

company and a flour mill concern. The Chicago and Northwestern is charged with favoring a coal concern. [See current volume, page 106.]



Evidence regarding operation of private refrigerator car lines is still being taken for the Interstate Commerce Commission at Chicago by Special Examiner, W. E. Settle. On January 27, Mr. E. G. Davies, a consignee of fruits and vegetables, testified that the Armour car lines charged \$72 for icing a car between Jacksonville, Florida, and Chicago, while if allowed to ice it themselves the expense to shippers would only be \$36. The Central Fruit Dispatch, he said, charged \$40 for icing a car from New Orleans to Chicago, which could be done for less than \$20.. He also testified as to discrimination in rates. A shipment of 400 hampers of lettuce from Chicago to Jacksonville, Florida, would cost in refrigerator cars \$54.32. But the same shipment from Jacksonville to Chicago would cost \$226. On January 28, Mr. H. B. Kooser, of the American Refrigerator Transit Company, which operates over the Gould lines, admitted that his company frequently ordered cars returned empty, although plenty of freight was waiting for them. He denied being a common carrier, but on further questioning admitted that officers of his corporation rode on passes, an illegal act if the company should not be a common carrier. Testimony favoring the car lines was given on January 29 by J. W. Archbald of Jacksonville, Florida, president of the Dairy Shippers' Dispatch, who claimed that these roads encouraged the small farmer. Complaints against the service of the Armour car lines were made on the same day by C. R. Hillyer, representing the Atlantic Fruit Distributors. [See current volume, page 106.]



The Inter-State Commerce Commission on January 27, at Washington, held illegal the railroad practice of giving "allowances" to great industrial plants, owning and operating plant railways in connection with their establishments. This practice the Commission declared has lessened railroad revenue to the amount of at least \$15,000,000 a year. Among the concerns receiving such favors are a number of plants owned by the Steel Trust. In many places the cash revenue received by these plants from this practice exceeded the entire cost of operations. In comment the Commission said:

Before they may fairly ask the general public to share further in carrying their burdens, it is manifest that the railroads must themselves properly conserve their sources of revenue by making every service performed contribute reasonably to their earnings.



Protests against the proposed five per cent increase in freight rates were made to the Inter-

State Commerce Commission on January 27 by Eastern shippers of natural ice. The service given they said is poor and costly, and the business can not stand the advance. One dealer, Joseph Homer of Grand Rapids, Michigan, testified that he had been forced by the Pere Marquette railroad into purchase of one of its plants on threat of competition in case he refused. [See current volume, page 106.]



Judge Smith McPherson of the federal district court at Kansas City, Missouri, dissolved his injunction against the attorney general of the state, John T. Barker, preventing him from suing to recover \$24,000,000 excess freight and passenger charges made by railroads while rate cases were in litigation. This was in obedience to a mandate of the Supreme Court. Railroad attorneys asked Judge Smith to put his dissolution order in language that would permit an appeal to the Circuit Court or Supreme Court. The judge has taken the matter under advisement. [See current volume, page 62.]



Whether Chicago packers control meat shipments from Argentine is to be investigated by federal attorney general McReynolds. On January 28 the packers refused to produce the information demanded. The steamship companies had previously taken the same position. What action, if any, will next be taken has not yet been disclosed.



#### Civil Government for Panama Canal Zone.

President Wilson signed an executive order on the 27th, setting up civil government in the Canal Zone, to take effect April 1st. Colonel George W. Goethals, the engineer in charge, is named as the first civil governor. The President's order creates the following departments: Operation and maintenance, purchasing department, supply department, accounting department, health department, and an executive secretary. Colonel Goethals is said to have desired the appointment as first governor in order that he might select the 2,500 permanent employes from among the men he has come to know during his long labors on the canal. The governor's salary will be \$10,000 a year. As Colonel Goethals now receives \$15,000, a bill has been introduced in Congress to raise the governor's salary to the same amount. [See current volume, page 109.]



Colonel William Crawford Gorgas, who as Chief Sanitary Officer of the Canal Zone, achieved such remarkable results that he was engaged last August to undertake a similar work in the Rand mining region, South Africa, has been advanced

to the rank of Surgeon General of the United States Army. [See vol. xvi., p. 804.]



#### Shortage in Meat Supply.

An insufficiency to the extent of 18,000,000 in the supply of meat animals in proportion to demand in the United States since 1910 is disclosed in a statement issued on February 1 by the Department of Agriculture. The reasons given are as follows:

(1) The encroachment of farms upon the range territory. (2) The lack of a proper range leasing law. (3) The shortage in the corn and forage crop due to the severe drought in Kansas, Nebraska and Oklahoma in 1913. (4) The increase in the value of land and the increased cost of labor and stock feed. (5) The decline in stock raising on farms in the East and South. (6) The temptation to sell live stock at the prevailing high prices rather than to continue to carry them with high priced stock feed. (7) Enormous losses from hog cholera. (8) The competition of higher prices for other farm products.

[See vol. xvi, p. 950.]



#### Suffragists at Washington.

By a tie vote on January 24 the Rules Committee of the House of Representatives failed to bring in a report favorable to the creation of a standing committee of the House on Woman Suffrage. Two Republicans, Messrs. Lenroot of Wisconsin and Campbell of Kentucky, one Progressive, Mr. Kelly of Pennsylvania, and one Democrat, Mr. Foster of Illinois—voted for a favorable report, and four Democrats, Messrs. Hardwick of Georgia, Pou of North Carolina, Cantrill of Kentucky, and Garrett of Tennessee, voted against it. A motion that the resolution for a woman suffrage committee be reported to the House without recommendation from the Rules Committee was postponed by that committee until its next meeting. On February 3, the House Democrats in caucus decided against a woman suffrage committee, declaring by a vote of 123 to 57: "That it is the sense of the caucus that the question of woman suffrage is a State and not a national question."



On January 24 the Congressional Union—an independent group of woman suffragists whose reason for existence is to campaign for a Federal woman suffrage amendment—made announcement that its policy was "to ask for a woman suffrage constitutional amendment from the party in power in Congress and to hold them responsible for their answer to this request." Following close upon this declaration was reported the application for membership in the Union of Mrs. O. H. P. Belmont—whose advocacy of militant suffrage methods is well known—and of Mrs. Ella S.

Stewart, a prominent Illinois suffragist, and the resignation from the Union—stating that declaration as her reason—of Mrs. McLennan, one of its leaders. To this Congressional Union's policy of "opposition to the party in power" the Congressional Committee of the National Woman's Suffrage Association is distinctly averse. The chairman of this committee, Mrs. Medill McCormick, sent the following letter to President Wilson on the 28th:

In view of the fact that the Congressional Union for Woman Suffrage has publicly announced a policy contemplating an attack upon the Democratic party as a whole, and fearing lest this small group of suffragists acting under un-American and militant methods prejudice our cause, will you permit us to make clear that our organization, the National American Woman Suffrage Association, being strictly non-partisan, emphatically condemns this policy? We recognize that there are suffragists in all parties, that all parties have contributed to suffrage in ten States, and that all parties will in the near future write the principles of suffrage into nation-wide law. We oppose no party as a whole because a portion of its members cannot be counted among our legislative supporters.

Miss Lucy Burns, vice-chairman of the Congressional Union, in a letter to President Wilson next day is reported as disclaiming any intention on the part of her organization to attack the Democratic Party. [See current volume, page 35.]



On Monday, the 2nd, there was a suffrage demonstration under the auspices of the Congressional Union. Four hundred working women from ten different States gathered in Washington and marched to the White House where they were received by the President, who, in response to their request that he lend his support to the cause of woman suffrage, repeated in substance his reply to the suffragists who called upon him last December: "I have already explained," the President is reported as saying,—“because I felt obliged to explain—the limitations that are laid upon me as the leader of a party. Until the party as such has considered a matter of this supreme importance, and taken its position, I am not at liberty to speak as an individual, for I am not an individual. . . . All I can say to you is that the strength of your agitation is bound to make a profound impression upon any party.” [See vol. xvi, p. 1185.]



#### Another Ocean Disaster.

The Old Dominion liner, Monroe, while twenty miles from Norfolk, Virginia, in the early morning of January 30, was struck by the Merchants' and Mimers' liner Nantucket, and immediately sank. Nineteen passengers and twenty-two of the crew were lost. Thirty-nine passengers and sixty