

ward in the city; and, according to the news dispatches—there was very little doubt existing that an attempt to pass the ordinance would have resulted in the crowd cleaning out the council chamber. The angry temper of the crowd was aggravated by the fact that a detachment of street car employes in plain clothes was stationed in the corridors early in the evening and the moment the doors were opened took possession of the lobby, but the crowd pushed in, forming a solid mass, and rendering entrance or exit impossible. Red fire was burned and several glass doors were broken in by the pressure of the crowd. The councilmen on whom the company had depended for the passage of the ordinance gave way under the pressure and when it was apparent that the ordinance would not pass the lawyer for the company made the statement that the ordinance would not in any case be accepted. The ordinance was laid on the table.

Resolutions relative to the Chicago traction franchise question (pp. 300, 36) were adopted on the 20th by the Chicago Federation of Labor. Premising that the truce between the city and the traction companies will expire November 30th next; that ordinances for a settlement have been drafted by the council committee, but concealed from the public; that it is understood that the council committee proposes a 20-year franchise with no reservations for municipal ownership at any earlier period; and that there is no sign that the Mueller enabling act for municipal ownership is to be submitted to the people of Chicago for adoption until after the grant of franchises, these resolutions urge the delegates to the Chicago Federation of Labor and the members of their respective local unions "to proceed in a body Monday evening, September 28th, to call on the Mayor and council at their regular meeting" to present certain specified demands.

The demands specified in the resolutions mentioned above are 10 in number and in substance as follows:

1. That the proposed franchise ordinance be published.
2. That the Mueller enabling act for municipal ownership be submitted to the people for adoption, and when adopted that its powers be put into immediate operation.
3. That meantime no new grants be made to the traction companies.

4. That revocable licenses only be granted the traction companies pending the consummation of municipal ownership plans.

5. That the council leave the question of unexpired franchises to adjudication, and proceed to enforce better service.

6. That a traction expert be permanently employed by the city.

7 and 8. That he be employed to carry out the council's directions for requiring better service of the companies.

9. That special counsel be employed by the city to ascertain and punish violations by the companies of their existing obligations.

10. That the law department be required to push all disputed questions to final adjudication—"including the validity of the 99 years' act by which a corrupt legislature attempted unconstitutionally to deprive Chicago of its fundamental rights of home rule for a century."

Traction and other franchise interests have compassed the defeat of the new charter of Denver prepared by a local charter convention (p. 377) and submitted on the 22d to the people of Denver for adoption. A special dispatch of the 23d to the Record-Herald, the leading independent Republican daily paper of Chicago, gives this description of the election:

Corporation money, with the aid of every city and state official, caused the defeat of the new charter for the city and county of Denver to-day by 5,000 votes. Ministers were thrown from booths, repeating countenanced and thugs paid to intimidate electors at the polls. While the decent people unanimously favored the new charter, they failed to appear at the polls in the numbers counted upon by the reformers. On the other hand, voters poured in from the slums in droves to register the disapproval of the politicians, the corporations and the nonproperty holding electors. From 100 to 300 men voted from tenements in which less than one-third the number had been registered. Led by D. H. Moffat, the financial head of the traction, light and railroad interests, the politicians devoted the day to rallying every opponent to the charter they could find. While Chief of Police Armstrong had declared that he would fill the jails with prisoners if any attempt were made at repeating, Police Captain Michael Delaney aided by the opponents to the charter in every way by permitting thugs to enter the booths and drive away the watchers of the reformers or by intimidating electors who sought to register their approval of the new charter. The new charter contained much that was distasteful to the corporations. Its strongest recommendation was that the taxpayer was given some voice in the disposition of franchises, in their terms and the tenure of

their existence. In fact, through the following clauses the taxpaying electors practically were given full control of franchises and could have taken steps to have the city acquire ownership of public utilities whenever desired.

The vote as reported on the 24th was 13,823 for the charter and 21,547 against it. Under the constitution of Colorado, as amended a year ago, it will now be necessary (p. 282) to elect a new charter convention within 30 days from the 22d, the work of which must be submitted to the people at a future special election to be called for the purpose.

NEWS NOTES.

—Henry George's 64th birthday is to be celebrated at St. Louis on the 30th.

—The People's party convention of Colorado was in session at Denver on the 21st.

—Curtis Jett, charged with a feud murder in Kentucky, was convicted at Cynthiana on the 22d. The jury fixed the penalty at death.

—A band of "ladrones" overcame the police force of the village of Laisan, in Batangas province, Luzon, on the 20th and captured their arms.

—One of the Evansville, Ind., rioters who attempted to lynch a Negro prisoner last July (p. 233), was convicted of riotous conspiracy on the 18th.

—On the 20th a detachment of the 28th U. S. Infantry fought an engagement with a band of "fanatics" in the Lake Lanao section of Mindanao, Philippine Islands.

—The 11th annual session of the National Irrigation Congress, sitting in Ogden, Utah, adjourned on the 18th. Wm. A. Clark, of Montana, was elected president.

—The city of San Francisco is to vote at a special election on the 8th of October upon a bond issue for the construction and operation by the city of a municipal street car system known as the "Geary street road."

—The statistics of exports and imports of the United States (see p. 314) for the month ending August 31, 1903, as given by the treasury sheet, were as follows (M standing for merchandise, G for gold and S for silver):

| | Exports. | Imports. | Balance. |
|---|---------------|---------------|-------------------|
| M | \$181,124,840 | \$161,216,677 | \$16,908,263 exp. |
| G | 9,292,624 | 12,440,024 | 3,237,400 imp. |
| S | 5,035,091 | 4,840,233 | 151,758 exp. |
| | \$195,452,555 | 181,539,964 | \$13,822,591 exp. |

—From Berlin on the 22d it was reported that rioting between Jews and Christians had occurred at Gomel, Russia, and that the houses of 345 Jewish workmen were plundered and destroyed. Twenty-five Jews were killed, 100 sent to hospitals suffering from serious injuries, and 200 others were slightly hurt.