

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.

[See current volume, page 682.]



#### 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

W. S. Stone, chief engineer of the Brotherhood of Locomotive Engineers:

We have refused to join the managers' committee in request for mediation because we feared that it would be an implied acceptance of arbitration. No one knows better than yourself and other members of the Federal Board of Mediation and Conciliation the manner in which railroads have repudiated arbitration awards. We recognize, however, that we cannot afford to refuse your courteous proffer of your friendly offices, therefore we accept same. We believe it is unfair to ask us to wait four days before mediation begins in view of the present strained relations.

The hearing began at the Congress Hotel, Chicago, on July 20.



Rioting and violence by the men engaged in a strike at Fort Smith, Arkansas, against the Mammoth Vein Coal Company were reported on July 17. Much property was destroyed and two men were reported killed. The trouble is said to be the culmination of a series of disturbances, including the shooting up of a union camp. These disturbances have occurred at intervals since last March, when the company is said to have broken its contract with the United Mine Workers.



As a counter move against the silent picketing of his restaurants by striking waitresses, George Knab of Chicago placed some of his girl employes in front of his establishments, alongside of the pickets, carrying cards on which were printed statements of his side of the controversy. Silent picketing has been upheld by the courts, but trouble resulting from thus establishing rival pickets has caused a number of arrests to be made, the greater number of which are of union pickets. [See current volume, page 562.]



#### New York Politics.

That former Governor William Sulzer of New York will be a candidate for the Progressive gubernatorial nomination regardless of Roosevelt's attitude was announced on July 17. This recalls Mr. Sulzer's previous announcement that he would not be a candidate should Roosevelt run. "Colonel Roosevelt's attitude," he is reported to have said, "shows that he is playing into the hands of Charles F. Murphy." [See vol. xvi, p. 1062; current volume, page 684.]



Colonel Roosevelt has entered into a vigorous fight against the candidacy of District Attorney Charles S. Whitman for the governorship. Mr. Roosevelt had originally felt friendly toward Whitman and consented to support him provided he would publicly denounce William Barnes and Charles F. Murphy. Mr. Whitman evaded this and

accordingly lost Roosevelt's support. A newspaper dispatch of July 16 reported Roosevelt as now favoring nomination by the Progressives for governor of John A. Hennessy, who in Governor Sulzer's behalf had investigated and exposed many of Tammany's grafting operations.



#### George Fowlds' American Tour.

Honorable George Fowlds of Auckland, New Zealand, former Minister of Education and former Minister of Customs of that colony, is due to arrive in New York on July 29 and will visit a number of cities in the United States and Canada, in some of which he will address meetings. Mr. Fowlds is well known to Singletaxers throughout the world as one of their ablest co-workers. His itinerary has been tentatively announced as follows by Daniel Kiefer of Cincinnati:

New York, July 29, 30, 31; Lonaconing, Maryland, August 1, 2, 3; Washington, August 4, 5; New York, August 6, 7; Boston, August 8, 9; Canadian ports—Quebec, Montreal, Ottawa, Toronto, Niagara—August 10 to 16; Chicago, August 17, 18; Milwaukee, August 19, 20; Arco, Minnesota, August 21, 22, 23; Minneapolis, August 24; Winnipeg, August 25; Shellmouth, August 26; Calgary, August 27; Edmonton, August 28, 29; Vancouver, August 31, September 1, 2. From Vancouver Mr. Fowlds returns to New Zealand.



#### Cincinnati's Charter Campaign.

By a vote of 27,823 to 21,253, Cincinnati on July 14 rejected a proposed new charter. A separate proposition for the recall, the adoption of which depended on adoption of the charter, received 21,849 votes in favor and 25,287 against. A number of bond issue propositions were also defeated. [See vol. xvi, pages 750, 756.]



The charter campaign was a development of the fight led by Herbert S. Bigelow for revocation of the Cincinnati Traction Company's fifty-year franchise, and for municipal ownership. To institute municipal ownership the city required a new charter especially authorizing that measure. Accordingly initiative petitions were circulated to submit the question of framing a new charter. The question was ordered submitted at a special election to be held on July 30 of last year. A ticket composed of municipal ownership advocates was nominated for a charter commission. On account of Bigelow's prominence in the fight this ticket was known as the "Bigelow" ticket. This ticket was opposed by one more to the liking of the public utility corporations. This was known as the "Knight" ticket from the candidate most conspicuous upon it. These candidates pledged themselves also to put municipal ownership in the