

fleet to furnish protection. England has recognized this and has no coast defense vessels, while the United States has eleven. These eleven would be unnecessary as such were our port and harbor defenses strengthened properly. They could be joined to the fleet as vessels more effective for fighting purposes than the great Dreadnought type, since their speed is greater and they can be more easily turned, thus giving them the strategic advantage. This was handsomely illustrated in the late Spanish-American war by the gunboat Nashville. It appears, then, unreasonable for a demand to go before congress and the country for an increase in our naval units before the sixteen millions of people with their property on our Atlantic coast have their absolute certain rights provided for, and before our harbors are improved.

Besides the positive strength added to our naval equipment by the construction of proper coast defense the Panama canal, although it can not be properly classed as coast defense, will materially increase our efficiency, since it will cause our coasts to be practically continuous and the distance from Portland, Maine to Puget Sound much shorter. We are told that in the near future this canal is to be completed, and at last the short sea passage, the dream of earlier navigators, is to be realized. In case of war with an Oriental country our fleet could be transferred to the Pacific safely and in a comparatively short time. The recent cruise of the battleship fleet caused American citizens to realize a full appreciation of the tremendous importance of the speedy completion of this canal. Had this mighty inter-oceanic waterway been completed the sixteen battleships could have made the trip from Hampton Roads to San Francisco in twenty-seven days, and it would have been necessary to replenish the coal supply but once. The distance via the canal is nearly 5,258 as against 13,782 miles through the Straits of Magellan—a saving of 8,524 miles. But some may contemplate a war in the Pacific before the canal is completed. There is no ground or reason whatever for such a contemplation, since our only possible but not probable foe, Japan, has just finished the bloodiest war in history, and one war is all one generation can stand.

Although it is an unfortunate thing that the nations still continue to arm, some day the whole world must awaken to the realization that war is no part of the divine order of the world. Since a navy has for its existence only the idea of protection the supposition that England or any other country builds up a navy to compel peace is absurd and highly fallacious. Those who oppose the doctrine of a large navy as an assurance of peace are told that this government needs a powerful fleet so that our contentions will be acquiesced in. History fails to support this doctrine. What great contention in diplomacy which has made for the greatness of the American name was accomplished by a great navy? The Monroe doctrine was initiated and established and became a part of the settled policy of nations without the drawing of a sword or the firing of a gun, and that, too, at a time when we were a weak, remote, and practically helpless people. Was it the dread of an imposing fleet that made our influence potent in the Orient for securing the open door? Had it been to England and France, who have maintained navies for years in that quarter of the globe would have secured it long ago. It was the confidence of the people of the Flowery Kingdom in the justice and good intentions of the American people, an influence which would have diminished had we gone there with our battleships to demand an open door. When the entire nation was in tremendous excitement over Mr. Cleveland's Venezuela message how many powerful battleships were necessary to cause England to acquiesce? After the close of the civil war, when this country was in the throes of poverty and distress, how powerful and imposing was the fleet with which President Lincoln caused the European powers to withdraw the army of Maximilian from Mexico? Huge navies for peace ought to deceive no one. The spirit that justifies them is the spirit that leads nations into war. It is time to recognize the superiority of moral greatness over mere physical prowess. Lincoln has declared that a nation's strength is not in its army or its navy, its forts and its towers but in the spirit that prizes liberty as the heritage of all men in all lands. Now since it is clearly evident that our geographical situation accredits us with advantages possessed by no other country of the world, that war is improbable in both the Pacific and Atlantic waters, that our coast defense and harbor improvements, if properly attended

to, together with our sea strength will prove adequate, that the Panama canal gives to the Atlantic squadron a marvelous strategic advantage, that the idea of a large navy insuring that peace which can only come through total disarmament is absolutely false, there can be no reason to consider our navy inadequate for true purposes, and certainly no reason why it should be materially increased in units. Therefore, our policy should be a mere process of replacing the old and inefficient vessels as conditions demand from time to time. Our present strength should be maintained, and any increase when made should be commensurate with this idea.

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Tom L. Johnson Wins Good Fight

The long fought street railway battle in Cleveland, Ohio, has been terminated. For eight years this battle has raged and Tom L. Johnson has finally won in his great fight for the people. An Associated Press dispatch from Cleveland says: "During the life of the controversy it has been a political issue at all times. Partial settlements have been made and many proposed, but all failed of their object. Now peace is assured. The basis of the strife has been Mayor Tom L. Johnson's contention for a three-cent fare. The proposed settlement will be on this rate of fare and will eliminate the street car question from the fall campaign. It is agreed that the city shall give the Cleveland Railway company, the owner of the local lines, a twenty-five year franchise, revocable at any time if the details of the contract with the city are violated. The city reserves the right to purchase the lines at any time municipal ownership is made lawful. The city also reserves the right to name a purchaser for the lines after eight years. The initial rate of fare is to be three cents on all lines, with a one-cent extra charge for a transfer. Both the city and the railway company have agreed to let Judge Robert W. Taylor, of the United States court, determine the value of the railway property and the maximum rate of fare. It is agreed that at no time shall the rate of fare be greater than will allow the company an earning of more than six per cent on the value of the property, consistent with good service. Judge Taylor has indicated that he will make the maximum rate four cents for a cash fare and the regular ticket rate of seven tickets for 25 cents and a cent extra for transfers. This proposition has been accepted both by the city and the railroad company."

Some of the things that Tom L. Johnson has accomplished are described in a Cleveland dispatch printed in the Sioux City (Iowa) Journal in this way: "Tom L. Johnson is best known outside of Cleveland for his fight for lower street car fare, but in Cleveland there are many other things which have added to his strength. When Johnson went into office the public parks were covered with signs 'Keep Off the Grass.' He had the signs gathered and piled near the city hall. Then he invited all the boys in town to turn out to a bonfire and they came. The bonfire was a great success, and it was notice to the people that they were expected to use the parks. He found a monopoly selling gas at \$1 a thousand. He forced the price of manufactured gas down to 75 cents and brought natural gas from West Virginia at 30 cents a thousand. He found the city poorly paved and has doubled the mileage of street pavements. His fight to abolish grade crossings has given the city many viaducts and greatly reduced the number of accidents, railway and street railway. He fathered the group plan for public buildings. It has been adopted, and three buildings, the city hall, the court house and federal building have, under its provisions been built around what will be one of the finest parks in the country. Cleveland formerly had its waterworks intake close to the city, where sewage reached it and brought on epidemics of typhoid fever. Johnson completed an intake five miles farther out in the lake and constructed an intercepting sewer that dumps all the sewage of the city so far down the lake that none of it ever can reach the intake. Lake Erie is a great, slow river with a slow undercurrent moving in the direction of Niagara. Johnson built free public bath houses that furnish free baths in

the tenement districts winter and summer. He got the consent of owners of vacant property and established ball grounds for boys in every ward in the city. He obtained agreements with the merchants to join with the city in paying for lights and made the downtown parts of Superior, Euclid and Prospect avenues the best lighted business streets in the country. He established a city system for gathering garbage, ashes, tin cans and all refuse to keep the alleys clean and made the garbage reduction plan pay most of the expense. His department of charities and corrections is the model studied by cities, large and small, all over the country. Judge McCune of Kansas City, Judge Lindsay of Denver, and others who deal with boys and try to help them have visited Cleveland to study the boys' farm at Boyville, south of the city."

Concerning Ohio's great reformer the Sioux City (Iowa) Journal says: "Mayor Johnson of Cleveland, O., was born in Louisville, Ky., July 18, 1854. He started his remarkable career as messenger for the Louisville Street Railway company. In later years he, with his then employer, A. V. DuPont, his brother Albert, DuPont's younger brother, J. B. Speed, and H. H. Littell made millions out of electrifying street car lines and selling them. He also dealt in franchises with great profit and made a tremendous success of the manufacture of steel rails. He ran for congress in 1889, was defeated, and ran again. He served two terms, in which he distinguished himself by his advocacy of free trade and single tax and by having Henry George's book, 'Progress and Poverty,' printed in the Congressional Record, with the result that over a million copies of it were distributed gratis by the government. After he left congress he retired from business with a fortune estimated at \$5,000,000, proclaiming his intention of devoting the remainder of his life to civic improvement. He has been four times elected mayor of Cleveland on a three cent fare and municipal ownership platform and has been prominently mentioned for the presidency at the last two national democratic conventions."

THE DOUGHNUT AND THE HOLE

Nadeau, Mich., October 11, 1909.—Editor The Commoner: Democrats generally and Mr. Bryan especially has been criticised for inability to see the doughnut from an optimistic standpoint, but rather from the viewpoint of a pessimist who can see nothing but the hole. Reduced wages and increased expenses promise to considerably contract the narrowing rim of the economical doughnut to that extent that the hole is I believe attracting some attention. I enclose a little jingle along that line of thought.

G. T. WERLINE.

WHY THE DOUGHNUT HAS A HOLE

As pristine dough the doughnut
Was a solid compact roll
Until the looters came along
And stole and stole and stole.
Then with their jaws set in the rim
These grafters bold but droll
(Still eating out the very brim)
Sang "Don't look at the hole
Don't look at the hole
If you do you'll lose your soul
Just listen while we sing to you
Of jolly old King Cole.

Of Cole and Kidd and Robin Hood
And all that forward foal
Who sailed in on the populace
And reached ambition's goal
With platitude and pleasantry
Magic myth and hyperbole
And unctious lubrication
While the people paid the toll
But don't think of the hole
If you care to save your soul
Lo John D. and Uncle Joe
Who wield the longest pole.

Who pole off surreptitiously
A vast prodigious shoal
Protected adventitiously
By sly drawbridge and mole
While victims view suspiciously
An ever waning dole
Compared with meretriciously
An overflowing bowl
But don't speak of the hole
If you do now bless your soul
The harbinger of prosperity
Will lose its aureole.

G. T. WERLINE.