

# Harvesting Golden Dollars



It's harvest time ALL the time with the thrifty people who buy their supplies from Montgomery Ward & Co. You can reap a harvest of golden dollars RIGHT NOW by ordering your Implements, Wagons, Harness, Clothing, Groceries, Farm and Household Supplies, etc., from us that you will need this year. We save you 15 to 40 cents on every dollar's worth of goods you buy of us. And we sell you only high-grade goods that will give you long and satisfactory service.

SEND FOR CATALOGUE NO. 71

It will save many families more than \$100 this year. Is such a harvest worth reaping? Fill out the coupon and SEND TODAY.

19 Montgomery Ward & Co., Michigan Ave. & Madison St., Chicago

**CUT OUT THIS COUPON**  
 Send for Catalogue TODAY and get ready for Spring "fixing up."  
 Montgomery Ward & Co., Chicago.  
 Enclosed find 15 cents, for which please send me Catalogue No. 71.

Name \_\_\_\_\_  
Write very plain.

Express Office \_\_\_\_\_ Post Office \_\_\_\_\_

County \_\_\_\_\_ State \_\_\_\_\_

## TOM JOHNSON'S FIGHT

You have asked me this question to be answered through your paper:

"How have you kept your promise to give the people of Cleveland 3-cent street railway fares, and do you still believe 3-cent fares possible?"

In reply, let me say that even my bitterest opponents concede that I made every effort that lay in my power to bring about 3-cent fares. Since last August my hands have been tied, but I am ready to renew the fight as soon as the knots tied by the corporation attorneys have been loosed. They can be loosed at the spring election.

Here, in brief, is the record of this administration on the street railway question and, incidentally, the record of its adversaries:

No sooner had I taken office than the preliminary work of securing 3-cent fare was begun. The enemy was active, but on December 9, 1901, an ordinance was introduced in the city council to establish routes for 3-cent fare roads. Move one by the city.

Two days later, Republican Attorney General Sheets brought suit to oust the city government. This was the first public move of our opponents. Move one by the railroads.

In the usual course of council procedure, the ordinance was passed on March 24. Move two by the city.

An election was pending and our opponents did not make their second move until that had passed. The people of Cleveland sealed with their approval the work that had been done, but, despite this, on May 11, the building of the 3-cent fare road was enjoined by the circuit court. Move two by the railroads.

The court, in setting aside the work done, pointed out certain defects in the first ordinance and legislation was started in the council a second time, in which these defects were cured. Move three by the city.

Five days later, on July 19, the council was enjoined from granting any franchise under the new ordinance, and a suit was brought to oust

the city council elected by the people of Cleveland. Move three by the railroads.

The city law department attacked this injunction and had it dissolved by the circuit court. Move four by the city.

Our opponents, beaten by the courts at home, appealed to the supreme court by taking up the old ouster suit, which had been allowed to sleep, and ten days before the new 3-cent fare franchises were to have been bid for the supreme court ousted the city council, thus completing the destruction of the government of Cleveland. Move four by the railroads.

Tied hand and foot, the city administration has been powerless ever since, but it only awaits the command of the voters of Cleveland to renew the contest. This time the track is clear, for our opponents have exhausted all the power of courts, and the whole question has at last come back to the people of this city.

One of the influences that resulted in my election was the belief that no street railroad franchise would be renewed that did not provide for 3-cent fares, universal transfers, and ultimate municipal ownership.

Up to that time, the question of renewing franchises was constantly before the council, and the people were fearful that in spite of their protests renewal grants would be made in the interest of the railroads, in entire disregard of the rights of the street car riders. No such fear has existed during this administration and no effort of any kind has been made to secure extension of present grants.

The citizens of Cleveland have nothing to lose and everything to gain in the building of new street railroads. Men and money are waiting to invest in 3-cent fares. The congestion of cars on the main streets and the crowded condition of the cars themselves witness the fact that the city has far outgrown its present street railroad facilities. The city is growing at the rate of 25,000 people each year. Will the citizens force better and cheaper service or trust to the generosity of the men who now monopolize the streets?

Street railroad building has been at a standstill for a number of years, notwithstanding our phenomenal

growth. The building of new lines will serve the double purpose of filling this want and inviting free and open competition as to the rate of fare on the new lines. One road in operation at 3-cent fare is worth more than any number of reports on the cost of carrying passengers and will strengthen the position of the city in this important contest. Competition between bidders for new franchises is the best evidence as to what passengers can be carried for.

Never have the voters of an American city been permitted to meet such a clear-cut issue as the one that is now presented to the people of Cleveland.

On the one side is the movement for more, better and cheaper street railway service; on the other is a party organization utterly dominated by a United States senator who in himself is the incarnation of street monopoly. He will strive to choose the councilmanic nominees for his party.

The election of a mayor is of small importance except as to his veto power in franchise matters. The selection of the new administration officers under the new code is of minor importance, for their deeds will perish with them, but the work of the new council will bind future generations to extortion and inconvenience or grant them the proper use of the streets which they own.

Let no voter cast a ballot for a councilman, republican or democrat, who is not fully and specifically pledged to guard the public interest.

Let no vote be cast for a councilman who is not untainted by monopoly influence and capable of the highest trust.

Even if competing franchises are not granted, the present grants of the old roads are about to expire, and the question of their extension must be met by the new council. The voters must realize, then, that the new councilmen must be the representatives of the people who ride on Senator Hanna's railroad rather than the representatives of Senator Hanna himself.

Unless the senator dominates the council, competing 3-cent lines will be within reach. There are men ready to construct such lines. It is the knowledge of such fact that spurs him on in his effort to control the next council and city administration so as to secure the renewal of his grants before the people of Cleveland are actually being carried for 3 cents.

But for Senator Hanna's opposition

and his power to use a great political party for his own business ends, the people of Cleveland would be enjoying 3-cent fare today.

This is not the time for compromise. The street railway monopoly is yielding. It first offered to sell six tickets for a quarter; now, rumor has it, it is willing to sell seven tickets for a quarter. Eight tickets for a quarter is only a short step, and if the people of Cleveland exercise the power that is in them, 3-cent fare will soon be an accomplished fact.—Tom L. Johnson, in Cleveland (O.) Press.

### Gambling Among Girls.

There is nothing of the spirit of sensational indictment in what Mrs. Julia Ward Howe has to say on the subject of gambling among fashionable girls. It is calm and dispassionate and founded, as seems clear, on observations which Mrs. Howe's social position enables her to make for herself. That she has abundant opportunity for seeing the extent to which play may be carried every one knows, and this, of course, lends weight to what she says and secures attention from a class which would treat with indifference such a statement from an "outsider." Very humanly and very sweetly does Mrs. Howe base her plea for a change, on the assumption that few persons really are willing to acquire cruel gains through another's losses. When they do this, Mrs. Howe seems to imply, very diplomatically, it is thorough thoughtlessness, and all that such offenders against the "law of being kind" need is to realize that offense there is. With just a few realizations of this generous faith, public opinion will do the rest. Such gentle and wise reflections as those in which Mrs. Howe indulges, recognizing both sides and all sides of the question, are more efficacious in the end it seeks than such onslaughts as those of Colonel Watterson.—Boston Transcript.

### ONE YEAR FOR 10 CENTS

A Beautifully Illustrated Magazine For 10c. a Year.  
 A new magazine is being started out in Colorado and for the first year will be sent for 10c a year.  
 The idea is to publish stories of adventure, engravings of grand mountain scenery, sketches of lucky "finds" in gold mines, etc. Typical of the West. The first edition will soon be ready to mail. It is really an honor to become a subscriber to the first issue of any paper and here's a chance for our readers. Back of the magazine is an old and solid publishing company that will insure success. Send 10c. for a whole year. Tubs of six 50c, 12 for \$1. Or six years to one person 50c. Tell all your friends. Postage stamps taken. Send all subscriptions to the ROCKY MOUNTAIN MAGAZINE, Denver, Colorado.

TO CURE A COLD IN ONE DAY  
 Take Laxative Bromo-Quinine Tablets. This signature on every box. 25c.