

ing of our country be added to their duties? Why, for instance, should they not publicly advertise the fact that the State of Kansas, let us say, needs some thousands of foreign hands and that emigrants who agree to go to that State and work there should apply for consular visés? Why, for example, should it not be advertised that in a certain American area good land may be had at low prices? Why not open, as Canada has done, immigration offices in various foreign cities where fairly complete data can be obtained as to the needs and possibilities of various sections of our country? In other words, why not give to the emigrant, before he leaves his home land, the chance to find just how he may best use his time and money here? Thus, before the emigrant reaches America, we would have done the major part of the work in solving the problems both of selection and of distribution. In particular, we would have done something to lessen our present burden of having more immigrants in our cities than we can assimilate.

Hitherto we have passively received immigrants, though exercising some discrimination. We ought now to act on the principle that America, not the immigrant, should take the initiative, seeking those whom she wants, and preventing those whom she does not want from even starting towards her shores.

#### SENATOR HIRAM JOHNSON BECOMES A TEMPORARY NEW YORKER

**T**HE sudden and somewhat dramatic appearance in New York of Senator Hiram Johnson as the counsel of Mayor Hylan and his administration in their conflict with the street transportation interests has given the controversy a National aspect.

That controversy, which we have already reported, is the result of the rapid deterioration and in some instances the complete breakdown of the subway, elevated, and street-car lines. Some of them have already become bankrupt, others are threatened with bankruptcy. Equipment is inadequate; the service is poor; transfers have been abolished; some routes have been discontinued.

Everybody agrees that this disorganized condition is largely due to greatly increased costs of operation, the price of coal and equipment and the wages of the men being the chief factors. But there is bitter disagreement as to the remedy.

The owners and managers of the roads insist that nothing can save the situation but an immediate increase of fares, which is naturally very unpopular. Mayor Hylan and his supporters

assert that municipal ownership and municipal operation at the present rate of fare with any deficits paid out of the general tax fund is the only cure. Governor Miller proposes a competent survey of the whole situation, a consolidation of the subways, elevateds, and trolley lines into one co-ordinated system to be owned by the city, but leased to a private corporation for operation on a reasonable fare to be determined after an investigation of costs. Bills have been introduced into the State Legislature to carry out the Governor's plan. Senator Johnson has been brought from California to New York by Mayor Hylan, supposedly with the backing of Mr. Hearst, to oppose Governor Miller and to fight for municipal ownership and operation.

Mayor Hylan's critics have pointed out with some amusement that, while he objects to Governor Miller's taking an active part in this transportation controversy because that is an interference with the principle of home rule, he himself has found it necessary to go three thousand miles across the continent and import Senator Hiram Johnson to represent him before the State Legislature. Other critics have expressed the feeling that Senator Johnson has undertaken this work as a means of preparing the way for his appearance as a candidate of popular rights in the Presidential campaign of 1924. Unfortunately, there is some ground for questioning the complete disinterestedness of both Mayor Hylan and Senator Johnson, but in all fairness it should be said that Senator Johnson has for many years been a persistent and consistent advocate of municipal ownership and operation, and that Mayor Hylan, a former employee and engine-driver of one of the Brooklyn elevated roads, is undoubtedly genuine in his antipathy to private operation.

There is one general principle which stands out clearly in this confused debate. Street transportation is the arterial system of city life. When it breaks down, the entire city breaks down. It ought to be administered on a plan as unified and co-ordinated as the water system. The question of fare is a detail, although a complicated detail. In some instances franchises and contracts have been made on the basis of a five-cent fare, so that there is some doubt whether the courts would permit an increase even if the Legislature wanted to permit it.

The real question at issue is whether the people of New York want the city government to operate the street railways, or private corporations to operate them. In either case, if the fare remains at five cents deficits will have to be paid out of the general income of the city from taxation. The objection to

city operation is that it creates an additional city bureaucracy, and that government business of all kinds is apt to be carried on less efficiently and economically than private business. On the other hand, if private companies operate the transportation system on a lease from the city they probably cannot do it on a five-cent fare with universal transfers unless deficits are guaranteed from the general tax fund. Such a guaranty would not tend to economy and efficiency even on the part of private management.

The inevitable conclusion seems to us to be that Governor Miller has taken the right course in this matter. The whole problem should be surveyed and a plain and understandable report made to the public before the public can intelligently decide as to whether it wants municipal operation with low fares and high taxes or private operation with higher fares and less taxation.

#### LESSONS FROM THE NEWEST AND OLDEST REPUBLICS

**"S**TRANGE as it may seem, this Republic of ours can take lessons from a yearling when it comes to forestry, and the yearling is republican Czechoslovakia. In that new Republic only mature timber can be cut. Without official sanction no soil once used for forest purposes may be used for any other. All lumbered acres must be reforested within five years. The laws also provide for the maintenance of a force of trained foresters and wardens for fire protection." So stated Charles Lathrop Pack, President of the American Forestry Association, the other day. He also drew a lesson from the oldest Republic in the world as follows:

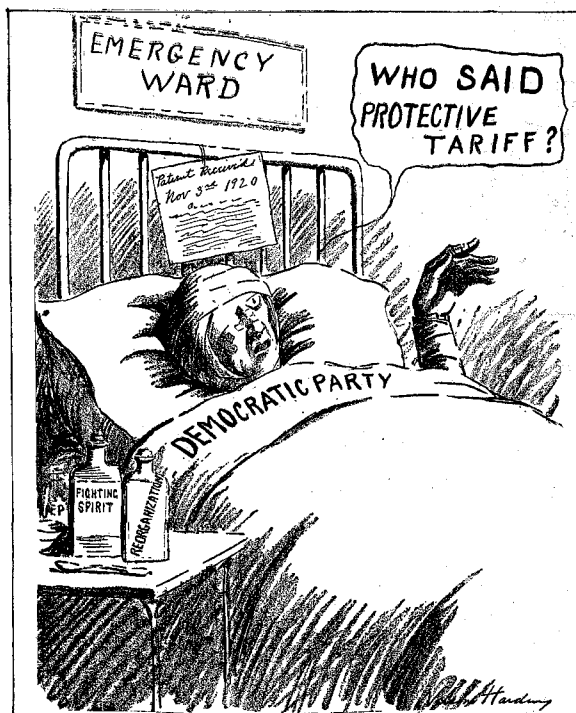
"As has been said, with her municipal forests Switzerland holds her mountains up and her taxes down. Six hundred years ago the city of Zurich put its forest to work. That forest has been working steadily ever since. It never goes on strike. It is always on the job. A municipal wood lot is a handy thing to have around, ready to go to work when coal strikes threaten and railway transportation goes bad.

"The United States can learn a valuable lesson from Swiss methods. Our timber is being consumed far more rapidly than it is being reproduced. Moreover, our forest-fire bill amounts to many million dollars a year. Finally, the center of the timber industry is rapidly moving toward the Pacific coast. That means that freight rates of millions of dollars a year must be paid by somebody to keep the wood industry going. And that somebody is the public. The housing situation and the high cost of living are both tied up with the in-

# TROUBLES—DOMESTIC AND FOREIGN

PICTURED IN CARTOONS THAT APPEALED TO OUTLOOK READERS

*Nelson Harding in the Brooklyn Eagle*



REGAINING CONSCIOUSNESS

From W. F. Kruse, Brooklyn, N. Y.

*Reid in the Dayton Journal*



YOU KNOW HOW SOME PEOPLE LEAVE THINGS WHEN THEY MOVE OUT

From Mrs. George E. Malone, Dayton, Ohio

*Sykes in the Philadelphia Evening Public Ledger*



LITTLE RED RIDING HOOD ISN'T SURE THAT IT'S REALLY GRANDMA

From William H. Coleman, Narberth, Pa.

*Thomas in the Detroit News*



THE DILEMMA

From H. G. Grupe, Detroit, Mich.