

upon to obey the will of the people as shown by the vote on questions of public policy. We therefore respectfully request a statement from you defining your position in this matter, and, as no doubt you are very busy with your campaign, we submit the form below for your signature. We trust you will give this immediate attention and that we may hear from you by return mail.

The pledge solicited of the candidate is in these terms:

If elected, I will work and vote for such legislation as may be necessary to put into effect the will of the people as expressed by the voters on propositions or questions of public policy submitted to them.

A condition bordering on riot is reported from Toledo, over the attempt of the city council to grant a 25-year franchise to the Toledo Railways and Light Co. Such a measure was passed something more than a year ago. It was vetoed by the late Mayor Jones, and when the council was about to pass it over the veto (vol. vi., p. 393) a menacing crowd forced that body to allow the veto to stand. Once more the traction-extension party secured an ordinance, which the present mayor, Mr. Finch, vetoed. Then a third was passed, on the 31st, by a vote of 13 to 3. It was this action by the council that has caused the popular disturbances noted above. As reported by the press dispatches—

an immense crowd surrounded the council chamber when the objectionable ordinance was passed. There were cries of "thief," "robber," "boodler," etc. Bottles of vile smelling drugs were emptied upon the floor, and when it was evident that the councilmen were to be attacked a squad of forty police was sent for. The demonstration alarmed the offending councilmen, who dared not leave the chamber without police protection. One or two took the risk, and they were followed, threatened, and even stoned by the infuriated crowd. At midnight the chamber was cleared, and the councilmen were escorted to their homes by the police. It is reported that the wives of several of the councilmen were called up and notified that their husbands would be assassinated if they dared vote for the franchise ordinance. On the following day these scenes resulted in popular expressions of approval of the course adopted by the citizens in resentment of the act of the councilmen. Throughout the day the thirteen councilmen who voted in favor of the objectionable ordinance were severely criticised and the opinion was expressed that if they did

not rescind the ordinance under public pressure serious trouble would ensue.

The same dispatches describe the controversy as follows:

The trouble was on account of a bitter fight over the extension of the franchise of the Toledo Railways & Light company, which operates all the street car lines of the city, and which is a portion of the Everett-Moore syndicate's holdings. None of the franchises expires for several years, but the company has a large amount of bonds to sell, and the election of the last city council was accomplished largely with this subject as an issue. An ordinance was drawn by which universal transfers and six tickets for a quarter were made the chief points at issue. At once an independent party sprang into existence and grew to large proportions. Eleven members of the council were accused of having been bought outright to vote for the franchise extension. Two wavered and three opposed it. It required thirteen votes to pass the ordinance over Mayor Finch's veto, which was assured. Then a new ordinance was drafted, in which the interurban lines entering the city were not granted good privileges, they thought, but seven tickets for a quarter was the slogan. At the end of ten years the fare was to be at the rate of eight tickets for a quarter. The street railway company intimated that it would not accept such an ordinance. Nevertheless, the council by a vote of 13 to 3 passed it, despite the protest of the Mayor and a "petition in boots" several thousand strong, which surrounded the council chamber. As soon as the election is over a supreme effort will be made to rescind this ordinance and pass the original seven for a quarter. Bloodshed is freely threatened.

Reports of the week from St. Louis describe the second and third experiments in aerial navigation, with the Baldwin airship, the Arrow (p. 476), as entirely successful. On the 31st the operator, A. Roy Knabenshue, began his voyage at 3:37 in the afternoon and completed it at 4:05. The vessel was under complete control, reaching an altitude of 2,000 feet and responding to every movement of her helm. On the 1st she made her third voyage and with success equal to her second. Upon alighting Mr. Knabenshue said:

There was not one instant to-day that the airship was not under my control. A breeze was blowing from the southwest, but my airship proceeded to breast it whenever I so directed with the rudder. I decided to go to the lower side of the grounds and return, which I did. Then I tried several maneuvers and the

airship responded every time. It is like a thing of life to me. Never once did it hesitate or prove obstinate. I feel confident after to-day's flight that all question as to the dirigibility of the Baldwin airship has been dispelled.

The vessel escaped on the 2d, with no one on board, and its whereabouts are now unknown.

An arbitration treaty between the United States and France, supposed to be similar to that between the latter and Great Britain of a year ago (vol. vi., p. 457), was signed at Washington on the 1st by Secretary Hay for the United States and Ambassador Jusserand for France. It will not be made public until after it has been submitted to the Senate.

The danger of war between Great Britain and Russia over the North Sea episode of last week (p. 476) seems to have passed. Reporting officially, as appears from his dispatches given out at St. Petersburg on the 28th, the Russian admiral, Rojestvensky, explained the occurrence as follows:

The North sea incident was caused by two torpedo boats advancing to attack without lights under cover of darkness against the vessel leading the detachment. When the detachment turned on its searchlights and opened fire the presence of several small steamboats resembling steam fishing boats was discovered. The detachment endeavored to spare these and ceased firing as soon as the torpedo boats were out of sight.

Having met several hundred fishing boats, the squadron showed them every consideration except when they were in company with foreign torpedo boats, of which one disappeared, while the other, according to the fishers' own evidence, remained among them until morning. They supposed it was a Russian and were indignant because it did not aid the victims; but it was foreign, and remained until morning, seeking the other torpedo boat, its consort, either to repair damage or through fear of betraying itself to those who were not its accomplices. If there were also on the spot fishermen imprudently dragged into the enterprise I beg in the name of the whole squadron to express my sincere regret to the unfortunate victims of circumstances, under which no warship, even in time of deep peace, could have acted otherwise.

On the same day the two countries had recourse for settlement of the affair to the method provided by articles 9 to 14 of the convention of The Hague, Russia agreeing to abide by the decision of such a tri-