

Democrats Dissented.

The Washington correspondent for the Chicago Record-Herald, referring to the opinions in the merger case, says:

"Ordinarily one does not speak of politics in connection with any action of the supreme court of the United States. It may be less juris to do so. But almost everyone in Washington is commenting upon the somewhat extraordinary fact that with one exception the bench has in this instance divided squarely on party lines. That is to say, all the republicans but one are in the majority, upholding the government and establishing in fixed policy the contention of President Roosevelt and his brilliant attorney general, while all the democrats are found on the other side. It is commonly said, with all respect, that even on this great tribunal, unconsciously to themselves perhaps, the justices are to some extent at least influenced by political considerations. In no other way could such a striking alignment of the court as was shown today be accounted for, and lawyers and senators say good-humoredly that Justice Holmes is found in bad company over on the democratic side. On the other hand there is surprise as to the attitude of Chief Justice Fuller and one or two of his colleagues, who had hitherto been classed as among the foes of monopolies and more inclined to side with Justice Harlan as the defender of the doctrine of the rule of the people against imperialism, whether found in government or in finance.

There is also surprise that Chief Justice Fuller and Justice Peckham, who were with the majority for the government in the trans-Missouri freight case eight years ago, and who joined in declaring that association a pool and illegal, are now in the minority favoring legalization of the Northern Securities merger. Of the dissenting justices in that case the only one now on the bench is sturdy and controversial Justice White, who stands strenuously to his guns.

The Exactions of the Coal Trust.

During the last winter the public has heard little of or from President Baer. But it has been conscious that this vicegerent of Providence was doing business at the old stand and doing nicely. The heavy demand for coal which was a necessary result of an exceptionally long and severe season of winter weather, coupled with an increase of price to figures far above the normal, would in fact convince the most thoughtless that all the coal companies were making enormous profits.

There has, however, been little exact information on the subject, and it is interesting to turn to the estimates of a man who has been making a close study of the situation in the anthracite region since last December. We refer to Guy Warfield, whose article in The World's Work on "What Has Followed the Coal Strike," is based on the writer's experience both as a mine worker and an associate of mine bosses. Starting with the computation of the strike commission that there was a deficit of some 25,000,000 tons of coal on account of the strike, he figures the loss in wages on that account at \$25,000,000. He then says that the highest possible estimate of the increase of wages under the award is 18 per cent. The wage cost of mining is thus put at \$1.18 per ton, the total cost at \$2.18. In the meantime the average selling price at tide water has gone from \$3.60 to \$4.90, and from this showing Warfield proceeds as follows:

At \$4.90 per ton, with the cost of production \$2.18, the operators' profits today may be estimated at \$2.72. At \$3.60 per ton, with the cost of production at \$2, their profits before the strike were about \$1.60 per ton, or

about \$1.12 less than now. Since the settlement of the strike the coal companies have produced more than 70,000,000 tons of coal, which have been distributed in the market for something in excess of \$75,000,000 more than would have been received by the operators at the prices prevailing before the strike.

Considerable matter is added which indicates that the award is not working satisfactorily for the miners, but keeping to the question of the public grievance it should be said that the consumers have been penalized in two ways. They have not only been forced to pay the cost of the strike, with an added tribute of profits to the anthracite operators and coal roads, but have been compelled also to pay the enhanced price for soft coal when they took to that as an alternative.

If the conditions could be explained by the ordinary play of supply and demand a protest would of course be meaningless, but it is obvious that the natural law is being interfered with. For present purposes the supply may be said to be illimitable, and if there were a healthy competition the selling price would come much nearer the cost of production. Moreover, although the anthracite operators have stated that there was a check upon them in the output of the bituminous mines, it appears that it works only in this way: A difference of price is decided upon merely according to the strength of the desire for the hard coal. When it is fixed at a high figure, soft coal advances as far as it can go without losing its market to the more desirable article.

But it is a notorious fact that anthracite prices are determined for the season with graded increases by arbitrary fiat. The people are dealing always with an insolent monopoly, which has been growing more and more odious during the last four or five years, and which has resorted this season to outrageous exactions. If, however, there can be no doubt on this point, neither can there be any doubt that its fuel is steadily increasing the flames of the anti-trust agitation.—Chicago Record-Herald.

Tunnel Under the Capitol.

The District government today granted the formal permit to the Philadelphia, Washington & Baltimore railroad, as the Pennsylvania road is known here, to construct the twin tunnel under the United States capitol building and the adjacent blocks and streets.

The permit had been held up for several weeks because of a difference between Major Biddle, the engineer commissioner, and the railroad engineers in regard to the motive power to be used to propel cars in the tunnel. Major Biddle insisted that electricity should be used, and the railroad men wanted to be allowed to use steam.

Electricity was finally agreed on. The tunnel will be 3,000 feet long, beginning at the intersection of Massachusetts avenue and First street, Northeast, going under Capitol Hill to New Jersey avenue and D street, Southeast. The total cost of the work will be approximately \$300,000.

There will be two branch tunnels connecting with yards and tracks of the Pennsylvania road in South Washington.—New York Times.

Extraction of Perfumes.

The extraction of the perfume from flowers, such as jasmine, tuberose, violet and cassia, has long been carried out by the process of enfleurage, the blossoms being left in contact with purified lard for a few days and then replaced by fresh blossoms. The lard is either sold as such, or the essential oil may be extracted from it by melting it under strong alcohol.

As the process of enfleurage is somewhat tedious, attempts have frequently

been made to extract the oil directly from the flowers by means of light petroleum; but these processes have not, as a rule, proved successful, and it has recently been found that a very large proportion of the perfume is actually produced for the first time in the blossoms during the time occupied by the enfleurage.

An interesting illustration of this is given by Dr Albert Hesse in a recent number of the "Berichte," in which he states that a ton of tuberose blossoms yielded only sixty-six grams of oil when extracted with light petroleum, but during enfleurage yielded 801 grams of oil to the fat in which they were embedded, while a further seventy-eight grams remained in the faded blossoms and could be separated by extraction or distillation.

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