

have been written six years ago it appears in the annual report issued in 1904 under the authority of Mr. Roosevelt's secretary of the interior.

**A**N INTERESTING article entitled "The Palate versus the Eye," appears in a recent number of The Nation. The writer relates that several years ago a Pacific Coast salmon packer learned that there was an excellent market for canned fish among the negroes of the Gulf states, and undertook to secure a share of this trade for his own product. An experienced salesman was therefore sent to Louisiana. He, on finding that canned codfish was the staple, saw an easy task ahead of him. He explained to the shopkeepers how much richer and more toothsome his salmon was and they accordingly laid in a stock and recommended the goods to their customers. But it appears that the codfish with which those same customers were familiar had the habit of turning rusty when old. Red flesh had with them come to mean unfitness for food. The buyers opened the cans, found the contents red, threw them away, and refused to buy any more. The skilful salesman's further efforts were unavailing. But there is taken among the high-grade salmon an inferior fish known as 'dog salmon,' which the canners had previously thrown away. Its flesh is coarse and fat, but it is white, and, what is more, stays white indefinitely in the can. So the canner, whose first attempt had failed, began to put up 'dog salmon' for this same trade. He labelled his goods, 'Warranted not to turn red with age,' and was rewarded by well-deserved success in the places which would have none of his high-grade wares."

**W**HETHER this story is actually true or not, it serves as a text for an interesting discourse by The Nation writer. He says that it is clear that there is "no use trying to make people eat anything that does not conform to their ideas of what viands should be." He adds: "A government pamphlet on 'Consumers' Fancies,' emanating from the omniscient department of agriculture, and credited to George K. Holmes, chief of the division of foreign markets in the bureau of statistics, eloquently enforces this lesson. Here are rapidly run over most of the commoner whims relating to the appearance of articles for the table. Thus, brown eggs sell for a higher price than pure white ones in Boston, while New York and San Francisco prefer the white; butter colored to suit Chicago's taste would be too pale for that of Washington, and not nearly dark enough for New Orleans. And, in a long list of the most familiar articles, the consumer demands a color or appearance which, not only is no indication of quality, but is actually absent in the pure natural product. Catsup made from tomatoes is not a vivid red, and must be made so, in very many cases, by dyeing. Cider as it drips from the modern mill is almost colorless, but the buyer, remembering that the old-time cider and vinegar were brown, demands that the new wear the same color. The maker meets the demand with caramel. Whiskey is in similar case. As it comes from the still it is white, and the darker color results only after it has been stored in a charred barrel. This tone can be given to white or undercolored whiskey by means of burnt sugar. Prunes are dipped in glycerine and logwood, walnuts bleached with sulphite, because people believe that they ought to look as nature never intended they should. Obviously, the refusal of the public to buy the 'real thing' just as it comes is the greatest imaginable incentive to adulteration and fraud."

**S**HORT of these actually fraudulent practices, according to this same authority, the "un-reasoning preferences of the consumer work to his own detriment." For instance, The Nation writer says: "Take the single example of fruits. In none of the homelier departments of life, perhaps, is there so much bewailing of the good old days. The apple, peach, plum, pear, cherry of our forefathers has been succeeded by an insipid pulp. Yet the cause of this, or at least one of the important causes, can be readily traced. Look, for instance, at the system of marking which prevailed at the Louisiana Purchase Exposition. In judging apples, 15 points were given to size, 15 to color, 15 to form, 20 to freedom from blemishes, and only 15 to taste. In peaches, 25 points were counted for quality to 75 for appearance; in pears and plums the same. The quality of cherries counts for 20 points, though the mere item of 'stems' is worth 15. In the scoring of grapes, again 80 per cent is on qualities that appeal to the eye, to only 20 that concern the palate. The fruit-grower rightly values the awards made at a world's fair, or even

a horticultural show, or a county fair. To say that such and such a variety of fruit had taken first prize would generally be regarded as the highest recommendation. Yet if our markets are filled with showy but tasteless fruit, the reason is not hidden."

**T**HE TALK about Burbank's seedless apple is said to be in point right here, and The Nation writer says: "As soon as this discovery—or, rather, rediscovery—became known, people caught at it with enthusiasm. They cracked jokes on the 'Ain't goin' to be no core' order; they promptly predicted the complete disappearance of the apple with seeds; they wondered how soon the seedless sort would become cheap enough to buy; they organized companies to raise it, and sold stock to the unwary. The only thing they did not do was to inquire what the new fruit tasted like. The conclusion is inevitable, moreover, that as city life becomes the lot of an increasing number, and our population gets farther from the soil, this ignorance of an insistence on qualities properly unimportant will be heightened rather than otherwise. Starting from our days of dietetic simplicity and virtue, the proper and logical course should have been to insist on keeping up absolutely the flavor and wholesomeness of every product, while encouraging such efforts at attractiveness as caused no deterioration in the other line. As things have turned out, our only hope seems to be in praying for such improvements in flavor and wholesomeness as will not interfere with the all-essential externals."

**A**CCORDING to the Ohio State Journal, there is "something doing" in Chicago. The Journal says that a Chicago newspaper publishes the following interesting catalogue of events transpiring in the city by the lake:

- A death every fifteen minutes.
- A birth every eight minutes and twenty-seven seconds.
- A murder every seventy hours.
- A suicide every eighteen hours.
- A serious accident, necessitating nurse's or physician's care, every four minutes.
- A fatal accident every five hours.
- A case of assault and battery every twenty-six minutes.
- A burglary every three hours.
- A hold-up every six hours.
- A disturbance of the peace, to attract attention, every six seconds.
- A larceny every twenty minutes.
- An arrest every seven minutes and thirty seconds.
- A fire every hour.
- An arrest for drunkenness every fifteen minutes.
- A marriage every twenty minutes.
- A case for the coroner every three hours.
- A new building completed every one hour and fifteen minutes.
- A railroad passenger train arrives every fifty-six seconds.
- Sixty passengers, suburban and through, arrive every second at railway stations.
- Seventeen thousand gallons of water a minute pass through the 1,900 miles of city water mains.

**D**ISCUSSING the Esch-Townsend bill providing for railroad rate regulation, the Chicago Record-Herald has concluded that that bill is unfair to the railroads because it proposes that rates fixed by the interstate commerce commission shall go into effect after thirty days, notwithstanding that the courts may subsequently declare them unreasonable or confiscatory. To remedy that defect the Record-Herald itself proposes an amendment to the effect that rates fixed by the commission shall go into effect in thirty days unless the railroads appeal to the courts, in which case they may collect the old rates, but must hold the difference in escrow until the decision of the appeal, when they must refund it if the decision goes against them.

**T**HE PLAN would "give justice to all," according to the Record-Herald. Commenting on the Record-Herald's plan, Louis F. Post, writing in The Public says "and so, doubtless, it would if 'all' are only railroads and shippers." Mr. Post adds: "It would not give justice to consumers. For the shippers would make no refund to their customers, although they would charge consumers, in prices of goods, the old rate until the new one had been sustained by the courts. Of course this cannot be avoided by any scheme for regulating rates. Either railroads or shippers or consumers must, under any such scheme, be treated unfairly. There is

no help for it. But doesn't this suggest that rate regulation is not the true remedy for highway monopoly? The truth is that there are only two rules for freight rates, and government regulation can avail of neither. One is to operate approximately at cost, and the other is to operate for 'all the traffic will bear.' But only the government itself, as owner, could do the former. It could not, and it ought not to try to, force that rule upon operating corporations. The latter rule, 'all the traffic will bear,' is an excellent one where there is competition, but a grinding one where there is monopoly. To get rid of monopoly, therefore, and not to try the impossibility of regulating monopolies, would seem to be the key to the railroad problem. And this can be done, and not only done but done without government operation of railroads. Nothing more is necessary than to separate the monopoly part of the railroad business, the highway, from the competitive part, the operation; and that, though not easy under present circumstances, would be child's play in comparison with attempts to regulate monopoly rates fairly by commissions and courts."

**W**RITING in the July number of McClure's Lincoln Steffens compares the government of Cincinnati with the government of Cleveland, and the result of the comparison is very complimentary to Cleveland. Mr. Steffens says: "The citizens of Cleveland know how to vote; they have a public opinion, and they make it count; they have two truly independent newspapers, and this free press speaks for them, with effect. Nominally republican, when this city had by sheer force of public opinion stopped the trolley grabs, it turned around and elected to succeed Farley, 'democratic,' not a 'republican,' but Tom Johnson, a democrat. Now this was the most terrible disappointment in the whole business-political career of Mr. Hanna. And Johnson's administration has hurt 'business' generally; it is a sore trial today to a certain kind of business men in Cleveland; and the results of the fight against this—the 'socialist-anarchist-nihilist' (as Hanna called Johnson) has upset the charters of all the cities in Ohio and reversed the judicial policy of the state courts. Next to the 'wants' of Mr. Hanna, nothing has had such an influence on the politics, government and 'business' interests of Ohio as the policy of the mayor of Cleveland. Yet Cleveland re-elected Mayor Johnson. There is something good in Cleveland and T. L. Johnson. Good? It seems to me that Tom Johnson is the best mayor of the best-governed city in the United States. This is no snap judgment. The first time I went to Cleveland on the same trip that took me to Cox and Cincinnati, I knew all about Tom Johnson. He was a dangerous theorist with a dangerous ambition; that was the impression the system had spread of him in New York; and all I had to do was to prove it, since, though mayor, he was the head of the actual government of the city, I called on him. His office was full, and it was a shock to my prejudice to watch this big jolly man do business—attention, reflection, and a question; a decision, a laugh; next. And so it went. But I wasn't to be fooled. When my turn came, I asked him what his ambition was? He laughed. 'My ambition,' he said, 'is to make Cleveland the first American city to get good government.' That was amusing, and he saw my skepticism, and it amused him. 'And not only that,' he added, with a sober impulse of his tremendous energy. 'I'd like to make it not only the first to get good government; I'd like to make it prove things, prove good government possible, prove municipal ownership possible, prove anything is possible that any community of American citizens cares to try to do.'"

**O**WING to the existence of yellow fever in the south and the fear of that dread disease spreading, the relations between the states of Louisiana and Mississippi were for a time decidedly strained. The New Orleans correspondent for the Denver News, under date of August 1, says: "From information that has come to hand, the dignity of the state of Louisiana has been offended by an armed invasion from the sister state, and this morning Governor Blanchard communicated with the captain of the naval brigade, which has a fully equipped gunboat, with a view of having it dispatched to the borders to protect Louisiana citizens from further indignities. Mississippi has five armed boats patrolling the coast to prevent fishermen from breaking through the quarantine lines. Some of the territory now patrolled by the Mississippi boats is now in dispute before the supreme court of the United States, both states having laid claim to it since the legislature of Louisiana created an oyster commission and passed laws to protect the valuable oyster beds in that vicinity."