

The sixth, seventh and eighth clauses provide for garrisoned consulates at New Chwang, Mukden, Antung, Kirin, Chang Chung and other places, which are the residences of Japanese, and banking shall be restricted to those places.

9. The customs house will be maintained at New Chwang. The customs hitherto collected by the Japanese shall be restored to China.

10. Coal mining shall be restricted to Mujun and Yentai.

11. The military notes issued by the Japanese shall be redeemed rapidly.

12. The Japanese military administration shall lapse with Japan's evacuation of Manchuria.

American politics.

A political controversy of national interest is expected in New York with the assembling of the State legislature early in January. On the contest for the speakership of the lower House, which is Republican, the faction represented by Gov. Higgins and which President Roosevelt encourages, is supporting J. W. Wadsworth, Jr. The opposition faction is represented by ex-Gov. Odell, who has pledged himself to the candidacy of Edwin A. Merritt, Jr.

In Wisconsin, Gov. La Follette's "second choice" direct primary bill (p. 597) was finally defeated in the lower House on the 14th, the House having then refused by 42 to 29 to reconsider its adverse action of the 12th. The law continues, therefore, under which primary nominations are made by pluralities instead of majorities. The defeat of this bill is charged to the influence of W. D. Connor, of Marshfield, a millionaire lumberman, who is chairman of the Republican State Committee, to which office he was elected by the La Follette faction. He is said to be a candidate for governor in opposition to La Follette's choice. By combinations with the "stalwarts" he defeated the legislation in question. After passing 17 bills on subjects for the consideration of which they were called together in special session by Gov. La Follette, the legislature adjourned on the 15th. Besides killing the direct primary bill proposed by Gov. La Follette, the legislature defeated an 8-hour-day amendment to the capitol building bill.

On the 19th, Gov. La Follette

resigned the office of governor (p. 577), his resignation to take effect on the first Monday of January at noon. This was in consequence of his decision to accept the office of United States Senator.

Chicago traction questions.

A concerted movement by the Municipal Ownership League has been in progress for the past two or three weeks for the purpose of forcing the franchise extension aldermen to face their ward constituents on the subject. Each alderman is invited to the meeting held in his own ward and given an opportunity to defend his course in the Council. The meetings have been under the direction of the president of the League, T. P. Quinn.

On the 20th a coalition of the various municipal ownership organizations and the Referendum League was effected under the presidency of John A. Watson, a Republican, with Wm. J. D. Shanks as secretary and Frank W. Jones as treasurer. The object of this coalition is to secure signatures to a referendum petition without waiting further upon the dilatory action of the City Council, and to promote the election of non-partisan municipal ownership candidates for aldermen at the coming municipal election. The editor of the Examiner, Mr. A. R. Lawrence, who was present at the organizing meeting, pledged "all the influence" that "his paper commands, to the support of all that the body shall contend for at the April election."

Mayor Dunne's appointment of Dr. Maurice F. Doty as inspector of street car service and sanitation (p. 598) appears to have been a wise one. The circumstances are of interest wherever street car service is bad. Dr. Doty has actively begun a systematic crusade against the execrable service which has prevailed in Chicago without modification, simply because its improvement has been everybody's business and therefore nobody's. One of Dr. Doty's first steps was to publish a request to street car patrons advising them that—

in order that the transportation facilities of Chicago may be made satisfactory to the people, those who ride in

the cars should co-operate with the city officials. All complaints, criticisms and suggestions will be promptly investigated and every effort made to make the system conform to the wishes of the people. The franchises that have not yet expired all provide that the cars must comply with the Council regulations as one of the conditions by which the companies are allowed the use of our streets. The City ordinances provide that each closed car shall contain a standard Fahrenheit thermometer in good order and so placed as to give the average temperature of the car, and that the temperature shall be maintained at not less than 50 degrees. The cars must be reasonably clean, disinfected and so ventilated as to be practically free from foul and vitiated air. A copy of the ordinances should be posted in each car. The cars and tracks should be maintained in good condition, so as to provide comfortable transportation. A sufficient number of cars should be run on each separate line to prevent overcrowding and to comply with a reasonable time schedule. Each car should run through to its terminus, as designated on the car, if there are any passengers on the car who desire to be carried to such terminus (except in blockades). A watchman should be stationed at all grade crossings of steam and electric car lines. When approaching a bridge or grade crossing the car should come to a full stop at 100 feet from such bridge or crossing and then proceed at a rate of not to exceed two miles an hour. Street cars should be stopped at a point ten feet from all street car crossings. Each car or train should have a fender in good order. By the complaints received we can tell just where to apply the remedy. For this reason it will greatly hasten the day of satisfactory transportation in Chicago if all citizens who know of violations of any of the above provisions will send notice of same by letter, or postal, giving time, car number, place, etc., to Maurice F. Doty, local transportation expert, Mayor's Office, City Hall.

This is the first systematic official effort to compel the Chicago traction companies to perform their contracts. It has already forced the companies to confess that they are neglecting to supply a sufficient number of cars to prevent overcrowding.

Chicago gas question.

In the gas rates controversy (p. 565) in which the City of Chicago is in a conflict (of a kind to which every American city is subject), with the local gas monopoly established upon franchises and governed from New York, Mayor