

Berlin dispatches of the 17th, originating in East Prussia, reported that the new government was in full control of all Courland and Livonia and that the rebellion had spread to the neighboring province of Kovno. According to these dispatches the plans for this revolution as set forth in resolutions adopted at Dorpat, an interior city of Livonia, provide —

for the establishment of a revolutionary administration which shall boycott the representatives of the present government, close the vodka shops, resist conscription, refuse quarters or subsistence to the troops, withdraw deposits from banks, and cease payments to the crown, the land owners and the church. It is also provided to arm and organize the people into a militia, to respond to the call for a general strike of the Russian proletariat, to compel the convocation of a constituent assembly, the liberation of martyrs for freedom, the immediate return of the Manchurian army and its disbandment, together with the army in European Russia, and the distribution of their arms among the people.

In Warsaw the revolution has advanced to a point at which open agitation on the streets proceeds with impunity and the Russian troops have frequently refused to fire upon the populace. Similar conditions, though farther advanced, are reported to prevail at Moscow. A regiment of the garrison mutinied on the 16th, and other regiments, including the Cossacks, refused to fire on the mutineers. Even the army in Manchuria appears to be on the verge of revolt, Gen. Linevitch having officially telegraphed:

I cannot combat the growth and spread of the revolutionary propaganda in the army. Already over one-half is mutinous.

The Railway Workers' Union has telegraphed the Manchurian army:

Rely on us. Even if we declare a general railway strike we will see you brought home to assist in Russia's liberation.

The army has sent back an enthusiastic answer, telegraphic communication being especially maintained for this purpose through Siberia by strikers. The wires are closed absolutely otherwise by the telegraphers' union.

But the particular event to which the Associated Press correspondent alluded as quoted above,

was the Russian revolutionists' manifesto, the Czar's ukase in reply, and the consequent proclamation of a general strike (p. 580). The revolutionists published a manifesto on the 15th in which, after reciting grievances, they proposed:

To undo these terrible facts the only possible medium is an elective assembly. Even then it will be difficult. That body must, as its first task, take in hand a strict investigation into the finances of the country and show the people an honest picture of the position in all its horrors. Fear of this impending revelation is what is causing the government to delay calling together the popular assembly. As its military credit was, so to-day is Russia's financial impotence. And for all the government is indebted to the autocracy. The terrible enigma before the national assembly is how to straighten out the financial chaos. In defending its disgraceful misappropriation of funds the government has brought about a state of internecine warfare. In that strife hundreds of thousands of respectable citizens have gone under, and with their fall has come a complete collapse of trade. One way out of this is to vanquish the government and take from it the last shred of its power. Knock from under it its last support — namely, its income. This is necessary, not only on account of the economic position of the country, but in order to enable us to hold up our heads before other civilized countries. We have, therefore, resolved to refuse to pay any form of government taxation, and demand that the government shall pay for everything in specie, even small sums, insisting upon receiving coins, not paper money, and to withdraw everything from the imperial savings banks only in gold.

This manifesto was met on the 17th by an Imperial ukase clothing all governors general, governors and prefects throughout the Empire with authority to establish martial law without consulting St. Petersburg: As martial law may be ended only by order of the Minister of the Interior at St. Petersburg, the whole situation is placed directly under control of the reactionary minister of the interior, Mr. Durnovo. The response of the revolutionists was quick and sharp. On the 19th they proclaimed a general strike (p. 580) to begin on the 21st. It was called by authority of the Union of Unions, the Union of Peasants, the General Railway Union and the Councils of Workmen of St. Petersburg and Moscow. It had

been approved also by the League of Leagues. The strike is already in effect in Moscow, the central committee of the workmen's organization there having ordered all the unions under its control to stop work at noon of the 20th. Telegrams from the Minister of the Interior, Durnovo, at St. Petersburg, ordering the arrest of members of the Railway Union and the Workmen's Council at Moscow, were intercepted and suppressed by the railroad telegraphers. The Imperial authorities are reported to be making extensive military preparations to crush this revolutionary strike. Troops with machine guns are being deployed throughout St. Petersburg, which swarms with secret service men in search of leaders among the revolutionists. Fighting is expected to begin at any moment. But, encouraged by the successes of the insurgents in the Baltic provinces, the workmen are reported as unanimously in favor of civil war. They are said to be armed and organized and to have secret money supplies which they declare it will not take long to augment from the coffers of the government and the wealthy classes when the struggle becomes general in the cities.

Japan and China.

When Russia and Japan were adjusting their terms of peace at Portsmouth in July, the Chinese government transmitted a note to the world Powers (p. 264) intimating that no provision affecting China would be recognized by the Chinese government as valid without her prior approval; and an adjustment of the relations of China and Japan has now been made. As reported from Tokio on the 14th, a treaty embodying the following terms has been perfected:

1. The lease of the Kwangtung peninsula will expire in 1923.
2. The railway south of Chang Chung will be handed over to Japan. China, however, will have the right to repurchase it in 1906, or earlier should the Russians relinquish the northern section of the road. Japan will not construct any branch lines.
3. Japan will be allowed to maintain railway garrisons.
4. Japan will evacuate Manchuria within eighteen months.
5. The military telegraphs will be treated in the same manner as the railway.

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