

rifes and drilled under the supervision of army reserve soldiers and revolutionary meetings are held nightly. The leaders have received from some regiments promises of support in the event of conflict. Revolutionary emissaries have been sent out in all directions into the country, and the plan evidently is to secure unity of action in the country and cities and inaugurate a conflict with a general strike."

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Russian Agitation in America.

For the purpose of raising money for the Russian revolution Gregory Maxim is now traveling and speaking in the United States. Mr. Maxim, a Russian socialist, was president of the Baltic Republic for the few weeks it lasted, a few months ago. At a large meeting in Chicago on the 8th he said of the Douma, that it is—

a farce and it never will give real freedom to Russia. The Russian revolution is like the waves of the ocean, it may be beaten back temporarily by the entrenched rocks of autocracy, but it will come on again. Nay, it now is coming on. It ever will come on. It will rise again and again, and never will subside until autocracy and bureaucracy are swept away forever. It is well known to the Czar and his advisers that the revolution is not dead. It is smoldering and it is as certain as the sunshine that it will break out again. The working class, not the aristocrats, will free Russia. The working class is the coming nation. There are only two courses for a Jew in Russia—one to die fighting with his race for freedom, the other to be a slave forever.

At this meeting liberal contributions were made.

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Chicago Traction Adjustments.

For the purpose of perfecting the adjustment of traction questions in Chicago in accordance with Mayor Dunne's ultimatum (pp. 204, 228), the "Chicago Railways Company" was organized in New York on the 6th. It is to take over and represent all the conflicting traction interests as a "holding company." The stock of the company will be held in trust pending the decision of the Federal court as to the relative rights of Union Traction and the underlying companies. When fully organized the "holding company" will be in a position to deal directly and authoritatively with the city.

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On the 7th Mayor Dunne's plan, in ordinance form as prepared by the traction counsel, Walter L. Fisher, was presented to the local transportation committee of the City Council. It provides that the present traction interests shall proceed at once to rehabilitate their properties according to the specifications of the rejected tentative ordinance; that the city shall have the right to acquire the properties on six months' notice; that the price to be paid shall be the present value of the properties, the cost of the improvements made, and a percentage of the cost of these improvements yet to be determined; that if the city does not elect to buy it can delegate the right to some private company, known as its "licensee"; that while the present companies are running the properties they shall divide the profits, after certain fixed charges are met, between themselves and the city, the city's share to be a sinking fund in aid of purchase. In case the city should elect to purchase

the properties before rehabilitation is finished, the companies are to complete the work, the city to deposit in a bank a sum estimated as sufficient to do the work. If it costs more, the city is to pay the difference; if less, the city gets a rebate.

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The trolleyizing of the present systems was granted, under revocable license, by the City Council on the 11th. This permit has been long sought for by the traction companies, but while the 99-year claim was in doubt the city refused the permit lest it might strengthen that claim. In this resistance the city was embarrassed by the Federal war department, which, under the spur of local business interests, has insisted upon the lowering of the tunnels to enable shipping of deeper draft to utilize the Chicago river. The Secretary of War recently extended the time for beginning this work to July 1. During the lowering of the tunnels, trolleyization becomes necessary except as to the South Side lines, but the permit was given for all the lines. The lines using the tunnels are required to bear the expense of lowering them and to begin at once.

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The Packinghouse Investigations.

In the course of his examination on the subject of the Neill-Reynolds packing house report (p. 224), before the committee on agriculture of the lower house of Congress on the 7th, Mr. Neill related an interview with a Dr. Dyson, formerly in the Federal inspection service, but now a consulting veterinarian in the employ of the packers, offering on behalf of the packers to meet any sanitary conditions that might be imposed by Messrs. Neill and Reynolds in return for a suppression of their report, and further to submit to a second inspection within thirty days to ascertain if the conditions had been bettered, after which there would be no objection to a report on the condition then found. Upon being informed by Mr. Neill in reply that he was not authorized to make any "deal," Dr. Dyson then in a second letter suggested the appointment of a sanitary committee and that it be given thirty days to accomplish improvements, pending which no report should be made. This was declined, as was a third proposal from Dr. Dyson looking to the suppression of the report and promising reforms. The original letters were produced.

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On the 8th, President Roosevelt placed in the hands of this committee the reports of an Agricultural Department commission which had inspected the packing houses prior to the Neill-Reynolds investigation. In one of these reports Upton Sinclair is denounced as a sensation monger; but President Roosevelt in his letter of transmittal describes the reports as abundantly justifying the emphasis of the Neill-Reynolds report. He also transmitted a letter written (as now appears) by Mary E. McDowell, a niece of the distinguished General McDowell of the Civil War, and head of the University Settlement, in the stockyards district, in which Miss McDowell said:

On Monday I began a tour of all the great packing houses, going first to Libby's, then Swift's. Tuesday all

the morning discussed changes that ought to be made and caught a glimpse of the awakening at Armour's. In the afternoon visited the plant with the superintendent. Wednesday I rested and contemplated the awakening of Packingtown. It is miraculous. Thursday did Nelson Morris's with the superintendent. . . . Nelson Morris has done much to make things better. By the time the next inspecting party arrives they will have more new lavatories, toilet rooms, dressing rooms, etc. Cuspidors everywhere, and signs prohibiting spitting. In most the awakening seemed to come by force from without. There was the slightest indication that the "still small voice" was at work also. I made no pretense of making an investigation, but frankly announced my desire to see things for myself, and to get a fresh impression of conditions, as I had not seen the plants since before the strike. On every hand there was indication of an almost humorous haste to clean up, repave and even to plan for future changes. Brand-new toilet rooms, new dressing rooms, new towels, etc. Swift's and Armour's were both so cleaned up that I was compelled to cheer them on their way by expressing my pleasure at the changes. The sausage girls were moved upstairs, where they could get sun and light, have dressing rooms, etc. I asked for showers and lockers for the casing workers at Armour's, and got a promise that they would put them in. The canning and stuffing room, chip beef and beef extract at Armour's seemed really quite good. In all these rooms the girls work. At Libby's the girls are to be put into a blue calico uniform, which they will buy at half price. They are putting in toilet rooms, which they say are temporary, and that when the building is remodeled they will have these put in a better place. The haste toward reform would have been amusing if it were not so nearly tragic. They tried to win my help on the ground that loss of foreign trade would mean hardships for the workers in my neighborhood, and I must say I do share this fear, but I cannot see the wisdom of my coming out publicly and saying that I saw indications of an awakening, for I want the change to be radical and permanent, even though we all have to suffer for the present.

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Upon the presentation of the agricultural commission's reports by the President to the Congressional committee on agriculture, Upton Sinclair, whom one of the reports denounces as a sensation monger, telegraphed the latter committee for a hearing. This being refused by a majority vote, he wrote to the chairman of the committee, Congressman Wadsworth, a letter in which he said:

I have, of course, no appeal from the verdict except to the sense of fair play of the American people. It was because of my charges that the investigation was begun into conditions in the Chicago packing houses and the question of my honesty is inextricably bound up with the subject. I have been quoted before your committee as making all sorts of statements that I have never made and I should have an opportunity to be heard. I am able to speak from first hand knowledge of conditions in Packingtown and of the need of legislation. I spent seven weeks there, living with the men and studying the plants inside and out—before the packers had any warning and had done any cleaning up. I saw with my own eyes [here follow minute specifications of sickening conditions]. I consider that these things should be of concern to your committee. You wire me that "Conditions in the packing houses have been fully reviewed." Possibly you think so, but I can assure you that the public does not think so. As a matter of simple fact, not one shred of evidence unfavorable to the packers has been allowed to get before your committee, excepting that of Neill and Reynolds, which you could not get away from. That your hearings were held not to elicit any facts but solely in order to whitewash the packers was proved by the treatment which you accorded to those gentlemen. A paid agent of the beef trust was received by you with open arms; you heard his tricky and dishonest statements with cordial approval, and the commissioners and personal friends of the President you treated as criminals before the bar of justice, browbeating and insulting them outrageously. You will

doubtless continue in your present course to the end; but I predict, sir, that you will live to regret the insult which you have offered to the intelligence of the American people. They are thoroughly aroused upon this question and bent upon justice. They realize that your committee has been largely to blame for the continuance of the condemned meat industry since it has been your task, year after year, to smother the request of the Secretary of Agriculture for funds to maintain an efficient inspection, and now that you have been forced into the open, as the servant and champion of the criminals involved, I shall be surprised if the people do not find a way to make you feel the weight of their displeasure.

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It now transpires that both the Secretary of Agriculture and President Roosevelt were long ago apprised of conditions in the packing houses. According to a Washington correspondent of the Chicago Record-Herald of the 9th, Dr. J. C. Milnes, a trained veterinarian, who was in the service from 1896 until 1905, and was stationed at various times at Kansas City, Leavenworth, Wichita, Waterloo and Chicago, "deemed it to be the duty of an inspector to inspect. He became unpopular with the packers in whose yards he was performing inspection duty, and also with inspectors under him. He freely reported abuses to the bureau at Washington in order to remedy evils that seemed to him to be particularly flagrant. He also carried out his orders to inspect all animals killed and to condemn those afflicted with tuberculosis and order them to the 'tank,' where the steam was turned on and they were rendered into fertilizer. In this way Dr. Milnes came under suspicion at the department as a trouble-maker. Finally the sword fell on Dr. Milnes. Dr. Salmon recommended his removal on the ground that he was 'erratic, arbitrary and ungovernable in the meat inspections'; that he had been in the habit of using 'disrespectful and slanderous language' and that he had been 'insubordinate' in refusing to prepare a certain statement. The Secretary of Agriculture cited Dr. Milnes to make reply by Jan. 3. Dr. Milnes defended himself before the Secretary, but was finally removed under date of Feb. 15, 1905. In all the correspondence which followed Dr. Milnes placed above the question of his reinstatement the question of improving the service of cattle and meat inspection in the interest of the public. Being now a dismissed employe, his communications received scant consideration." Yet he laid the matter before both the Secretary of Agriculture and the President. His communications were ignored.

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The Railroad Exposures.

As railroad investigations by the Interstate Commerce Commission continue (p. 225), further proof of inside "grafting" appears. Both the Pennsylvania and the Baltimore and Ohio were "on the rack" on the 6th, when three Pennsylvania and two Baltimore and Ohio employes admitted receiving tips to the amount of many thousands of dollars in coal stock. Similar disclosures were made as the investigation continued.

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A merger is a larger body of water connecting two large bodies of water.

—Saturday Evening Post.