



"INDEPENDENT IN ALL THINGS. NEUTRAL IN NONE."

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## AGAINST LIBERTY.

### Dunne Administration Against the Germans and Their Fine Festivals.

## MUNICIPAL OWNERSHIP, OH!

### Municipal Ownership is a Balm for the Loss of Personal Liberty.

The Municipal Ownership gang is a sweet scented crowd. Not a word against the Beef Trust. Not a word against any other Trust that is robbing the people. Not a word for good government in the true sense of the word.

But plenty of words of encouragement for the fanatics who would deprive the Germans of their beer at their beautiful and harmless festivities.

Mayor Dunne and the Municipal Ownership crowd stand for high license.

More than that, Mayor Dunne and the Municipal Ownership crowd stand as the avowed enemies of Personal Liberty.

The Municipal Ownership crowd would deprive citizens of all their rights—of all their Personal Liberty.

And then they would cheekily ask the people to pass their little \$75,000,000 ordinance.

This would put the poor taxpayer in the fine position of either giving up all he has by not paying additional taxes or giving up all he has by paying them.

Mayor Dunne and the Municipal Ownership crowd only have one object in view.

And that is the possession of 40,000 jobs that the requirement of the traction lines will give to them.

The Municipal Ownership Leaders are a hungry lot of talent, take them singly, or as a whole.

They are either men out of jobs or men who desire to be continued in jobs.

The Dunne Administration, which is preeminently a Municipal Ownership administration, has proven itself to be a government of job hunters, for the job hunters and by the job hunters.

It has devoted itself to Municipal Ownership and the Payroll and to nothing else.

It has denounced the Traction Companies with one breath and it has denounced the Germans with the other breath.

The Germans of Chicago replied to the Dunne administration last Sunday with the largest outpouring for Personal Liberty ever seen in Chicago.

The largest halls of the city were filled to overflowing.

Thousands of members of German societies marched to the meetings with bands playing and colors flying.

But the Dunne administration moved not.

It simply asked that the people whom it has insulted and outraged vote on Tuesday next to give \$75,000,000 to a lot of Municipal Ownership grafters.

Will they do it? We shall see.

The Union Traction Company deserves well of the people of Chicago, and in the handling and discussion of the traction franchise question the City Council should bear this fact in mind.

and much needed improvements. They have, for instance, signified their willingness to put in downtown trolley loops and to substitute electricity for the antiquated cable, but for some extraordinary and apparently inexplicable reason the city administration refuses the permit.

Other temporary improvements have been offered frequently, but have been as frequently refused.

Those who are responsible for this delay and consequent hardships upon the public will have to give an accounting for it to the people at the polls in the near future.

Under the able management of Messrs. Eckels and Sampell, the receivers of the company, and of President John M. Roach, there has been shown every disposition since this discussion arose to treat the public fairly, and to concede every reasonable and practicable demand made upon them.

Could anything be fairer than the following features which is contained in the offer of the company in return for a twenty-year franchise:

All rights, including the ninety-nine year claim, to end with the twenty-year term.

Compensation to the city of 3 per cent of the company's gross receipts for the first three years, 5 per cent for the next two years, 7 per cent for the next ten years and 10 per cent for the last five years.

City license fees and all franchise taxes to be deducted from the compensation.

Five-cent fare with transfers between the North, West and South Side north of 12th street.

Through cars as proposed by the Chicago City Railway Company, over head trolley outside of the downtown district and underground trolley in that district if required and shown satisfactory in a test.

General reconstruction of the property.

Bondholders to be paid out of purchase price if the city buys the lines.

Tunnels under the Chicago river to be lowered by the companies at their expense.

These are but the leading features of the Union Traction Company's offer.

The details are also full of important and generous offers, such as the expenditure of large sums of money in putting in new rolling stock comprising cars of the most comfortable and handsome construction, provisions for the heating and the overcrowding of cars and the comfort of the passengers generally, removal of snow from all streets along which the right of way runs, the paving of the street and the sprinkling of the same between the tracks, the installation of the grooved rail for the protection of the pavements and many other propositions of a comparatively minor character.

This offer is the outcome of careful study on the part of Hon. James H. Eckels, who in his capacity as receiver, has displayed that executive ability and business genius that have rendered him famous throughout the commercial and political world.

In this work he has been ably seconded by President John M. Roach, a man who has risen to the top rank of the officials of this corporation by integrity, industry and sterling business quality.

In the work which these gentlemen have been doing they have displayed not alone a commendable desire to bring a long drawn out, tedious and almost disastrous discussion to a satisfactory close, but also a strong disposition to accomplish this in the way best calculated to benefit of the general public. Should the Council see fit to co-operate with them, they will be doing much for the building up of the North and West Sides, the improvement of business and the enhancement of property values in both these divisions.

It is the duty of all good citizens to give to Mr. Eckels, Mr. Sampell and Mr. Roach their moral support in this laudable effort. It is the duty of the people to see to it that their representatives in the City Council shall do the same, and to bring to book sternly and promptly all of these latter who refuse to do so.

On Tuesday next there will be an alderman elected in every ward in the city.

The voter must take great care in selecting the candidate he is going to vote for. There are all kinds of men running. Grafters, cheap reformers and men who have no ability whatsoever for the office. On the other hand, there are men running who will make splendid aldermen. Conscientious, honest, brainy men. The voter must choose between grafters, cheap men and true, fearless men who will work for the best interests of the whole city.

The people are becoming tired of seeing the men they elect aldermen neglect their wards, vote for anything that comes along and never do anything for their constituents who elected them.

Beat Canned Goods Eagle in the Twenty-first.

## I. M. O. HUMBUG TIRES

### People Are Tired of the Ranting of the Job Hunting Cranks.

## BEAT THE DEMAGOGUES.

### The Taxpayers Themselves Have Some Rights that Should Be Observed.

That the overwhelming sentiment of the general public is in favor of an immediate settlement of the traction question and opposed to any further parleying, humbug and buncombe over the impossible fad, "Immediate Municipal Ownership," is now plain to all who have eyes to see and ears to hear.

That prospective candidates for the Council in next Tuesday's election, as well as the party leaders on both sides who are possessed of wisdom, discretion and the ability to get in touch with the public pulse, are aware of this is evident from the preparations made for this election.

The people have had their eyes opened since last April.

They have witnessed the pitiful efforts of an honest but misdirected and ill informed man whom they elected on the platform of immediate Municipal Ownership of the street railways to keep pledges which he made in good faith, but which he found himself absolutely unable to carry out.

The people have found that the traction question has been played with simply to make campaign buncombe, that they have been hoodwinked, that they have been made to suffer physical discomfort and untold financial loss by being kept chasing after a will o' the wisp held up to their gaze by scheming politicians, office-seekers and demagogues.

Hence it is not likely that very many of the thirty-five candidates for aldermanship honors this spring will run upon an immediate ownership platform. If any should try it they will have cause to rue it.

It is the opinion of every man on both sides of the political fence that hardly a single candidate for the thirty to be elected aldermen will be an immediate Municipal Ownership man.

These views are shared by scores of others. A prominent citizen had this to say:

"The people will turn out at the polls and sweep from the field every candidate who has the temerity to run upon the ridiculous immediate ownership platform."

Another, speaking through the columns of a contemporary, said:

"I believe that the successful candidates for aldermen this spring will all stand upon the same platform in relation to the most important question now confronting the city voters."

It would be wise for the people to adopt a policy that has the greatest certainty of producing early and satisfactory reforms in the street car service. It is now well understood that the party of Municipal Ownership, so called, really cares for the ownership of the streets only as it can manipulate the street car employees for political purposes."

This has the right ring to it; it truly expresses the general condition of public sentiment to-day, and is gospel truth, every word of it.

What is true of the Republican party is true also of the Democratic party.

Leaders and candidates on both sides will do well to remember this spring, should the traction question be then unsolved, that what the people want is not a lot of nonsense about immediate Municipal Ownership, but immediate settlement of this question.

To all thinking persons, all at least who have followed the progress and development of this question, there really seems to be no reason why it should not be settled even before the aldermanic campaign of this spring.

There is nothing that the people have demanded either in public mass meetings or through their representatives in the city government that has not been conceded by the traction companies.

Universal transfers, up-to-date street car service, comfortable cars and plenty of them, rapid transit, handsome remuneration to the city, courteous and careful treatment of the public by the companies' employes, streets along the right of way sprinkled and swept in summer, and the snow and slush removed in winter; all these and other advantages which have been enumerated in previous editions of this paper are guaranteed the people in return for a franchise of reasonable length.

Everybody who has given the matter any study or attention knows that if the city could own the street railway

companies to-morrow it could not give the public any such service as this, nor could it do so in the course of twenty years to come, if ever at all. The enormous expense of acquiring the property and rolling stock of the companies would simply swamp the city, and then if it ever did get the system into working order it is ten chances to one that it would be in the hands of a lot of hoodlum hangers-on of political parties who would give the people the kind of service they have been used to for years at the City Hall, and who would probably steal the system, the city and public blind.

The people should vote to have the traction companies in the hands of traction officials who are fully able and capable of running the lines.

They should vote down the \$75,000,000 proposition next Tuesday, which would turn the lines and their employes into a political office holding machine.

Then they should give the companies a franchise for a reasonable period on the people's terms.

The citizens of Chicago are tired of the reactionary and dilatory methods of their municipal officials, and there is growing rapidly a sentiment that must result in action on the part of the people at the polls in the near future that will give them relief from the intolerable conditions produced by the pranks and schemes of political mountebanks.

One of the bad conditions produced by the unsettled condition of intramural transit in this city is that the City Council is so taken up and occupied in wrestling and juggling with the question that it now seems to arrest all the attention and all the time of the city fathers, and the exclusion of all other matters of municipal government and legislation.

There was a time when the popular catch cry was "The streets belong to the people."

To-day the condition of the streets would indicate that they belong to nobody.

Through the prolonged and tiresome scuffle between the mayor and the council the public suffers and suffers sorely.

Not alone in the matter of street car transportation, but in other considerations and conditions arising out of its unsettled state, the general public are the losers.

For instance, if the traction question were settled the corporations owning and operating the system would pay their right of way, and possibly all of the streets upon which their right of way lay from curb to curb.

In this its way is a serious consideration for every property owner and taxpayer, and, indeed, for every resident of every part of this city. It involves the question of easy travel for teams and thus of the expeditious conduct of the traffic of our great business houses. It involves the interests of the wage workers and breadwinners, thousands of whom are daily put in peril of losing the chance to earn the bread and butter that they and their families need, because scheming politicians want another chance to make election catch cries and campaign issues out of the people's necessities that are never provided for.

Remember a few things when you hear the demagogues talk:

The street railway companies have made the city a fair offer and, through the City Council, a fair offer to the people.

In consideration of a reasonable franchise that will guarantee to the companies some return for the enormous outlay they propose to make the people will get:

Rapid transit, furnished by up-to-date electrical equipment.

Elegantly and comfortably equipped cars, warm in winter and airy in summer.

The most reasonable rates of fare possible.

A new system of rail (the grooved) that will protect the pavements from the vandal teamsters and save the taxpayers and property owners thousands of dollars.

Clean streets (winter and summer), streets sprinkled in summer (over the railway company's right of way), generous compensation to the city for its franchise, the compensation being a percentage on an increasing scale upon the company's earnings up to the end of its franchise; courteous and careful treatment of passengers and many other minor yet important considerations.

The Union Traction and Chicago City Companies have made an equally acceptable offer and between both companies an agreement has been reached which guarantees to the passenger a transfer system that will carry him from any point on any of the three sides of the city to any other point on any of the other two for one fare.

In other words, a transfer system that will carry a passenger from the West Side to any point on the North or South Side for one fare, and vice versa.

## PAY ROLL PATRIOTS

### Municipal Ownership Will Increase Their Number by Tens of Thousands.

## VOTE AGAINST \$75,000,000.

### Business Men of Chicago Point Out the Dangers that Menace the City.

Are the people of Chicago prepared to vote \$75,000,000 to the city administration to pay for and create 40,000 new jobs?

We should hope not. There are many reasons why they ought not to vote for such a scheme.

In another column we have shown how the Personal Liberty loving people of Chicago have been treated by the Municipal Ownership administration.

In this column we give the views of the leading business men of Chicago on the subject.

Members and guests of the City Club were stirred by two vigorous assaults on the city's ability to manage the street car lines.

"It is my honest opinion that the city government of Chicago, as it is constituted to-day, is not able to run an inkstand," said Franklin MacVeagh.

"The street railways now employ an average of not less than 14,000 men," said Eugene E. Prussing, president of the Citizens' Association. "Going into this new business means almost doubling the size of the administration without hope of increasing the ability of the mayor in proportion, and also placing 14,000 votes into the scale to turn any election in which these voters believe they have a special interest adverse to the city. What will a weak candidate for the mayorly not promise them openly or secretly? The will of the citizens of Chicago will be defeated at the elections and their liberties constantly endangered."

An I. M. O. talkfest was the order of the afternoon, and it was productive of one of the most animated discussions the club ever had. No speakers were announced, every one had an opportunity, and lines of controversy were distinctly drawn from the first.

William Kent had hardly finished his remarks, which opened the meeting, when Mr. Prussing came forward with a few hot shots, and the fight was on. Later in the meeting, Mr. MacVeagh and Frank J. Loesch vigorously seconded Mr. Prussing's remarks.

"We are asked," said Mr. Prussing, "to furnish certain gentlemen at once with a credit of \$75,000,000 to expend according to their ideas and abilities in the street railway business. These gentlemen comprise the present city administration, headed by Mayor Dunne."

Mr. MacVeagh delivered a sweeping denunciation of the city government as a business organization.

"I am not a carper," he said, "but I maintain and am bound to maintain that, not under Mayor Dunne alone, but under no mayor, has there ever been a single scintilla of business efficiency shown by the city government of Chicago."

"The responsibility for the ineffably bad street car service which we have in Chicago must be divided between the traction company and this ineffably bad government of ours. You cannot, in my judgment, charge wholly to the traction companies the responsibility for this situation, which has aroused the people to a consideration of the question of Municipal Ownership. And in this fact resides the reason why I can see no hope of any practical value in the complete control and operation of these properties by the municipality."

That the Mueller law is a snare and a delusion and never can be sustained by the courts was argued by Ald. Milton J. Foreman in a debate on Municipal Ownership at a luncheon given by the Troquois Club.

He declared that in the event of Municipal Ownership being adopted the city of Chicago would be a loser in the large amount of taxes now paid by the traction companies.

"Has it ever occurred to you that the city, county and sanitary district will lose the large amount of money now paid in taxes by the traction companies?" asked Ald. Foreman. "The companies certainly will not continue to pay taxes after they have been ousted from the streets."

We do not wish to be understood as questioning the honesty, personal integrity, or the earnest desire of Mayor Dunne to do the best he can for the people according to his lights, but we do claim that his efforts thus far in regard to the settlement of the traction

strange spectacles. Evidently the mayor, for one thing, regards the traction question as something that he is bound to deliver to the public upon the basis of an impossible promise, and having delivered it in that way, like a foundling at a door step, run away and leave the people to handle it as best they can.

Any old way to give the people the ownership of the street car system even though it were to leave them then to dandle a white elephant on their hands, evidently would please the consciences of the mayor's political advisors.

The point in this connection, however, is that no surer method could be adopted of destroying the future political ambitions of the mayor and his lieutenants than to hand the public a gold brick of this kind.

As we have said the people want decent and expeditious street car service. They want what has been offered them by the City Railway and Union Traction Companies, the gist of which has been published in the columns of this and other newspapers.

When they have secured this they will be in a mood to consider the ways and means of securing municipal ownership of these and other public utilities in a reasonable, rational and practical way.

Vote against Municipal Ownership candidates for alderman.

Of course we have still a fair-sized minority of the demagogue and the political sally trimmer among the city fathers, but there is the satisfactory evidence, notwithstanding this, that there is a working majority in the City Council of sensible, practical men, who are prepared to brush aside buncombe and nonsense and give the people what they want in the premises—first-class street car service.

The people are tired of groping around after the intangible in this matter. They are sick of hot air and platform platitudes. They have been told that they own the streets, and at the same time have been dragged through them "through mud and mire" in antiquated vehicles over a system that has been tied up, the meshes spread by campaign wire pullers. They have been spoofed on Municipal Ownership and physicked with tentative ordinances and contract plans. They are through with it all. Traction luncheon is "busted" at last.

The Credit Men's Association gave the Municipal Ownership fad a few hard raps at its dinner and monthly meeting the other day. Among the ideas given expression on this occasion were a few lively ones that are deserving, of consideration and that should occupy a few of the spare moments of Mayor Dunne, especially when "far from the madding crowd" that constitutes the Council gallery.

One of these is as follows:

"The idea of Municipal Ownership is like the measles, once contracted, it must run its course."

This incidentally causes the hope that the city "administration may soon be cured."

Another statement enthusiastically applauded and endorsed was:

"Ten representative business men of this city endowed with honesty and brains could meet with the heads of the traction companies and within twenty-four hours devise a means of disposing of the traction problem in a manner that would bring substantial returns to the city and protect its interests forever."

Still another was as follows:

"Municipal Ownership is the cry of the hungry Socialist, the labor agitator, the anarchist, and the man who does not pay any taxes. To the thinking man who has property and holdings of any character whatever the prospect of paying out money to keep in employment a lot of political heelers is anything but promising."

These are thoughts that are worthy of the consideration of all citizens who have the interests of the community at heart, and while some might consider them perhaps a little radical, they at the same time are the emanations of an organization of reputable business men of responsibility and standing.

If you have lost your Personal Liberty in Chicago under present conditions you will be a slave when there are 40,000 more office holders.

We have an I. M. O. administration. Women have to walk in the middle of the streets after dark.

Tongues assemble without let or hindrance on every street corner.

Murder and outrage are increasing daily.

The laws are defied openly by anyone who is for Municipal Ownership.

What will you do when that sort of a gang runs your street cars? Leave your money and jewelry at home before you board one of them.

For Municipal Ownership in Chicago outlives its advocates to appropriate anything.

## A ROARING FARGE!

### Some People Thought that High License Meant More Police for Protection.

## RAISE SALARIES INSTEAD.

### City Hall Job Holders the Main Beneficiaries of the Whole Scheme.

Instead of giving Chicago a great increase in its police force as its advocates asserted, the high license ordinance and the money derived from it have been used to raise the salaries of a lot of City Hall barnacles.

"Everybody who voted for that measure on the square intended the additional funds should go to the city's protection, and not to a lot of 'stiffs' who have been feeding at the city's 'crib' for thirty years or more," said one of the aldermen who supported it.

There never was any reason why the traction companies should have been refused an opportunity to give the public the good transportation service which the establishment of a downtown loop system would mean. Just as there never was any reason why the people should be inflicted with inadequate street car service generally, except for the purpose of giving the jobholders a perpetual opportunity to hold their places at the public crib.

We have said that other public improvements had been delayed and sidetracked by this interminable discussion over the traction matter. The paving of the street to which we have referred is a case in point.

There are others. The companies offer to remove the snow from the streets during the winter months, which means half the year in Chicago. If the city should own and operate the streets instead of the present corporations, it would have to clean and pave them at the expense of the taxpayers. Do the people realize what this means? The streets are unpaved and unclean now, and if the city should burden itself with the traction business, it would be expected to live up to, at least, the offer of the present companies.

This would mean greatly increased taxation of property owners, a largely increased City Hall payroll, and no guarantee that the increase of the public expense would even result in partial execution of the work which the street car companies offer to do at their own expense.

Everybody knows how the taxpayers' interests are attended to, and their work done by the City Hall payroll brigade.

All business men and property owners are interested in the fire service of the city. Insurance rates, for instance, are kept up at ruinously high standards because of the horrible condition of the street paving and the inability, on that account, of the fire department to do its duty to the full extent of its undoubted efficiency under unhampered conditions.

William Tinslan of the Twenty-first Ward, one of the brightest young Democrats in Chicago, is a candidate for the Legislature. Mr. Tinslan richly reserves the nomination on account of his past services to the party, and if nominated he will be elected.

Eagle, the man with the Canned Goods Smile, would make a poor Alderman.

Men of the Twenty-first, do your duty and beat Eagle!

If you want to save your home vote against that \$75,000,000 proposition on Tuesday.

The talk about not nominating justices of the Peace for Municipal Judge is only a pipe dream of some political writer who has a grievance against some justices. Justices of the Peace will be nominated nevertheless.

Harry R. Gibbons has no opposition for the Democratic nomination for sheriff.

An investigation of the poorhouse at Dunning has shown that it is a fire-trap, and is in very poor condition. The county commissioners are right in asking for a new building.

Canned Goods Eagle will be snowed under in the Twenty-first Ward.