

national spirit has brought about a merger of the three great Polish parties—Conservative, Progressive and Democratic. These are selecting fusion candidates representing Polish national ideals.

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The disabilities of the Jews are reported as removed by a bill approved by the Czar. Under the provisions of this bill Jews will be permitted to live in the country as well as in the cities within the "pale," and certain restrictions placed on Jewish merchants and artisans in cities outside the pale, are removed.

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The Japanese and President Roosevelt.

In transmitting a report of Secretary Metcalf on the Japanese in San Francisco (p. 704), President Roosevelt sent to Congress on the 18th a special message supplementary to those parts of his annual message (pp. 841, 846, 865) which dealt with that subject. The special message, which is brief, summarizes Secretary Metcalf's report:

I inclose herewith for your information the final report made to me personally by Secretary Metcalf on the situation affecting the Japanese in San Francisco. The report deals with three matters of controversy—first, the exclusion of the Japanese children from the San Francisco schools; second, the boycotting of Japanese restaurants; and, third, acts of violence committed against the Japanese. As to the first matter, I call your especial attention to the small number of Japanese children who attend school, to the testimony as to the brightness, cleanliness, and good behavior of these Japanese children in the schools, and to the fact that, owing to their being scattered throughout the city, the requirement for them all to go to one special school is impossible of fulfillment and means that they cannot have school facilities. Let me point out further that there would be no objection whatever to excluding from the schools any Japanese on the score of age. It is obviously not desirable that young men should go to school with children. The only point is the exclusion of the children themselves. The number of Japanese children attending the public schools in San Francisco was small. The government has already directed that suit be brought to test the constitutionality of the act in question; but my earnest hope is that such suit will not be necessary, and that as a matter of comity the citizens of San Francisco will refuse to deprive these young Japanese children of education and will permit them to go to the schools.

The question as to the violence against the Japanese is most admirably put by Secretary Metcalf, and I have nothing to add to his statement. I am entirely confident that, as Secretary Metcalf says, the overwhelming sentiment of the State of California is for law and order and for the protection of the Japanese in their persons and property. Both the chief of police and the acting mayor of San Francisco assured Secretary Metcalf that everything possible would be done to protect the Japanese in the city.

I authorized and directed Secretary Metcalf to state that if there was failure to protect persons and property, then the entire power of the Federal government within the limits of the Constitution would be used promptly and vigorously to enforce the observance of our treaty, the supreme law of the land, which treaty guaranteed to Japanese residents everywhere in the Union full and perfect protection for their persons and property; and to this end everything in my power would be done, and all the forces of the United States, both civil and military, which I could lawfully employ, would be employed.

"Car Famine" in the Northwest.

Reports of inadequate railroad facilities in the Northwest have for several days been attracting attention farther east. The situation is well described by a correspondent in Minneapolis, whose dispatch of the 18th appeared in the Chicago Record-Herald of the 19th. He says: "Inadequate transportation facilities have brought to the people of the Northwest the most severe bodily suffering and to the business interests of the section such enormous losses that they are now in financial straits. This was the story told to-day in distressing detail to Interstate Commerce Commissioners Franklin K. Lane and James S. Harlan by business men and farmers, in person and through a flood of telegrams. All raised in chorus a cry for 'Cars! Cars! Cars!' Residents of towns in which every bit of available combustible material, even to yards of valuable lumber, has been turned into fuel in fighting off suffering caused by blizzards, told their tales of hardships. Farmers who until today had been burning their fences and outbuildings to keep from freezing to death added to the lamentations. Others who had lost all the profits of their year's work because they could not get their products to market contributed their complaints. These told how they had hauled their grain to railway stations and elevators two or three times, each time offering it at a reduced price, and finally had been compelled to dump it on the ground or dispose of it as food for stock because dealers told them it was impossible to make shipments. All these losses are felt indirectly by the tradesmen and others with whom the farmers, with ordinary profits secure, do business. These disclosures were made to the commissioners in scores of telegrams in response to inquiries sent to towns in the district affected by the fuel famine and by witnesses who had been summoned from North Dakota and elsewhere. They made it clear to the investigators that the reports of the last week as to car shortage and consequent suffering had not been exaggerated and that relief measures and the prevention of a recurrence of such conditions are matters of the greatest importance. It was also made clear that the Commissioners had acted none too quickly in securing yesterday the promise of co-operation on the part of the coal companies and the railroads in relieving distress from lack of fuel. The effects of this promise are felt directly in the raising of the blockade that has shut off many towns from supplies for weeks."

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The Traction Fight in Cleveland.

As reported by the news dispatches a new traction company named The Low Fare Company has been organized in Cleveland for the purpose of taking franchises of the routes granted to the "Threefer," in order to guard against the effect of any adverse decision of the courts regarding the validity of the "Threefer" grants. As one judge has decided (pp. 865, 873) that Mayor Johnson's guarantee of investors in the "Threefer" against loss, taints the "Threefer" grants, even though the guarantee were for the benefit of the city of Cleveland, the effect of that decision can be nullified by the granting of the same franchises to The Low Fare Company, which Mayor Johnson does not guarantee and in which he