

2. A ministry on the British model, formed by a kanzier (prime minister), who selects his associates after being himself selected by the Czar.

3. The Czar to retain command of the army and navy and to have a veto on legislation.

On the 21st a manifesto urging the people to discuss the political situation regardless of the opposition of the authorities, and to yield only to superior force, was adopted in principle, after a long and heated debate; but as the result almost caused a formal rupture between the moderates and the radicals, the drafting of the manifesto was postponed. A resolution adopted on the same day condemned the systematic violation of the rights of the zemstvoists and dumaists and declared for upholding the natural rights of man by pacific means. A noteworthy incident of this session was the receipt of a resolution of sympathy from union labor officials expressing the hope that the congress would secure freedom of the press and a responsible ministry. The congress adjourned on the 22d.

The term "dumaist," in addition to "zemstvoist," necessitates an explanation. The "zemstvos" of Russia are district and provincial assemblies, composed of representatives elected by the peasantry of the country districts by householders in the towns, and by landed proprietors. These are the local legislatures of the Empire, corresponding vaguely in function to our State legislatures and county boards. But the towns and cities of Russia have in addition municipal legislatures somewhat like our city councils, and these are called "dumas." They represent the householders of their respective municipalities. It is of delegates from those two classes of representative bodies, the "zemstvos" and the "dumas," that the Moscow congress is composed.

Russian censorship.

For publishing reports of the proceedings of the Moscow congress, referred to above, in defiance of the censorship (p. 248), the St. Petersburg Slavo was on the 21st suspended for a month. Another St. Petersburg newspaper, the Novosti, which had attempted

to organize the press in general for the purpose of ignoring this censorship by publishing reports of the proceedings of the congress, was on the same day suspended indefinitely.

China and the Russian-Japanese war.

Russia's negotiations with the Japanese for peace (p. 246), have drawn from China an intimation of her interest in the peace conditions and her possible intervention. It is made in the following note to the Powers, of which the President of the United States was diplomatically apprised on the 22d:

Having viewed with profound regret the unfortunate interruption of peaceful relations between Japan and Russia, the Imperial government now learns with sincere gratification that negotiations are about to commence for the restoration of peace and amity. But in the present conflict Chinese territory has been made the theater of military operations. Therefore, it is hereby expressly declared that no provision affecting China, without the approval of China being previously obtained, which the treaty of peace may contain, will be recognized as valid. The diplomatic representatives of China in Japan and Russia have been instructed by telegraph to communicate this declaration to the governments of Japan and Russia respectively.

Peace negotiations in the United States.

Baron Komura, the envoy charged with peace negotiations in behalf of Japan (p. 246), who arrived at Seattle with his suite on the 19th, left for Chicago on the 20th on the private car of James J. Hill, the American railway magnate. He passed through Chicago on the 25th and arrived in New York on the 26th. Mr. Witte, the Russian envoy, left Paris for New York on the 26th.

The Chicago traction question.

While A. B. du Pont, of Detroit, and Glenn E. Plum, of Chicago, are preparing specifications for municipal traction construction (p. 249) along the lines of Mayor Dunne's "contract plan," the litigation over the 99-year claims of the traction companies is making progress. On the 22d the Union Traction Company filed its answer in the quo warranto proceedings (pp. 138, 185) brought to require it to show by what right it claims oc-

cupancy of the public streets. The answer is a lengthy document of 266 printed pages. A similar answer was interposed by the Chicago City Railway Co. Both companies filed a motion to dismiss the proceedings as involving no public question.

Another phase of the traction controversy was presented on the 26th by the Chicago City Railway Co., which filed a bill in chancery in the Federal Court asking an injunction against all interference by the city. In this bill the traction company claims that—

1. The City Railway has lawfully acquired the right to operate its cars on 119 different lines until such time as the city may purchase the properties as provided by the ordinance of 1858.

2. The company has the right by statute to collect a five-cent fare from each passenger and cannot be compelled to divide that fare with any other line belonging to another company.

3. The company has the right to operate the present cable and electric lines by cable and electricity respectively until 1958, and thereafter until the city shall purchase and pay for the lines.

4. The company has the right to install the underground trolley on any of its 119 routes; if it so desires, and operate in this manner until 1958.

5. The several contentions of the city hostile to the rights of the company claimed under the 99-year act are all unfounded.

6. The city has no right to allow another company to operate street cars in Adams, Washington, Harrison, Desplains and Twelfth streets, or in any other street in which, prior to November 16, 1863, it had authorized the complainant to construct a line.

7. The ordinance of March 20, 1905 [authorizing the chancery suit by the city, which has been discontinued], should be adjudged an attempt to take the property of the complainant without compensation.

8. Any attempt on the part of the city to bring about the construction of street car lines competing with the complainant should be adjudged an impairment of the contract obligations entered into by the State, city and City Railway company in various acts and ordinances.

9. In case the city should refuse to enact the proper legislation the Federal court should fix a reasonable compensation which the company shall pay for the continued use of the trolley rights which have expired. No proceedings in open court have yet taken place in this suit.