

miles should be more than for 68,340,000 miles. But that's what the rate makers say.

The people of the United States would save money by taking the railroads, carrying freight and passengers free of charge, and paying the operating and maintenance expenses out of the resulting increase in land values.

W. G. EGGLESTON.

NEWS NARRATIVE

To use the reference figures of this Department for obtaining continuous news narratives:

Observe the reference figures in any article; turn back to the page they indicate and find there the next preceding article, on the same subject; observe the reference figures in that article, and turn back as before; continue until you come to the earliest article on the subject; then retrace your course through the indicated pages, reading each article in chronological order, and you will have a continuous news narrative of the subject from its historical beginnings to date. ⚡

Week ending Tuesday, August 10, 1909.

Cleveland Traction Referendum.

The exact vote in Cleveland on the Schmidt traction ordinance on the 3d (p. 755) was as follows:

Against the ordinance.....	34,785
For the ordinance.....	31,022

Total vote	65,807
Majority against	3,763

At a meeting of Mayor Johnson and the Democratic members of the City Council, except Walz, on the 4th, it was decided to propose resumption of negotiations with the Cleveland Railway Company and Mayor Johnson issued the following statement:

To the Public: The majority members of the City Council, together with the Mayor and members of the administration, hereby announce that they will in any public way take up at once with the Cleveland Railway Co. negotiations looking to an immediate settlement of the street railroad question at any time, place and manner the railway company may designate.

A special session of the City Council was held on the 5th upon a call signed by Councilman Walz (Democrat) and four Republican members. Mayor Johnson was not in attendance, but President Andrews of the traction company was. At this session Councilman Walz offered an ordinance granting a blanket franchise to the traction company, but it was laid on the table by a vote of 25 to 6, and the Council adjourned to the 23d.

After the adjournment of the Council on the 5th, President Andrews notified Mayor Johnson

of the willingness of the company's representatives to attend any meeting to consider terms of settlement; and Mayor Johnson forthwith called a public meeting of the Council and the administrative officials, for the 6th, in committee of the whole. At this meeting it was unanimously voted to use the Baker ordinance as a basis for negotiations; a proposition to which President Andrews assented, saying he would prepare a statement of the alterations the company wanted. The meeting adjourned subject to call.

As a result of the defeat of the Schmidt referendum, the traction company's stock rose on the 5th in Cleveland from \$70 a share to \$73 offered and \$75 asked.

The Grand Junction Plan of City Government.

The work of the Grand Junction, Colorado, charter convention (p. 612) is finished. In several respects the charter as drafted is the most democratic municipal charter ever proposed with any possibility of adoption. The convention labored under difficulties, or an even better document might have been offered. Their time was restricted to 60 days and the Constitution prevented some fiscal reforms that would otherwise have been adopted. For the most part the charter is the work of James W. Bucklin, formerly State Senator, and author of the "Bucklin amendment" (vol. v, p. 664), who, as president of the convention and ex officio a member of all committees, devoted his entire time to the work. The referendum for adoption of this charter will take place September 14. There seems to be no substantial opposition, although the interests of public utility corporations, saloons and political machines are at stake, and representatives of these interests will defeat it if they can. The first election under the charter, if it passes, is fixed for November 2.

This charter embodies all the efficiency and democratic features of the Des Moines plan, including the initiative, referendum and recall. Its declared intent and purpose, officially stated, is "to establish a free and independent city, and to restore to and vest in the people of the city, so far as the Constitution of the State will permit, their natural, inherent, and inalienable right of local self-government, with all its powers, duties, and responsibilities." To this end the municipal government is vested, independently of legislative interference, with all powers not denied it by the Constitution of the State. The people of the city are vested with its supreme legislative powers, with easy preliminary conditions in making and changing its charter and ordinances, and also with the absolute and exclusive power of authoriz-