

traction policy of Mayor Dunne, and by Walter F. Fisher (special counsel for the city) in support of that policy; and when Judge Windes delivered his opinion he reviewed at great length every important point that had been raised. The technical basis of the decision is a demurrer to a bill for an injunction, which has the effect of admitting the facts set out in the bill and denying that they show any right to judicial interference. Judge Windes sustained the demurrer and dismissed the bill. Consequently, the certificates authorized by the Council and the people on referendum (p. 32) are held to be valid. The case now goes directly to the Supreme Court of the State upon appeal by the adversaries of the municipal ownership movement.



While these legal proceedings are in progress, the negotiations for purchase (pp. 347, 361) are also moving forward. The Union Traction and the Chicago City Companies submitted on the 17th their valuation of their property, including both their franchises and their tangible property. Their valuation is as follows:

	Union Traction.	City railway.
Tangible property	\$29,294,472	\$20,103,936
Intangible property	13,825,040	10,322,228
Totals	\$43,119,512	\$30,426,164
Grand total		\$73,545,676

Mayor Dunne declares this sum to be grossly excessive.



Municipal Ownership Questions in Seattle.

At the municipal referendum election in Seattle on the 12th, two questions relative to municipal ownership were voted upon. One of the questions proposed bonds for extending the water supply system, and this was carried. But the heat of the contest was over a proposed issue of bonds to establish a municipal traction system, which was bitterly fought by financial interests. Socialists of local prominence also opposed it. The plan had been proposed by the city engineer, Mr. R. H. Thompson. It contemplated a complete system, and proposed general bonds to the amount of \$1,272,000 and bonds upon the revenues of the proposed system to the amount of \$3,000,000. To legalize the plan the bonds had to be voted by three-fifths of a popular vote. The ordinance authorizing the plan had been adopted in City Council, August 17, with only one dissenting vote, although that body is composed of 13 Republicans and but two distinctly municipal ownership members. The Republicans voted affirmatively because their platform last spring had pledged them to support the municipal ownership policy. At the election a total vote of 13,154 out of a total registration of 23,000 was cast. It resulted in 5,974 for the bond issue, and 7,180 against it. There was an affirmative majority in 6 out of the 11 wards, and a three-fifths affirmative vote in only 2. The strongest adverse ward was the 1st—the "tough" ward of Seattle. Commenting upon the result of the election the Seattle Star of the 13th describes it as follows:

The Seattle Electric Company, aided by other public service corporations, put up a fierce fight at the polls yesterday and crushed down the proposition to establish a city owned street railway system. Corporation interests were solidly lined up together in this contest, backed

by three newspaper organs. Money was spent without stint and extraordinary efforts were put forth to obtain votes. Employees of the electric company and several other corporations were made to understand quite plainly that votes in favor of the municipal system would be not only displeasing, but decidedly risky. Many of the men knew they would be closely questioned as to how they voted, and would either have to lie out of it or tell the truth and take the consequences. But there was undeniably a large number of votes cast against the project by citizens who really believed that a municipal system, while right in theory, would not work well in practice. They were in some cases misled by untruthful statements published in corporation serving dailies, and were thus given a wrong impression as to the condition of the city's finances and its credit. Others again, who were not misinformed, but who honestly doubted the wisdom of municipal ownership of street railways, voted to perpetuate the Seattle Electric Company's monopoly in this city. The fact must not be overlooked that nearly 6,000 voters expressed themselves in favor of the municipal street railway scheme.



The New San Francisco.

San Francisco has gathered herself together and is laying out what is almost a new city (pp. 278, 280, 530, 542, 565). It is now declared that the actual damage by earthquake was but three per cent. of the total loss, ninety-seven per cent. being fire loss. The huge magnitude of the fire loss is laid to the breaking of the ill-constructed water mains of the private company which supplied San Francisco with water. Hereafter the city is to own and operate its water supply. Mr. Shafter Howard tells in Collier's for Sept. 1st of the city's plans for a special independent salt-water supply system for fire purposes. He says that—

This system will differ from those of Brooklyn, Philadelphia, and the one now being built in New York City, in that it will be elastic and capable of withstanding seismic disturbances, such as that of April 18. It will have an outer conduit of reinforced concrete, six feet high and four feet wide, carrying an inner conduit of steel or cast-iron twelve-inch pipe suspended from the ceiling of the outer conduit; this inner conduit to have flexible joints every twelve feet. These outer conduits will be required only at street crossings, and for the rest the spaces underneath the sidewalks will be used as the outer conduits, the inner being suspended from the sidewalk beams. With twenty miles of these elastic and protected conduits throughout the city, running from the water front through ten or twelve of the city's important streets, with emergency gates connecting them with the fresh-water supply system in the hilly parts of the city, and with eight pumping plants at the various terminals on the water front keeping a constant pressure in the mains, reservoirs will not be needed, and a constant and inexhaustible supply of water assured the Fire Department for the city's protection. This measure is a popular one in San Francisco, and will be built by the issue of bonds. It will take millions to do it, but as an insurance to property owners and to the city in general it will be worth many times its cost.



Progress in Russia.

The Constitutional Democrats are rallying (p. 418), but under difficulties. Mr. Stolypin, the prime minister, having prohibited a proposed meeting, their executive committee sounded the Finnish authorities in regard to a meeting in Finland, preferably at Helsingfors, to be held Sept. 21st. Not meeting with encouragement, an agent was sent on the