

of the bigger interests aided by the railroads." This manipulation, he describes, consists in sending large shipments to England. These extra large shipments have caused a drop in the price there. The packers buy the surplus in the open market and ship it back to this country where they sell it as chilled beef. His own concerns had endeavored to send beef directly to this country from Argentine but "some of the big interests have refused absolutely to send steamships direct to the United States with large cargoes of ours, because as an independent concern we were undesirable and interfered with the price of meat." Continuing he declares:

We are in a position to supply beef at 3 to 5 cents per pound under the domestic prices ruling today, and I am willing to give you from five to ten cars for any State in the Union, provided you will give me the transportation facilities for chilled and frozen meat.

He charged that the railroads running out of New York city had refused to furnish refrigerator cars to his clients, claiming inadequacy of supply. When he had made arrangements to get refrigerator cars, American packers protested to the railroad against the use of the cars by his clients. The railroads therefor declined to allow the independents to load the cars even after a float with the cars had been tied to the ship which had arrived in port with the beef.

Dr. A. D. Melvin, chief of the bureau of animal industry of the Department of Agriculture, stated on July 17 regarding the price of beef:

The high prices are due to the actual scarcity of beef cattle in this country, and under present conditions there is little prospect of increasing the supply. The beef that is coming in from Argentina, about 44,000,000 pounds last month, seems to have little or no effect on the sale price.

An investigation is said to be now under way by the Department of Agriculture.

#### Commission on Industrial Relations.

The Federal Commission on Industrial Relations met at the LaSalle Hotel in Chicago on July 21 to begin investigation of local industrial conditions. In a published announcement the chairman of the Commission, Mr. Frank P. Walsh, declared that no member of the commission "has any panacea for all our industrial ills." "In the advanced civilization of today," he said, "we apply science to everything except our dealings one with another in the industrial field. There it sometimes seems that we are only a little removed from the caveman." He denied that putting down of lawless violence by force is any solution of labor troubles and said "we must get down to the root, find out what are the underlying causes and try to remove them." Speaking of what the Commission has so far accomplished, he said:

The public hearings which this commission is holding throughout the country are helping to let the light break through. Employers and employees are seeing each other as men, and learning that they are just human beings, very much alike after all. The average employer is not a tyrant. Usually he is humane and anxious to do justice to those employed by him. The average worker is not a dynamiter, or a slugger, or a grafter. He is just an ordinary human being who wants to do what is right.

The good resulting from the hearings of the commission in Paterson, N. J., already has been attested to on the floor of the United States Senate by Senator Hughes of New Jersey. It brought together men on opposite sides who discovered that most of their previous troubles were due to a lack of understanding of each other's position.

In the Chicago hearings, which will begin Tuesday morning, we will bring together men and women holding opposite views on the industrial problem. Leaders of thought on all sides of the question will be heard. The commission expects to learn much from the discussion, and hopes that the different witnesses also will learn something of value.

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#### Finding Jobs for the Disemployed.

Attempts to find jobs for the men thrown out of employment by the fire at Salem are being made by the United States Department of Labor. Secretary Wilson sent on July 13 the following telegram to the Massachusetts State Board of Labor:

This Department has been asked by John L. Sals-tonstall, on behalf of committee at Salem, to assist in finding employment for some of the people now homeless and idle as a result of the fire. I am sending the following telegram to all of the textile and boot and shoe manufacturers in New England, New York, Pennsylvania, New Jersey, Delaware, Virginia, and Maryland:

"Great fire at Salem has destroyed mills in that city. Thousands of textile workers (and shoe workers) are homeless and idle. Can you give any of these people employment if they apply? If so, how many? Please wire answer."

Kindly advise me in what way this Department can co-operate with the State board in such places as it may have in connection with the situation.

W. B. WILSON, Secretary.

Secretary Wilson also asked the Massachusetts Congressmen to obtain a classification of the lines of employment best fitted for the unemployed to enable him to further carry out this plan. The Congressmen promised their co-operation.



#### The Labor War.

A threatened strike of engineers and firemen of ninety-eight Western railroads was averted on July 17 by the United States Board of Mediation and Conciliation. The offer of mediation was at first declined by the men, but finally agreed to in the following letter to William L. Chambers, chairman of the board, from W. S. Carter, president, and