

vania Railroad and by the Cincinnati, Hamilton & Dayton. Boss Cox, the manager of southern Ohio politics, is too shrewd a man to have overlooked so good an opportunity for vitalizing Republican politics with commercial opportunities. Consequently a dead set has been made by a corporation of which Cox is the guardian angel, for the transposition of the canal bed into a railway right-of-way.

The first successful step consisted in securing authority from the legislature to build a tow-path track for "electric mules"—a system of trolley traction for canal boats. A first class trolley road was the result. But the speed of the "electric mules" was limited by the law to four miles an hour, and the trolley could not be used for railroading. However, the camel's nose has got into the Arab's tent, and now it is proposed to remove the speed limit and to authorize the "mule" track to cross from bank to bank. A bill permitting this has been before the present legislature. It was defeated because the C., H. & D. road detected the presence of the Pennsylvania under Boss Cox's friendly skirts, and met the Pennsylvania's corruption fund with one as large. All the Democratic members voted against the bill; although it is reported that two or three of them were barely saved from selling themselves through the accident of encountering a C., H. & D. bribe to vote right, which was exactly as big as the Pennsylvania bribe that had almost seduced them into voting wrong.

Another effort to carry this measure for turning over canal beds to railroad companies is to be made, it is said, and this time the Pennsylvania lobby promises prizes big enough to make the most virtuous pocket gap.

Those Republicans of Cleveland who really want good government but were fooled by Hanna and Herrick into filling their legislature with grafters and corporation tools, have begun to realize that it was a gilded brick that these high priests of monopoly pawned off upon them. Their local school system is menaced now by spoilsmen, and there is a probability that their control over their local public utilities will be wholly taken away from them and placed in the hands of a State commission whose salaries are to be paid by the corporations. This bill was drawn by the attorney for the Cleveland street car system, it was introduced by a country member last week, and it is believed to be backed by a boodle tank of unusual dimensions. The bill was not introduced until the Cleveland courts had dissolved an injunction against the three-cent-fare street railroad which Johnson is trying to establish.

It is probably the last play of the Hanna street car combine of Cleveland; for it is hardly probable that this extreme exposure of their own hand would

have been made had any other recourse remained.

While this carnival of Republican corruption goes on, Mayor Johnson observes the transformation scenes with complacency, realizing that after all there can be but one climax, and that the discomfiture of the corrupters of all grades and the crooks of both parties is in the end inevitable.

In his own party he is making special efforts. The telegraphic reports that he has united with McLean are utterly false. No one who knows his consistent attitude toward Democratic politics in Ohio can suppose for a moment that he has made peace with McLean; and there is no other basis for the reports than his opposition to indorsing Hearst (or anyone else, for that matter), and the accident of an agreement on that solitary point between some of his friends on the State committee and some of McLean's friends there.

Those who know Mr. Johnson best know that his opposition to endorsing William R. Hearst for the Presidency is too easily accounted for on rational grounds to need any such explanation as that he has either united with McLean or looked with favor upon the "re-organizers."

Among Mayor Johnson's visitors on the 11th and 12th was L. F. C. Garvin, governor of Rhode Island, who stopped for a visit on his way to Chicago, where he is to speak on the 13th at the banquet of the Iroquois club. Much local gossip was excited by this visit, upon the supposition that it had reference to pushing one or the other forward for the Presidential nomination. The fact is, however, that both Johnson and Garvin are attending to their public duties and allowing Presidential nominations to take care of themselves.

The visit was purely personal. As both men are old single taxers, however, its personal intimacy was rather deeper than is usual with a mere social or political call.

L. F. P.

NEWS

Week ending Thursday, April 14.

In connection with the Russo-Japanese war (p. 9) nothing especially notable was reported during the week until the 13th. An official confirmation, from Japanese sources, of the retirement of the Russian troops across the Yalu river into Manchuria had been made on the 9th by Mr. Hayashi, the Japanese minister to Korea, who officially informed the Korean foreign office on that day that the

Russians had crossed the Yalu and that the Japanese were in full possession of the Korean frontier along that river. But on the 13th dispatches from St. Petersburg told generally of a great sea battle raging at Port Anthur, and specifically of the loss of the Russian Vice Admiral Makaroff, who went down with his flagship, Petropavlovsk, and over 700 men. The ship struck a mine, and almost immediately turning "turtle" she carried down nearly every one on board. Only 5 officers and 32 men, out of a crew of 800, escaped. Vice Admiral Makaroff was in command of the Pacific station.

Russia was reported on the 12th to have renewed her demands upon China (vol. vi, p. 791), that the Chinese troops be withdrawn from the Manchurian frontier.

The possibilities of a conflict between France and Great Britain, incited by international complications in connection with the Russo-Japanese war, but growing out of irritating colonial disputes between France and Great Britain themselves, seem to be generally regarded by the London newspapers as having been removed by a treaty made on the 8th between France and Great Britain relative to their respective colonial claims. This treaty covers six geographical points of dispute. It recognizes French claims with reference to Morocco, and British claims with reference to Egypt; it concedes French rights in West Africa and British rights in Newfoundland; and it provides for amicable adjustments as to Siam and the New Hebrides.

The New Hebrides form a group of islands in the Pacific ocean to the east of Australia, about 15 degrees south latitude. By a Franco-British treaty of 1887 these islands have been under the government of an extra-territorial commission composed of French and English naval officers on Pacific stations. Civil and criminal jurisdiction as regards British subjects was provided for by a British order in Council in 1893; and a similar decree as respects French citizens was made by the French government in 1901. Two French trading and mining companies have been at work in the