

tomb, and you are in the presence of grief—not the passionate kind nor the smirking undertaker's kind, but Grief herself, dignified, composed and great. Look at his Dr. McCosh, and you see the loving and lovable man of intellect beneath the silken robe of marble. Look at his bust of that successful business man, or of John Hay, and the truth stares back at you out of the modeled face. St. Gaudens could tell the truth, and he couldn't lie. It's a rare combination, whether in man or artist.

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RAILWAY DISCRIMINATIONS.

From a Pacific Coast point of view, the people of Montana, Idaho, Nevada, Utah and Arizona have no rights that common carriers are bound to respect.

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The Interstate Commerce Commission ordered the Hill roads to reduce their west-bound freight rates to Spokane.

The effect of that order is to narrow the "territory" of Seattle and Portland jobbers. These have long claimed a divine right to sell goods from the East to the large territory adjacent to Spokane, and the railroads have enforced that claim by charging more for a carload of goods from Chicago to Spokane than from Chicago to Seattle or Portland.

Backed by a decision of the Interstate Commerce Commission, the roads and the jobbers explained that the higher short haul rate was justified by the water competition at Seattle and Portland.

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On account of the more recent Spokane order of the Commission, Ogden and other Utah cities, and cities of Nevada, are in revolt against rates that look queer to persons unskilled in the science of rate making. Here, for example, are some rates selected at random:

Shipments From Chicago.

Commodity.	Pounds, Car.	To San Fran-	
		Utah.	cisco.
Coffee, roasted.....	30,000	\$399	\$333
Coffee, green.....	30,000	399	225
Window glass.....	30,000	360	270
Paint	40,000	478	380
Printing paper.....	40,000	420	300
Nails	40,000	440	280

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The unenlightened people of Utah and Nevada assert that they are not getting a square deal.

They don't understand why San Francisco or any other Coast city should have the natural advantage of water competition from Atlantic ports, and also the artificial advantage of rail rates so much lower from the East that freight can be hauled to the Pacific Ocean and back to them at as low rates as they can get from the East.

Ogden, for example, is 786 miles east of San Francisco. As Ogdenites see it, the "long-and-short-haul-plus-water-competition" theorists have disfigured Justice and disguised her as a footpad.

The Pacific Coast jobbers and the rate makers of the public highway highwaymen have made her a scientific road agent.

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The rate makers have recently decided that they cannot give Los Angeles the same rates as they give San Francisco to San Joaquin Valley points, because to haul goods from Los Angeles to points in that valley they must lift their cars over a mountain range.

But to haul goods through Utah to San Francisco and then back to Utah—which San Francisco jobbers says is the natural way of doing business—means an extra haul of 1,572 miles for each car, lifting the car 2,717 feet to the top of a mountain range, lowering it 7,018 feet to San Francisco, lifting it 7,018 feet again and lowering it 2,717 feet to Ogden.

According to the jobbers and rate makers, it is worth \$174 less to take a carload of green coffee to San Francisco than to drop it at Ogden, and worth not a cent more to haul that car 1,572 extra miles and lift and lower it just 825 feet less than two miles.

Their statement is not accompanied by affidavits.

From Chicago to Ogden is 1,492 miles by the shortest route. From Chicago to San Francisco by the shortest route, via Ogden, is 2,278 miles. If Ogden ought to pay as much for a carload of window glass over the 1,492 miles from Chicago as over the 3,064 miles from Chicago to San Francisco and back to Ogden, what's the use of an Interstate Commerce Commission and a railroad rate law?

The railroad kings complain that the interior country is not settled, has few factories, and originates comparatively little freight.

Who's to blame?

Look at the long and short haul rates. Even a Mad Hatter never dreamed that the charge for carrying one pound of green coffee 44,760,000

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

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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.

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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.

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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.

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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.

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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.

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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-