

patches, "the members of the majority and the newspapers show much apprehension regarding the political capital that the Socialists are making out of these wrangles. The royalists have evidently been impressed, for on the 5th the emperor, addressing a deputation of workmen which had waited upon him without any reported reason, bitterly denounced the Socialists.

In the French parliament a riot occurred on the 6th, growing out of a verbal attack on the ministry. After a recess, two members were called upon to apologize for unparliamentary conduct, and refusing to do so were suspended and removed from the chamber. One was a Nationalist and the other a Socialist.

The French maritime strike at Marseilles (p. 552) has not weakened, but has rather grown stronger. Its object is an eight-hour day with increased wages. Among the strikers are men on the "maritime registers," who are subject to the order of the minister of commerce until at a given age they are discharged upon a government pension.

Following the resignation from the Spanish cabinet (p. 553) of the prime minister, Sagasta, the whole cabinet resigned on the 3d; and on the 6th King Alfonso called upon Senor Silvela to form a new one. No report of his success has yet been published.

One great fact in the news of the week relates to the industrial arts. The huge dam in Egypt, across the Nile at Assouan, 600 miles above Cairo, has been completed. It was built by Sir John Aird according to plans furnished by Sir Benjamin Baker, at a cost of \$125,000,000. The first stone was laid in February, 1899. The object of this enterprise is to collect water for distribution in the irrigation of the Nile valley during the season when the regular flow of the river is low. The capacity of the reserve reservoir is considerably more than 1,300,000,000 cubic yards of water, enough to irrigate a tract along the banks of the river 50 miles wide during the whole annual period of low water.

But industrial news of every kind is hardly so pleasant to read, as one may see by a glance at the reports of testimony before the arbitration

commission, in the matter of the Pennsylvania coal strike. The hearing has been in progress since the 3d (p. 553), with the effect of disclosing most oppressive conditions in connection with the anthracite mining industry. An employe of the Markle mines testified that he had been paid his wages in money only once in 17 years, all his earnings with that exception having been exhausted in advance by the company's store. A boy of 12 employed in the same mines, whose father had been killed in them, proved that his wages were four cents an hour and that even this pittance was withheld on account of an old debt of his father's. His mother kept nine boarders in a four-room house. Two women told how the Markle company deducted house rent from the last wages of their husbands, who were killed in the mines, and said that children had to work out the debts of their dead fathers. One witness explained that the ten per cent. wages increase of 1900 was not in fact an increase, because it was charged off against reduced rates charged by the operators for powder, which were still higher than powder could be bought for of outside dealers. A grocer testified that the prices for groceries had increased from 15 to 78 per cent. in the past two years, and that the average was about 30 per cent. He said that the cost for necessities for a family was \$17.61 a month two years ago, whereas it is \$22.94 for the same articles now. Notwithstanding the increase in wages, therefore, the ability of the miners to pay their grocery bills has not increased. A woman testified on the 9th that her husband had been killed in the Markle mines 14 years ago, and that since then neither she nor her children had received any cash for their work for the company. Their earnings were credited to an old debt of her husband's, and it took 13 years to pay it off with the work of herself and children. A miner who had worked in the Markle mines for 19 years, living in one of the company houses, and whose skull had been fractured, one of his eyes put out and one of his legs broken while at his work, told of his recent eviction by the company. Collections that had been taken up for him were appropriated by the company and credited to his account. He got none of the money. When the company evicted him, his family were put out in the rain, and from the effects of her rough treatment his wife has since died. Other testimony of the same

general character was given, and several witnesses have testified to being blacklisted. Two testified to an attempt to break the strike by means of bribing labor leaders.

The movement for municipal ownership and operation of municipal monopolies in Chicago (p. 487) has reached the stage of a bill prepared by the committee of aldermen and citizens appointed by Mayor Harrison several months ago. This committee consists of Aldermen Finn, Herrman, Dunn and Dougherty, and Gen. Lieb, A. M. Lawrence, D. L. Cruice, E. O. Brown and Judge Dunne. The bill they propose would authorize any city in the State to own, construct, acquire, lease, license, maintain and operate street railways, or to own the same without operating; and would permit the ownership and operation of street railways in contiguous territory outside the city limits, but within the county, provided the consent of the corporate authorities in such contiguous territory has been obtained. Before attempting to exercise the proposed power, however, any city desiring to avail itself of the provisions of the act must first pass an ordinance directing that the proposition be submitted to the people at a special or municipal election not less than 30 days after the passage of the ordinance. The council would not be compelled to pass such an ordinance unless ten per cent. of the legal voters of the city petitioned for it. In that event the council must act not later than the fourth meeting after the petition has been filed with the city clerk. The bill provides for the publication of the ordinance, and the submission of the question of its adoption on a separate ballot. If a majority of the voters favor the ordinance the judge of the county court is required to proclaim the adoption of the act. After the adoption of the act a petition of ten per cent. of the legal voters of the city, asking that the necessary steps be taken to own or operate a street railway system, makes it the duty of the city council to call an election at which shall be submitted the proposition of the ownership or operation of that street railway system. If this is voted on affirmatively the city council must then proceed to acquire the street railway. In order to pay for it the bill authorizes the city to issue certificates or bonds, limited in their payment solely to the street railway fund provided for. The bonds must