

# THE PEOPLE'S REPUBLIC

GRANT E. KELLOGG,  
EDITOR AND MANAGER.

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FRIDAY, MAY 5, 1899.

## THE SENTIMENT GROWING.

It is pleasant for old line reformers, who have been patiently waiting and working for national ownership of railroads and municipal ownership of street railways, when they look about and note the gradual, yet radical, change in public sentiment since the idea was first advanced. Men who, in the beginning, branded the proposition as "socialistic," "visionary," and "impractical," are now reformers to that extent. As evidence of this change, we republish an article on elections, as it appeared in the New York Outlook:

To understand the three-cornered contest in Chicago in which Mayor Carter H. Harrison, Democrat, was re-elected recently by 149,000 votes, against 107,000 for Zina R. Carter, the Republican candidate, and 46,000 for ex-Governor John P. Altgeld, Independent, it is necessary to revert to the campaign of two years ago, when Mr. Harrison was elected the first time. Then Mr. John M. Harlan, running as an Independent and making his appeal chiefly against the proposed fifty-year street railway extensions then pending at the Capital in Springfield, came out second at the polls, with 68,000 votes, as against the 58,000 of the Republican nominee; while Mr. Harrison, who received a larger vote than the other two candidates combined, coupled with his declaration of allegiance to the "merit system" the contradictory announcement that if elected he would "throw out every Republican in the City Hall." The election clearly discloses a remarkable opposition to long-term franchises and remarkable unconcern as to the civil service law; and Mr. Harrison in his subsequent administration took advantage of both disclosures. By forced interpretations of the civil service law, by litigation, by successive reconstitutions of the Civil Service Commission, and by abrogating examinations, he allowed the law to be virtually nullified in the interest of political removals and appointments. As regards the street railway question, on the other hand, he proceeded, after his election, to put himself abreast of public sentiment and to keep in that position. He appointed a Council committee and accompanied it to Springfield to oppose the long-term bills, and when in spite of universal protest, the Allen Law was passed, authorizing the City Council to make the extensions, he took the position that no extensions whatever ought to be granted until that law had been repealed—a position which he rigidly held to thereafter. When the fifty-year extension ordinances finally came up in December last, their defeat in the Council was largely due to his cooperation with the "honest minority;" and when in February, the Allen Law itself was repealed, and the twenty-year limit of previous years was restored, the Mayor, by virtue of recognizing and following rather than of creating public opinion, became something of a hero. The platform on which he was renominated promised fidelity to the civil service law, and his candidacy was supported by the two Independent papers, the "Record" and "News," and by two Republican papers, the "Times-Herald" and the "Post." Probably from twenty to forty thousand Republicans voted for him. To what extent this support was due, as charged by ex-Governor Altgeld, to Mayor Harrison's compromise with the gold wing of his party it is not easy to estimate; but certainly the more obvious and recognized reason was his street railway record, which, though not in any sense "advanced," had yet assured people that he would deal honestly with the question and regard public feeling.

## MR. ALTGELD'S CAMPAIGN.

The regular Republican candidacy was of little interest. Mr. Carter is a business man of good standing, whose personality meant nothing in particular, but whose relation to the Lorimer-Tanner machine which put him forward meant a good deal. Although his platform declared against the extension of street railway franchises without lower fares and compensation to the city, and although the machine leaders had the shrewdness to keep conspicuously out of the fight, nevertheless the support he received from Mr. Yerkes's paper, the "Inter Ocean," gave ample point to the posters which read, "Yerkes is Tanner, Tanner is Lorimer, Lorimer is Carter," and goes far to explain the defection of Republicans. The one Republican who would have stood a chance of winning was Mr. Harlan, but he had not been nominated because he was not a machine man. The Independent campaign of ex-Governor Altgeld was the significant event of the contest, since by it was forced into every platform the advocacy of a remarkably progressive municipal policy. To be sure Mr. Altgeld entered the field because of Mayor Harrison's alleged combination with Richard Croker, of New York, to transfer the control of the National party in 1900 from the West to the element in Tammany Hall and the conservative wing in the East—a plan which he proposed to defeat by defeating Mr. Harrison and so preventing his control of the next State convention. For this purpose he coupled "the Chicago platform" with "municipal ownership" as the two planks of his platform. But municipal ownership was the real issue, and though

Mr. Altgeld was cut of the race from the start so far as any prospect of winning was concerned, his able and dignified championship of that idea not only lifted the whole campaign to the level of intelligent discussion of issues and evoked from both party conventions what are probably the best examples of municipal platforms ever issued in the city, but before the close of the campaign brought both Mr. Harrison and Mr. Carter to lay emphasis upon their own adherence to municipal ownership of street railways as a principle and aim. That there should have been anything like forty thousand Democrats in Chicago ready to bolt the regular nominations of their party in order to support Altgeld's far-reaching program is another sign that the machine can no longer do the thinking for the voters.

## MAYOR JONES'S VICTORY.

The full extent of Mayor Jones's victory in Toledo, Ohio, was not brought out in the telegraphic news we reported last week, and has been most signally obscured by the daily press. Not only did Mayor Jones, as a few papers announced, receive a larger vote than the Republican and Democrat candidates combined, but he received more than double their combined vote. The Mayor whom the Republican Convention, at the dictation of the moneyed interests back of the machine, refused to renominate, received the votes of more than two-thirds of the Republican, and—more surprising still—of more than two-thirds of his old party opponents, though they, too, had a regular candidate in the field. The total vote polled was unprecedentedly large, for people of Toledo realized the National importance of the election. In a city of little more than a hundred thousand people, over twenty-five thousand votes were polled, of which the Republican and Democratic candidates together received 7,700 votes, and Mayor Jones 17,700. The influential papers of the city were, of course, against him, though he had the support of a labor paper with a good circulation—and the individual allegiance of most of the writers on the other papers. One of the employees on the "Blade" is said to have remarked during the campaign: "The 'Blade' is Republican, but it is the only thing in the office that is, and it can't vote." This possible apocryphal story fairly indicates the unexpected quarters from which Mayor Jones's supporters came. A few men of wealth were among the number. The platform upon which he ran comprehended not only the municipal ownership of municipal franchises, but the direct employment of organized labor in place of the contract system on all public works, and the eight-hour day for all public employees—except the Mayor.

## ELECTIONS ELSEWHERE.

The State elections held last week were of more or less importance than the municipal. In Rhode Island the Democrats made substantial gains, and the Socialists seem again to have increased their poll. Nevertheless, the Socialist voters still number but one in twelve, and the Democrats but four in twelve. The Republican party retains a decided majority of the voters. In Michigan the Democratic gains were more important, but the unpopularity of the Republican candidate for the Supreme Court with organized labor—because of a decision against boycotts—seriously reduced the Republican majorities in the cities. However, the defenders of Secretary Alger have not been repeating their pre-election claim that the Secretary's administration was an issue in the campaign. Owing to the disorganization of the fusion forces—Michigan being one of the strongholds of Silver Republicanism if not of Populism—the press dispatches confidently predicted a Republican majority varying from 50,000 to 100,000. Instead, however, of furnishing this apparently inevitable endorsement of Algerism, the returns show that the Republican majority of 75,000 last fall had been reduced by more than 50,000 from the majority received by Governor Pingree. The municipal elections in Michigan, Ohio, Illinois, Wisconsin, Kansas, Nebraska, and South Dakota showed, as a rule, fusion gains, but there were many exceptions to this rule, and in more than half the cities the Republican party still retains the control it has had since 1896. In Nebraska the Philippine issue was injected into the municipal campaign by the Populist Governor's veto of a resolution praising the Nebraska soldiers for their valor while defending in the Philippines the principles of our Government and adding new glory to our flag," but the returns in Nebraska papers do not show that last year's results were sensibly changed.

## MUNICIPAL FRANCHISES.

The opposition to the unconditional surrender of New York's rapid-transit system to a private corporation demanding a perpetual franchise has been gaining in strength. In the first place, a private corporation, apparently commanding a large capital, has offered to construct the proposed system for \$23,000,000—thus affording renewed assurance of the practicability of the Commission's plans. In the next place, the unanimous and unqualified denunciation of the proposed surrender that has come from the labor unions has influenced public men who care to be public servants but who supposed that popular impatience for a rapid-transit system justified the acceptance of almost any terms to obtain it quickly. Besides these local manifestations, events in the West have strengthened the hands of all opposed to perpetual franchises. In Indianapolis, where the United States Circuit Court a year ago overthrew the legislation reducing fares, the private company itself has offered to sell twenty-four tickets for a dollar in grant of a thirty-five-year extension of its franchise, which expires in 1901. Besides this concession, the company agrees to pay the city treasury annually

\$30,000—or the equivalent of one cent from the fares of nearly ten thousand passengers each day. In other words, the new offer is almost equivalent to four-cent fares the entire day, and three-cent fares during the "rush hours" when such gains would have been impossible but for the enforcement of the sound principle that one generation shall not, in granting franchises, fetter the next. Within four days of the announcement of the results in Toledo and Chicago, Tammany Hall, in a largely attended meeting of its General Committee, unanimously declared in favor of a municipal gas plant—though it characteristically conciliated vested interests by providing that new plant should make gas only for the city itself, and not for private citizens. As a practical anti-monopoly measure the proposal is worthless, but as a sign of changing sentiment it is significant.

Monday was observed in Moro as Dewey Day and business houses and residences were appropriately decorated. Dewey's victory was a brilliant achievement in a righteous cause and the celebration of that event is all right, but we heartily wish that the happenings in the Philippine Islands since the close of the Spanish-American war could be blotted from the memory and history of our country. It is naught but a war of conquest for the benefit of a few.

## TAKE UP THE TOILERS' BURDEN.

Take up the toilers' burden,  
Nor seek a foreign land;  
Why sail the ocean over  
While suffering is at hand?  
Heed ye the idle millions  
In labor's willing ranks;  
Turn loose the hoarded billions,  
While the nation renders thanks.  
Having fed the starving Cubans,  
Driven home the fiendish "Dons,"  
What need ye more of glory?  
Disarm our gallant sons.  
Why persist in the brutal slaughter  
Of those who would be free,  
And bring shame to freedom's  
daughter,  
The goddess of liberty?  
Shades of immortal patriots,  
Make the old time spirit move;  
Give us the foreign heathen  
The privileges we love.  
Let not the sons of freedom  
'Gainst independence strive,  
Nor for the cruel expansionist  
Yield up another life.  
Wipe out the world expansion,  
Kill out the blighting seed,  
Tis born alone of avarice—  
The work of human greed.  
Take up the toilers' burden,  
Tis they who feed us all;  
Break loose the iron shackles,  
Nor make their portion small;  
Protect them from the sheeny's gold,  
Protect them from the settler's fraud,  
Let free the laborer from home and  
Tis many times more just.  
—A. J. K.

## A CHRISTIAN BOOK.

Prof. George D. Herron of Iowa College has written a book, entitled "Between Caesar and Jesus," which deals with the principles of Christian citizenship, and in which he looks upon predatory wealth, vicious legislation, corrupt officialism, religious apathy, and a conscienceless ballot as enemies, not only of the public good, but also of God himself. A filthy citizen, an unjust wage, a monopoly of any of God's natural gifts, a neglected child, a brothel, an open saloon, a closed church, poverty in the midst of plenty, a city stink, a bribe-taking official, and that greater villain, the bribe-paying citizen, are all indictments against a Christianity which is pressed but not applied. The Christianity of a man who tolerates these enemies, or by voice, influence or vote sanctions these evils, is clearly unchristian whatever may be that man's profession. The citizen is himself the unit of force and action. To Christianize him in his attitude and acts towards public as well as private affairs is to bring industry, commerce, finance, government, politics and society into obedience to the teachings of Christ. That, and nothing less than that, is Christian Citizenship.

## Business Brevities.

Don't fail to see the fine line of shoes and dry goods and clothing just received by the M. M. Co.

Flour, coal and lumber in exchange for wheat at the North Pacific mills in Wasco.

If you want a square meal or a banquet, you had better see G. W. Brock before you spend your money. He is next to himself.

Call and get a sample copy of the "Household," a paper devoted to fancy work and stores for the home circle. Price \$1 per year.

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When you want anything in the book or magazine line, write to Jones' Book Store, 291 Alder street, Portland, Oregon. Send for a free catalogue.

Don't profane axle, do you know what that means if not take a look at the new Flying Dutchman gang plow. Moore Bros. & Ginn.

Every Christian should read "Between Caesar and Jesus." It will do you good, and if you are not a Christian—it will do you good anyhow. Published by T. Y. Crowell & Co., and for sale by Edwin D. Wheelock, general agent, 153 La Salle St., Chicago, 278 pp. 16mo. Cloth. Gilt top, 75cts. Paper, 40 cts.

## Reduction in Express Rates.

REPUBLIC SHIPPERS TAKE NOTICE—A special rate of 35c per 100 pounds, minimum charge 25 cts., will apply on the following commodities, between Biggs and Moro: Soda, mineral and spring water in cases, beer in cases or kegs, green fruit, vegetables, fresh fish or meat, game, oysters in sacks or cases, plants in boxes, poultry in crates, butter and eggs. Patent inside for newspapers will take pound rate minimum charge 25 cts. The above tariff is effective at once and in connection with the Pacific Express Co.'s special rates on like commodities.

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By Professor GEORGE D. HERRON  
OF IOWA COLLEGE  
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No one should be without this book. It touches every present day question by revealing the foundation upon which the settlement of all these questions must rest. It contains the message which preeminently needs to be heard just now. It is of special value to all preachers, teachers, reformers and professional men and women.  
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|            |                                         |                                                                                   |            |            |
|------------|-----------------------------------------|-----------------------------------------------------------------------------------|------------|------------|
| East Mail  | 12:30 a. m.                             | Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.    | Fast Mail  | 2:15 a. m. |
| Spokane    | 6:15 p. m.                              | Walla Walla, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East. | Spokane    | 6:45 a. m. |
| 8:00 p. m. | OCEAN STEAMSHIPS FOR PORTLAND           | 8:00 p. m.                                                                        | 4:00 p. m. |            |
| 7:30 p. m. | For San Francisco, sail Sept. 4, 6, 29. | 7:30 p. m.                                                                        | 5:30 p. m. |            |
| 8:30 p. m. | Ex Sunday                               | 8:30 p. m.                                                                        | Ex Sunday  |            |
| 6:00 a. m. | Ex Sunday                               | 6:00 a. m.                                                                        | Ex Sunday  |            |
| 7:00 a. m. | Ex Sunday                               | 7:00 a. m.                                                                        | Ex Sunday  |            |
| 6:00 a. m. | Ex Sunday                               | 6:00 a. m.                                                                        | Ex Sunday  |            |
| 1:30 a. m. | Ex Friday                               | 1:30 a. m.                                                                        | Ex Friday  |            |

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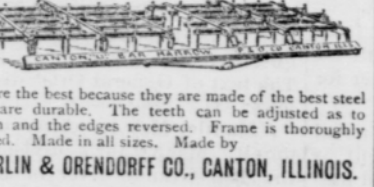
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Time schedule. In effect July 1, 1898. Connection is made with O. R. & N. passenger train at Biggs.

Leave Arrive

|            |            |             |
|------------|------------|-------------|
| 6:45 p. m. | Biggs      | 2:30 p. m.  |
| 7:10       | Gilberts   | 1:10        |
| 7:25       | Wasco      | 12:50       |
| 7:45       | Klondike   | 12:30       |
| 7:53       | Summit     | 12:20       |
| 8:08       | Hay Canyon | 11:58 a. m. |
| 8:12       | McDonalds  | 11:55       |
| 8:33       | DeMoss     | 11:40       |
| 8:50       | Moro       | 11:30 a. m. |

Arrive  
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|            |                                         |                                                                                   |            |            |
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| Fast Mail  | 12:30 a. m.                             | Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.    | Fast Mail  | 2:15 a. m. |
| Spokane    | 6:15 p. m.                              | Walla Walla, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East. | Spokane    | 6:45 a. m. |
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| 6:00 a. m. | Ex Sunday                               | 6:00 a. m.                                                                        | Ex Sunday  |            |
| 7:00 a. m. | Ex Sunday                               | 7:00 a. m.                                                                        | Ex Sunday  |            |
| 6:00 a. m. | Ex Sunday                               | 6:00 a. m.                                                                        | Ex Sunday  |            |
| 1:30 a. m. | Ex Friday                               | 1:30 a. m.                                                                        | Ex Friday  |            |

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