Eagle has held all along that owing to the fight which has for some reason or other been made upon Senator Mason by his own party managers extraordinary developments were inevitable, including even the remote possibility of the Democrats carrying the Legislature and electing one of their own party faithful as United States Senator from Illinois.

As time has gone by the truth of this statement seems to have gone home to the Democratic leaders of this State, and events have been shaping themselves accordingly.

This paper has also said more than once, that an account of his independence, manliness, genial temperament, consistency, adherence to principle and lofty ideals, and, above all, his true Americanism, Senator Mason would be elected by an overwhelming majority if the election to the high office which he fills were by popular vote, because it believed the great mass of the voters of Illinois, whether Democratic or Republican, stood by and would at every opportunity show their loyal adherence to those principles. The developments, since those articles were written, have shown that we were not mistaken in our estimate of the situation, and an additional complication which has since arisen tends to emphasize this fact. Last Tuesday's Tribune has this to say on the subject:

"By giving William E. Mason their support, the Democrats believe they will be able to participate in the election of a United States Senator next winter. There has been no talk of that party having any other candidate. Fusion between the Democratic, Independent, and the Mason Republican members, it is claimed, would give the Senator a good majority and insure his re-election.

"Having little chance of getting control of the Legislature and sending a straight Democrat to the Senate as Mason's successor, the Democratic leaders say they would much rather see Mason returned than to see Congressman Hopkins, or some other Republican, go in his place.

"These calculations are based on the belief that there will be enough Independents elected to the lower house to make a respectable showing for the Senator, aside from the Democratic membership.

"Before going East ten days ago Mr. Mason told some of his friends that he had pledged to him the votes of seven Republican nominees for Representatives who are sure of election, and that he counted on four more with as much assurance as if they, too, had put themselves under pledge.

"There is a small coterie of the Republican holdover Senators who have declared for Mason, and they will lead the fight for him. The story that Frank O. Lowden might enter the race, it seems, grew out of the possibility of the Democrats falling in line for Mason. In the event that Hopkins could not secure the necessary majority Lowden is the man, it is said, on whom the Republicans could and would unite."

In the Democratic camp this kind of gossip is heard: "The mail carrying contracts will have to be relet next winter, and as Senator Mason is chairman of the Senate Committee on Postoffices and Postroads, he is the individual these railroad companies must deal with. We all know the Burlington, the Rock Island, the Northwestern, the Alton, and, in fact, all these roads are pretty strong in the territory through which their lines run. They can bring a big influence to bear in the election of candidates to the Legislature. They want those contracts renewed on the most favorable terms."

One of the Democratic State Committeemen said: "We can consistently support Mason when it comes to the question of sending him back to the Senate or seeing a deep dyed Republican like Hopkins in his place."

The session of 1877, when David Davis was elected as an Independent

Democrat, is cited as a precedent for the Independents and the Democrats to follow in the next session.

Wherever it is necessary the Mason people propose to put up independent candidates for the House, and the Democrats are expected to help elect them. In Chicago the Independents brought out by the Legislative Voters' League will be supported by the friends of Mason, as it is understood that such candidates will do all they can to secure the election of a Chicago man as Senator.

However, the possibility of a fusion may eventuate, one thing that seems to be certain is that Mr. A. J. Hopkins of Kane County is not going to be elected to the Senatorship without a struggle, and if the kind of struggle that is now anticipated is put up it is likely to be a historic one in the annals of the State of Illinois.

Mr. Villas' utterances will undoubtedly have a considerable effect in the pending campaign in Wisconsin. It has formed the leading topic of discussion in Democratic circles and at the clubs in Chicago during the past week. The fine stroke at the absurd litigation started by the government against the great packing industry was an especial subject for comment among the local leaders here.

Hon. William F. Mahony is in much the same position as his able and faithful colleague, Congressman Foster. The Republican managers can't get anybody willing to make the race against either of these two gentlemen. Their strength, their popularity and their excellent records are too well known.

Charles C. Breyer, the well known and popular head of the great West side plumbing establishment, would make a most excellent City Treasurer. He deserves well of the Democratic party.

Franchises of fifty-three lines now owned and operated by the Union Traction Company expire in 1903. The list includes all the important principal and cross-town lines on the North and West sides. Secretary George C. Sikes of the street railway commission has compiled a table showing the franchises affected and it is set forth in the statement that twenty-seven of the franchises were granted to the North Chicago Street Railway Company and twenty-six to the West Chicago Street Railway Company. Many of the franchises, as indicated by asterisks, are subject to the act of 1865.

Following is a list of the expiring franchises:

- State street, from Lake to Clark streets, by Division street.
- *Clark street, from Washington street to Fullerton avenue.
- Clark street, from Fullerton avenue to Diversey boulevard.
- Wells street and Fifth avenue, from Randolph to Clark streets.
- Center street—Clark street to Lincoln avenue.
- Lincoln avenue—Center street to Belmont avenue.
- Ashland avenue—Belmont to Grace-land avenue.
- Belmont avenue—Lincoln avenue to Robey street.
- Robey street—Belmont avenue to Roscoe boulevard.
- Roscoe boulevard—Robey street to Western avenue.
- Division street—Wells street to Clybourn avenue.
- *Clybourn avenue line—Division street to Fullerton avenue.
- Bedgwick street—Chicago avenue to Division street.
- *Sedgwick street—Division street to Lincoln avenue.
- Garfield avenue—Lincoln avenue to Racine avenue.
- Racine avenue—Webster avenue to Center street.
- Center street—Racine avenue to Lincoln avenue.
- *Larrabee street—Chicago to Lincoln avenues.
- Webster avenue—Racine to Lincoln avenues.
- Sheffield avenue—Lincoln avenue to Clark street.

- *Chicago avenue—Clark street to Larrabee street.
- Division street—State to Clark streets.
- *Division street—Clark street to Clybourn avenue.
- Grace-land avenue—Evanston avenue to Ashland avenue.
- Evanston avenue—Diversey street to Grace-land avenue.
- Wrightwood avenue—Short stretch from Lincoln avenue.
- Alley—Between Lill and Wrightwood avenues, and between Sheffield and Seminary avenues.

LINES ON THE WEST SIDE.

- *Madison street—State street to Western avenue.
- Madison street—Between Western and Hamlin and Hamlin and Crawford avenues.
- *Madison street loop—Fifth avenue side.
- Milwaukee avenue line—Between Lake and Halsted streets. *Halsted street and North avenue, North avenue and Armitage avenue.
- *Halsted street line—Halsted street loop, Van Buren side; in Clinton street from Vanuel to Van Buren street; in Van Buren street between Clinton and Halsted streets.
- Halsted street—Van Buren street to Blue Island avenue, and from Blue Island avenue to O'Neill street, and the switch tracks on O'Neill street.
- Blue Island avenue—*Halsted street to 15th place, and 15th place to Western avenue.

INDIANA AVENUE LINE.

- Eighteenth street—Wabash avenue to Indiana avenue, expires 1903. (Subject to act of 1865.)
- Indiana Avenue—18th street to Cottage Grove avenue, expires 1903. (Subject to act of 1865.)
- Twenty-second street to 39th street, terminable 1903. (One track subject to act of 1865.)

STATE STREET LINE.

- State Street—Lake street to 63d street, terminable 1903. (Part from Lake street to 31st street subject to act of 1865.)
- Downtown loop expires 1903.

CLARK STREET LINE.

- Clark Street—Washington to Polk, expires 1903. (Subject to act of 1865.)
- Polk to 22d street, terminable 1903.
- Archer Avenue—State to Halsted streets, terminable 1903. (Subject to act of 1865.)
- Halsted to 38th street, expires 1903.
- Thirty-ninth street to Vincennes avenue, terminable 1903.

CANAL STREET LINES.

- Canal Street—Archer avenue to 29th street, expires 1903.
- Twenty-ninth street—Canal to Butler street, expires 1903.
- Wallace Street—29th to 39th street, expires 1903.

HALSTED STREET.

- O'Neill to 39th street, expires 1903.
- Thirty-ninth to 69th street, terminable 1903.

ASHLAND AVENUE.

- Thirty-first to 39th street, expires 1903.
- Thirty-ninth to 69th street, terminable 1903.

WESTERN AVENUE.

- Archer avenue to 71st street, expires 1915.

KEDZIE AVENUE.

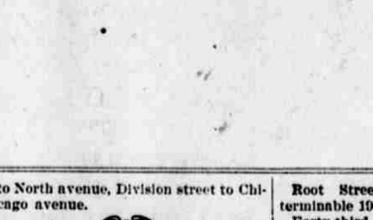
- Thirty-eighth to 63d street, expires 1915.

CROSS-TOWN LINES.

- Twenty-first Street—State street to Dearborn, expires 1903.
- Dearborn Street—20th to 21st street, connecting with Archer avenue, expires 1903.
- Twenty-sixth Street—Cottage Grove avenue to Halsted street, expires 1907.
- Thirty-first Street—Lake Park avenue to Pitney avenue, expires 1903.
- Pitney Avenue—31st street to Archer avenue, expires 1903.
- Archer avenue to Chicago & Alton railroad, expires 1907.
- Ullman Street—31st street to 39th street, expires 1907.
- Thirty-fifth Street—Cottage Grove avenue to Rhodes avenue, expires 1905.
- Rhodes Avenue—35th to 39th street, expires 1905.
- Thirty-fifth Street—Michigan avenue to State street, expires 1912.
- State street to Ullman street, expires 1907.
- Ullman street to California avenue, expires 1912.
- Thirty-ninth Street—Cottage Grove to Wentworth avenue, terminable 1903.
- Wentworth avenue to Halsted street, terminable 1907.

FRED H. ROWE.

Chairman of the Republican State Central Committee, Who is Organizing a Red Hot Fall Campaign.



The following shows the dates of expirations of the franchise grants of the lines of the Chicago City Railway Company:

WABASH AVENUE AND COTTAGE GROVE AVENUE LINE.

- Wabash Avenue—Lake street to 22d street, terminable 1903.
- Twenty-second Street—Wabash avenue to Cottage Grove avenue, terminable 1903. (Subject to act of 1865.)
- Cottage Grove Avenue—22d street to 39th street, terminable 1903. (From 22d street to 31st street subject to act of 1865.)
- Downtown loop of Wabash avenue line, expires 1903.

INDIANA AVENUE LINE.

- Indiana Avenue—18th street to Cottage Grove avenue, expires 1903. (Subject to act of 1865.)
- Indiana Avenue—18th street to Cottage Grove avenue, expires 1903. (Subject to act of 1865.)
- Twenty-second street to 39th street, terminable 1903. (One track subject to act of 1865.)

STATE STREET LINE.

- State Street—Lake street to 63d street, terminable 1903. (Part from Lake street to 31st street subject to act of 1865.)
- Downtown loop expires 1903.

CLARK STREET LINE.

- Clark Street—Washington to Polk, expires 1903. (Subject to act of 1865.)
- Polk to 22d street, terminable 1903.
- Archer Avenue—State to Halsted streets, terminable 1903. (Subject to act of 1865.)
- Halsted to 38th street, expires 1903.
- Thirty-ninth street to Vincennes avenue, terminable 1903.

CANAL STREET LINES.

- Canal Street—Archer avenue to 29th street, expires 1903.
- Twenty-ninth street—Canal to Butler street, expires 1903.
- Wallace Street—29th to 39th street, expires 1903.

HALSTED STREET.

- O'Neill to 39th street, expires 1903.
- Thirty-ninth to 69th street, terminable 1903.

ASHLAND AVENUE.

- Thirty-first to 39th street, expires 1903.
- Thirty-ninth to 69th street, terminable 1903.

WESTERN AVENUE.

- Archer avenue to 71st street, expires 1915.

KEDZIE AVENUE.

- Thirty-eighth to 63d street, expires 1915.

CROSS-TOWN LINES.

- Twenty-first Street—State street to Dearborn, expires 1903.
- Dearborn Street—20th to 21st street, connecting with Archer avenue, expires 1903.
- Twenty-sixth Street—Cottage Grove avenue to Halsted street, expires 1907.
- Thirty-first Street—Lake Park avenue to Pitney avenue, expires 1903.
- Pitney Avenue—31st street to Archer avenue, expires 1903.
- Archer avenue to Chicago & Alton railroad, expires 1907.
- Ullman Street—31st street to 39th street, expires 1907.
- Thirty-fifth Street—Cottage Grove avenue to Rhodes avenue, expires 1905.
- Rhodes Avenue—35th to 39th street, expires 1905.
- Thirty-fifth Street—Michigan avenue to State street, expires 1912.
- State street to Ullman street, expires 1907.
- Ullman street to California avenue, expires 1912.
- Thirty-ninth Street—Cottage Grove to Wentworth avenue, terminable 1903.
- Wentworth avenue to Halsted street, terminable 1907.

Root Street—State to stockyards, terminable 1903.

Forty-third Street—Illinois Central tracks to State street, expires 1907.

- Forty-seventh Street—Illinois Central to Cottage Grove avenue, expires 1915.
- Cottage Grove avenue to State street, expires 1912.
- State street to Ashland avenue, terminable 1903.
- Ashland to Western avenue, expires 1912.
- Western to Archer avenue, expires 1915.
- Fifty-first Street—Grand boulevard to Indiana avenue, expires 1907.
- Indiana avenue to State street, expires 1903.
- State to Wood street, expires 1916.
- Fifty-ninth Street—State street to Western avenue, expires 1915.
- Sixty-first Street—Madison avenue to Cottage Grove avenue, expires 1912.
- Cottage Grove avenue to point 1,000 feet east of South Park avenue, expires 1907.

From said point to State street, expires 1905.

- Sixty-third Street—Stony Island avenue to Illinois Central, expires 1912.
- Illinois Central to Cottage Grove avenue, expires 1907.
- Cottage Grove avenue to Wentworth avenue, expires 1914.
- Wentworth to Ashland avenue, terminable 1903.
- Ashland to Central Park avenue, expires 1915.
- Sixty-ninth Street—Vincennes avenue to Leavitt street, terminable 1903.
- Leavitt street to Western avenue, expires 1915.
- Seventy-ninth Street—Vincennes avenue to Halsted street, terminable 1903.
- South Chicago Avenue—71st street to 75th street, expires 1903.

Overhead-trolley permit expires 1903.

- Thirty-ninth to 67th streets, expires 1903.
- Sixty-seventh street to South Chicago avenue, expires 1903.
- Fifty-fifth Street—From Cottage Grove avenue to Lake avenue, expires 1903.
- Jefferson and Lake avenues loop, expires 1907.
- Thirty-ninth street to 51st street; grant expires in 1907. Overhead trolley permit expires 1904.
- From 63d street to Vincennes avenue expires 1907.
- Overhead trolley permit for this part expires 1904.
- Thirty-eighth street to 51st street, expires 1915.
- Wentworth Avenue—Archer avenue to 39th street, expires 1916.
- Butler to Wallace street, expires 1915.
- Thirty-ninth to Root street, expires 1914.
- Sixty-ninth to 79th street, expires 1914.

A DEMOCRAT FROM COOK.

(Our correspondent cannot have thought this subject over very thoroughly, otherwise he could have easily supplied the answer to his own question. In the first place, if the Democrats should be in the majority in the Legislature, and he should take part in the party caucus, he could not under any circumstances honorably vote for any one but the choice of that caucus. Should they be in a minority, however, then he would be bound only to cast his vote with the rest of his party colleagues in the complimentary vote accorded to the caucus choice. After that he would be at liberty to break away and vote for whom else he pleased.—Ed.)

Acting Mayor Walker has taken the right staff in rebuking the officious self-seeking class of politicians who would add their own interests at the expense of those of the general public, by interfering in behalf of "disorderlies" and law-breakers after the utterer's pun-

ishment has been meted out to them. The other day Ald. Mike Keena, better known as "Hinky Dink," ran foul of the acting Mayor in a case in point, and "Hinky" is not likely soon to forget it. "Hinky" sought to obtain a pardon from Acting Mayor Walker for a prisoner in the bridewell. He was refused, and in addition he received a lecture on his duty to the First Ward. When he left Mr. Walker's office he looked as if he had passed through a new experience.

The prisoner had been guilty of a particularly offensive act, and Mr. Walker expressed surprise at the request.

"Alderman, what do you suppose the excellent people of your ward will think of you if you get this man out of the bridewell?" the acting Mayor said. "They look to you to take care of their interests, and I am surprised that you should ask for the release of such a man. If I should grant this pardon people will think that all a man has to do is to go and commit such an act as this prisoner has been guilty of and you will get him set free."

The First Ward Alderman accepted Mr. Walker's fiat as final and made no complaint.

It would be well if "Hinky Dink's" turn down should be taken as a precedent to be followed closely by mayors and acting mayors in the future.

Hon. John K. Prindiville is the most capable as well as the most popular Police Magistrate who ever served the public and the city of Chicago.

Spencer Ward, the well-known and popular North Side attorney and leading Democrat, is preparing to render yeoman service to his party during the pending campaign.

Daniel J. McMahon, the able and efficient attorney of the Board of Education, will undoubtedly be one of the judicial nominees of the Democratic party next time a judicial election is on. By the way, what has become of the movement for a rehearing of the judicial election matter before the Supreme Court?

There were rapid changes in the controversy over the licensing of the Edelweiss garden Wednesday last. In the morning Judge Cutting decided that Mrs. Notthorn, administratrix of the estate of her son, had the right to agree in his name to the licensing of the garden. This advantage was quickly swept aside by the filing with Collector Brandecker of a revocation of the consent given by William M. Alister, who controls 280 feet of frontage. If this revocation is admitted by the Mayor the saloon men will lack 270 feet of the required frontage.

Acting Mayor Walker Thursday evening forwarded the decision of Judge Cutting, together with the Alister revocation, to the Mayor at Huron mountain.

Louis F. Altpeter, the Democratic candidate for Clerk of the Probate Court, is making a winning fight. He is one of the strongest candidates on the Democratic ticket.

Hanreddy has talked at last. It is a question for the future to decide whether he or somebody else will wish he hadn't.

Hon. George P. Foster looks with serene indifference upon the efforts of the Republicans to get somebody to enter the race against him in his district for Congress. Mr. Foster's election is assured, as it ought to be.

Hon. Miles J. Devlin, the well-known and brilliant attorney, is just now stronger than ever before in the Democratic politics of the West Side.

Hon. Francis M. Woods would grace the State Senate, and as a member of that body would render most acceptable service to the people of Chicago at a crucial period of their history. If complications in the legislative campaign continue to grow, it will be hard telling who will come under the wire in the Senatorial race. Hon. Frank O. Lowden still continues to be a formidable dark horse.

VOICE OF THE PEOPLE.

Correspondence from Many Readers of the Chicago Eagle on Subjects of Public Interest.

Political, Municipal, Economic, Social and Other Questions Treated from Various Points of View.

Citizens from Many Parts of Town Write of Men and Events of the Day.

Pointed Questions Asked Regarding the Transactions of Public Bodies and of Political Leaders.

Gossip of the City and of the Country Forms the Subject of Communications.

To the Editor Chicago Eagle:

Dear Sir—Can you or any of your readers explain what the public is to gain, or tell us even what it may hope to gain, by the tour through the East of the Council Transportation Committee? There is a very strong prevailing opinion that it is a junket, pure and simple, and past experiences in this line support that opinion. These "tours of investigation in the East" occur at regular periods, but altogether too frequently to suit the pockets of the taxpayers, and nobody has ever heard of what good any of them was ever productive. The annual reports containing maps, diagrams and all useful and necessary data of public works and improvements in all the great cities of this country are all in the hands of the city officials and available at a moment's notice. These reports contain all and much more information than any committee of investigation could get together in twelve months; and, what is more, the information is given in better shape than any such committee could give it.

I suppose it is too late to prevent the present proposed junketing trip, but I write this letter with the hope of calling attention to the matter with an eye to the future. I think that such excursions should at least be authorized by the Council before they are undertaken. The taxpayers are heavily enough burdened now and should be spared all unnecessary expenses. Yours truly, VERITAS.

Editor Eagle:

Dear Sir—Although the Eagle is an independent newspaper, and not an organ of any party, yet as a Democrat I cannot help expressing my admiration for the fair and fearless way in which you discuss all matters political or of public policy. So far as the Democratic party is concerned, I believe you give it fair and honorable treatment. In this regard the Eagle is the only newspaper in Chicago to which we can now look for fair play, because of the two dailies which claim to be Democratic, one is the representative of a section of the party only, while the other seems to find nobody in politics to criticize but Democrats. In the latter case I would cite the bitter attack upon Alderman John Powers, the able and worthy President of the Cook County Democracy. As a member of that organization and an old-time resident of the Nineteenth Ward, I wish to say that some steps ought to be taken in protest against the attack on our worthy President. There is no doubt whatever that Mr. Powers will be triumphantly elected, but I think a sweeping vindication of him is due at the hands of the County Democracy as soon as that body resumes the business of the campaign next fall. Yours for fair play, NINETEENTH-WARDER.

July 21, 1902.

To the Editor:

Sir—As you are a consistent supporter of Senator William E. Mason, and as I have been nominated for the Legislature in a sure Democratic district, I would like to ask you how or under what circumstances could a Democratic member of that body vote for Mason? If I saw or knew of any way by which I could do so honorably or without treason or treachery to my party, I would gladly vote for him. Yours sincerely, A DEMOCRAT FROM COOK.

(Our correspondent cannot have thought this subject over very thoroughly, otherwise he could have easily supplied the answer to his own question. In the first place, if the Democrats should be in the majority in the Legislature, and he should take part in the party caucus, he could not under any circumstances honorably vote for any one but the choice of that caucus. Should they be in a minority, however, then he would be bound only to cast his vote with the rest of his party colleagues in the complimentary vote accorded to the caucus choice. After that he would be at liberty to break away and vote for whom else he pleased.—Ed.)

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