

think of. The grape will grow for peasant or king and ornament the cottage as beautifully as the palace. To sit under one's own vine and fig tree was considered one of the peaceful luxuries of eastern life. Wine making in the past has been the paramount object in grape culture, but California experiments in the last fifty years are proving such a bonanza that great areas are now grown for raisins, fresh fruit and canned products. Commercial grape culture has in the last ten years been firmly established. Texas must command her share in this revenue producing fruit. Many are experimenting and studying this most interesting work. The resistant varieties which are immune from insects, blight and rot are paving the way for a grand industry in our grand state. Of these, the America, Barnes, Dog Ridge, Harbomont, hybrid Subel, Lenoir, Marguerite and R. W. Munson are most suitable to our climate."

THE PEOPLE OF CHICAGO had municipal ownership under consideration at the recent election held in that city. Three questions were submitted to the people. In brief these questions were as follows: "Shall the city of Chicago proceed to operate street railways? Shall the ordinance passed January 18, by which the mayor and city council are authorized to issue Mueller law certificates, 'not to exceed in amount \$75,000,000,' be adopted? Shall the general policy of municipal control of the traction system prevail as against granting franchises to private companies?" The results of the election were somewhat mixed. The first question required 60 per cent of the votes cast to make it effective. While a majority of the votes were for this proposition, they failed to reach the required 60 per cent. The second question needed but a majority and that was obtained. The third question was carried by 3,000 majority, thus indicating that the people are opposed to the granting of franchises to private companies. The result of the election is that the mayor and the city council are authorized to issue the Mueller certificates, but the proposition, "Shall the city of Chicago proceed to operate street railways?" for which purpose the Mueller certificates are to be issued, was lost.

MAYOR DUNNE, who has made a brave fight against great odds, is not discouraged by the results in Chicago, although he admits that he is disappointed. He says that after Chicago shall have acquired the street railway properties this little "set-back" will not prevent him from asking the people to give their consent for the operation of the lines, and he is satisfied that consent will be granted. In explanation of the results Mayor Dunne points out that all of these propositions were opposed by most of the Chicago papers; and the question of high or low license, which was injected into the fight, monopolized considerable of the public attention.

THERE WERE MANY surprises in the April municipal elections. In Milwaukee, Sherman N. Becker, republican nominee, defeated David S. Rose for mayor by 1,500. Mr. Rose has been mayor of Milwaukee for four terms. In Kansas City, Mo., Henry M. Beardley, republican, was elected over Robert L. Gregory, democrat. In South Omaha, Nebraska, Thomas Hoctor, democrat, was chosen mayor. Frank H. Bode, democrat, who made his race on the municipal platform, was elected alderman in a Springfield, Ill., ward which has generally gone two to one for the republican ticket. The democrats in Springfield scored heavily all over the city, electing five aldermen against three for the republicans. Wherever the question of municipal ownership was pressed in the municipal elections, municipal ownership candidates generally won.

THE ALGECIRAS CONFERENCE has reached an agreement. Referring to that agreement the New York Evening Post says: "The sultanate is to be policed by troops under French and Spanish officers, who are jointly answerable to the sultan and to the diplomatic corps of Fez. In the important havens of Tangier and Casablanca there will be both French and Spanish officers; Spain will have the exclusive officering of Tetuan on the Mediterranean and of Larache on the Atlantic, France that of the four Atlantic ports, Mogador, Safi, Mazagan, and Rabat. This police agreement holds for five years. On the financial side, France gets a substantial plurality interest in the new Morocco bank, holding three out of fifteen shares, of which no other European

nation controls more than one. such, in brief, is the settlement of a highly delicate, and at times fairly ominous, dispute."

WHAT IS KNOWN as the Roosevelt amendment to the railroad rate bill was presented to the senate by Senator Long of Kansas. Senator Bailey called Senator Long's attention to the reports of the conference at the White House, at which were present besides President Roosevelt, Attorney General Moody, five republican senators and two members of the Interstate commerce commission. Senator Bailey asked if the amendment presented by Senator Long had been agreed on at that conference, and he also catechised Senator Allison on the subject. Senators Allison and Long both dodged direct questions, Senator Long saying that the amendment was his own. Senator Bailey spoke very earnestly against executive interference in seeking to amend legislation before it came time for the president to pass upon it, and he was also caustic in referring to the fact that only the members of the president's own political party had been called in consultation upon a measure which the administration had declared to be absolutely non-partisan.

MR. ELKINS OF West Virginia delivered a speech on the railroad rate bill protesting against the charge that he was a corporation man. Mr. Elkins declared that he is in hearty accord with Mr. Roosevelt on the subject of rate regulation. During the progress of the debate Mr. Elkins referred to the pending bill as Mr. Tillman's bill. The Associated Press report says: "Mr. Tillman earnestly disavowed responsibility for the measure, and Mr. Elkins responded, 'You have got it fastened on you with all the disgrace attending it.' 'I repudiate the intimation that there is any disgrace attaching to an effort to secure a reasonable rate bill,' responded Mr. Tillman, and after he had enlarged somewhat upon his attitude Mr. Elkins replied that Mr. Tillman had an undue idea of his responsibility to the public. He said that his antagonist acted as if he thought he carried the people in his vest pocket and must take them out every morning to assure them of his continued protection. 'Oh!' responded Mr. Tillman, 'I hope the senator is not disgruntled because some petitions have been sent me from his state concerning railroad conditions there.' Mr. Elkins declared that he was not in the least troubled over the matter of the petitions, but added that he did feel disposed to protest against Mr. Tillman's attitude as the only friend of the people. He wanted it understood that he, too, was a friend of the people. Mr. Elkins took occasion to say that he had meant merely as a jest his remark of an hour before to the effect that the handling of the rate bill was a disgrace to anyone. 'I accept the apology,' said Mr. Tillman." Mr. Tillman has made several ineffectual efforts to secure an agreement for a time for taking a vote on the rate bill, but was defeated through Mr. Aldrich's objections.

SENATOR BACON attacked the White House conference as being an affront to the legislative branch of the government. Senator Bacon declared that if the president had any suggestions to make he had a right to send them in the form of a message. He declared that if it had not been for the practically solid democratic support the rate bill could not have been reported to the senate from the committee, and that without practically the solid democratic vote the measure can not be passed. He thought the president might have been broad enough to invite some democrats to the conference. Newspaper dispatches say: "While embarrassing questions continued to pour in on Senator Long, Senator Tillman recommended that the latter profit by the example of Senator Spooner. 'Seeing in the newspapers that the senator from Wisconsin had been at the White House, I asked him what he went there for,' said Senator Tillman, 'and he said, very courteously: 'None of your business.' That ended the incident."

SENATOR STONE of Missouri speaking in the senate on railway rate legislation said that the amendment introduced by Mr. Long gives to the railroads all they can possibly ask for. He said that he agreed with Senator Bailey in the restriction of the power of the inferior courts in the matter of the suspension of the orders of the commission. Mr. Stone referred to the committee's action in placing Mr. Tillman in charge of the bill, and said: "Then a war cry, not quite so resonant as of old, but still

defiant, issued from the White House. The president as he is accustomed to do on great occasions, forthwith summoned the newspaper correspondents to his august presence and through them informed the country that he would stand resolutely and unshaken for the house bill and against any amendment authorizing a court review of the orders of the commission. As the press pictured him, he stood before the country as grim and immovable as old Horatius at the bridge. Since, then, however, whisperings have come of caucuses, concessions and compromises. Those of little faith took on a prophetic aspect and smiled, while those of great faith still avowed their confidence in the unyielding firmness of the iron man at the White House. But those of little faith were the wiser. The president's abject surrender has justified their prophecies."

MR. STONE FURTHER declared that if the amendment proposed by the president through the senator from Kansas contains anything the railroads do not want, it will require the superfine acumen of a lawyer as versatile and obliging as the present attorney general who has O. K.'d the amendment, to point it out." Mr. Stone added: "The very proposal of that amendment was a triumph for the senior senator from Rhode Island (Mr. Aldrich) and his party coadjutors. But it affords a sad and sorrowful example of a presidential fiasco. However, it is only another instance of our mighty man of destiny and duty backing away after one of his spectacular grand stand performances."

SENATOR DOLLIVER replied to Senator Stone, saying that the Long amendment neither enlarged nor abridged the jurisdiction of the circuit court. He did not think that the president had displayed a partisan spirit. Replying to the reference to the conference with the president Mr. Dolliver intimated that several senators had conferred with the presidents of railroad companies. Mr. Bailey demanded that Senator Dolliver give the names of the senators who had conferred with railroad presidents. Mr. Foraker seconded the demand. Mr. Dolliver refused to give the names, and then said that he did not make the statement offensively, because he did not see any reason why senators should not confer on this subject with "men who are experts."

AS A RESULT of the "no pass" order of the Pennsylvania and Baltimore and Ohio Railroad companies, congressmen are not doing much railroad riding these days. The Washington correspondent for the New York World says: "When railroad passes were free for the asking members from Pennsylvania, Maryland, New Jersey, New York and other nearby states generally left the capitol Friday for home, returning Monday morning. Now they find it cheaper to stay here. The elimination of the pass has resulted, too, in cutting down the size of the trains out of this city on the Pennsylvania railroad. The favorite train of congressmen in the old days was the Congressional Limited, which leaves here at 4 o'clock in the afternoon and arrives in Jersey City before 9. It makes only three or four stops, and it used to be well filled with passholders. So great was the desire of passholders to ride on this train, which is an extra fare express, that it frequently left here in two or three sections and more passes were collected than fares. One day last year, just after the holiday recess, the first section started with 221 passengers, and at Baltimore the conductor had 215 passes, 2 half-fare tickets and 4 full fares. The Congressional Limited now runs in only one section, and there is plenty of room. The diminution in travel since the "no pass" order went into effect is shown also on the midnight trains. In the old days congressmen were accustomed to running over to New York twice and three times a week. The midnight trains are not so large nor so crowded now."

#### THERE IS LAW

Referring to District Attorney Jerome's claim that there is no law to punish the insurance magnates for the misappropriation of the policyholders' money, a Commoner reader asks: "Is there no law against stealing trust funds? Or must the law say which pocket it is criminal to steal from?"

Judge O'Sullivan and Recorder Goff disagree with Mr. Jerome on this point. They maintain that the embezzlement of trust funds does constitute a violation of the law, and it is to be hoped that their contention, rather than that of Mr. Jerome, will be upheld by the supreme court.