

future. In other words, Judge Landis is reported as holding to grant immunity at some future time, no harm can be done by indicting the road within the period when the statute of limitations does not run, and then exercising deliberation in dismissing or quashing the indictments."

INFORMATION concerning the fleet of battleships to be sent to the Pacific printed in the New York Times and credited to "a high authority" follows: "The administration, it is stated, does not mean to confine the fleet's movements to the Pacific coast. The president's plan is to send the warships on to Hawaii and then to the Philippines after their visit to California ports. When orders are issued for their return the route designated will be via the Suez canal. Thus the fleet will circumnavigate the globe. It is further learned that in the meantime the Atlantic coast will not be left unprotected, but that at the instance of President Roosevelt the navy department has already begun to plan the mobilization of another fleet to replace that under Admiral Evans. The flagship of the new fleet will be the New Hampshire, a 16,000 ton battleship, which is to be ready for commission early in January. As soon as possible he is to be joined by the Mississippi and the Idaho, two first class battleships now under construction by the Cramps and nearing completion. These three powerful vessels will have as consorts three veterans of the Spanish war, the battleships Iowa, Indiana and Massachusetts which are now being modernized. This fleet of six battleships will have as its auxiliaries the three new scout cruisers, which are almost ready for service, the Chester, Birmingham and Salem. Subsequently the new Atlantic fleet will be reinforced by the two 16,000 ton battleships, Michigan and South Carolina, and the two fast armored cruisers of 14,500 tons each, the North Carolina and the Montana. The New Hampshire is similar to the Connecticut, Admiral Evans' flagship, in type, but the Idaho and Mississippi, which are 13,000 tons each, are of a type peculiar to themselves. They are noted for the power of their armament, notwithstanding their relatively small tonnage. The Chester, Birmingham and Salem are 3,750 tons each and they are to be capable of twenty-five knots an hour speed."

A WASHINGTON dispatch relating to the subject above referred to says: "It is authoritatively stated at the navy department that President Roosevelt does not contemplate the creation of two battleship fleets. Nor does Secretary Metcalf or even the general board, which is supposed to represent the extreme view in naval development, favor either the division of the present magnificent fleet under Admiral Evans' command or the creating of another fleet in order that there may be a formidable American navy in both oceans—the Atlantic and the Pacific. On the contrary, it is regarded at the navy department as better policy to maintain one perfectly equipped and well drilled fleet, free to move speedily to any part of the globe at short notice, and the present plans contemplate the increase of the strength of the existing Atlantic fleet from eighteen to twenty-eight battleships. This will afford a command as large as can be properly directed by any one officer, and it will, moreover, about mark the capacity of the ports and dry docks in any particular section of the world. So it is asserted positively at the department that there is not the least intention of keeping the battleships which will go to the Pacific permanently in those waters. That fleet, it is added, will surely return to the Atlantic seaboard after it has fulfilled its mission and demonstrated the feasibility of safely transferring such a vast naval force between oceans."

IN THEIR answers to the suit of the government the three coal railroads, of which George F. Baer is president, go into the great strike in the hard coal fields and its relation to the presidential campaign of 1900. It is declared that the agreements to advance the price of coal were brought about in 1900 by the violence and intimidation of the striking mine workers, by the failure of the United States government and state of Pennsylvania to enforce the law and protect the coal companies, and by the importunities of the late Marcus A. Hanna, who, it is alleged, was anxious to end the strike of the miners on account of the impending presidential election. The answer says that "shortly afterwards it was represented in

substance to the officials of this defendant and the representatives of other mining companies by one Marcus A. Hanna, acting as chairman of the republican national committee, in the then pending political campaign, for the election of candidates for president and vice president of the United States, that if the said strike should not be speedily settled by an advance in the wages of the workmen in and about the mines in the entire anthracite region, the strike would extend to the states of Ohio, Indiana and Illinois, and that the election of Mr. McKinley and Mr. Roosevelt would be thereby endangered." The answer declares that Mr. Hanna represented to the officials of the company that he was authorized to settle the strike through President Mitchell of the miners' union if the operators would agree to give their workmen a ten per cent increase in wages. It is set forth that the company did agree to advance the wages of its mine and colliery workmen ten per cent, and that the other principal mine owners who had been in conference with Mr. Hanna had agreed to the same concession. It is stated that "thereafter conferences were held between the officials or representatives of the principal mine operators who had theretofore offered the said advance in wages and the representatives of the principal mine operators who had to do so; that, as the result of the agreement of the operators, this defendant was obliged to and did agree with certain of the operators severally, with whom it had pre-existing contracts for the purchase of the coal to be produced by them respectively, and who were severally the tenants or lessees of this defendant, to enter into new contracts with such as should desire to do so, increasing the prices to be paid for the coal to be produced by them, respectively, and to be sold and delivered to this defendant." Continuing the answer avers that all the conferences between the operators and the contractors which resulted therefrom "were wholly brought about, compelled and forced upon this defendant by the turbulence, silence and intimidation aforesaid, by the failure of the government of the United States, and that of the commonwealth of Pennsylvania, to enforce the laws to protect this defendant and its workmen in the peaceful and lawful prosecution of their work, and by the importunities of the said Hanna in the supposed exigencies of the pending political campaign whereby this defendant was obliged, most unwillingly, to buy its peace and the peace and protection of its workmen, by the said advance in wages; and that the said conferences were in no way whatsoever, in the least degree, induced by the motives, nor the alleged unlawful result, so indefinitely alleged and set forth in the plaintiff's petition." It will be remembered that during the campaign of 1900 the democrats charged that the settlement of the coal strike was made for the purpose of saving the republican national ticket.

JAMES M. BARKER, a civil engineer who has spent some time in Panama, has written an interesting letter to the Evening Wisconsin published at Milwaukee. Mr. Barker says that, as is well known, the great trans-continental railways are opposed to an isthmian canal. He charges that Theodore P. Shonts, former head of the canal commission was favorable to the railroad interests and he says that a lock canal was recommended because it was impracticable. Mr. Barker says that Mr. Shonts persuaded Mr. Roosevelt that the lock canal was the better plan. He adds: "Chairman Shonts, now having accomplished the object which was intrusted to him by his associates in railroad affairs, asked to be relieved from his official position under Uncle Sam. It was granted. Soon after Shonts' departure, Secretary Taft was informed of what Shonts had been doing, and placing the authorities of Washington in an embarrassing canal dilemma. Whereupon the prominent railroad engineer in charge of the canal work, John F. Stevens, was relieved, and Colonel Gaethals of the United States army was put in full charge. It is probable that Colonel Gaethals knows nothing about the dilemma in which the government finds itself, nor about the secret influences of railroad interests operating on the work of the canal to put it beyond remedy before the next congress; therefore the 'request' for the \$8,000,000 to be expended for work during the present fiscal year in excess of the amount appropriated therefor. It was a bold and brazen scheme on the part of the railroad men to defeat the building of a practicable, or sea level canal, and goes to show the priceless value such a canal would be to the United States. It was boldness and skillful brains that blinded government authori-

ties in this canal coup d'etat. There is no privacy about what I have written on my part, because I know what I have been saying, but perhaps it would be well for you to use discretion in a news way until you have time to digest and assimilate it. Besides, who can tell what kind of factor this unfortunate thing will cut in politics? It can be kept covered up for a brief season at the best, but that will only make it more hideous before the people. My view of it is, that when the administration found out the crafty and conscienceless trick that had been played on it, it would have been better to have exposed it at once, and have met the results; but here comes in the dilemma, and Shonts knew very well the effect it would have, if he was found out, and the impulse would be to keep the matter covered from the public, and have it appear the lock canal was wholly the plan of the government—but this won't work now, because it is privately known in too many places how it is. I have been in Panama."

WILLIAM R. HEARST delivered the Labor Day address at Jamestown, and newspaper dispatches say that he was given an ovation by a crowd that numbered more than 50,000. In the course of his address he spoke of labor conditions in Colorado and said the feeling of class hatred which has developed in that state is a curse to the nation. He said in part: "Labor Day should rank with the Fourth of July as a characteristic American holiday. The Fourth of July commemorates the means by which we gained our independence as a nation, and Labor Day commemorates the means by which we have made our nation the most powerful, the most progressive, the most prosperous of any in the world. In this country labor is universal, and is universally honored and appreciated. In this country there is no working class, but every man worthy of the name is a working man. In this country the mechanics work, the farmers work, the clerks work, and even the millionaires. We have no aristocracy save that of intelligence and industry, and the proudest title of our successful millionaire is 'Captain of Industry.' I have no patience with the prejudices which exist between alleged classes when the classes themselves do not really exist. There is no reason for hostility between employer and employe, between capitalist and wage earner. Capital is but the accumulation of wealth. Wages are but the division of profits. Both employer and employe are entitled to their share of the profits, and as long as the division is just and equitable there is no occasion for conflicts. If the division is not just, it can always be made so by arbitration, and there is still no occasion for conflict. A condition of class hatred such as has developed in Colorado is a curse to this country. There should be no prejudice entertained by the capitalist toward the laborer and there should be no prejudice by the laborer toward the capitalist."

THE PLAN OF baggage inspection of returning tourists has recently been changed. The Omaha World-Herald says: "Under the old way the tourist was first fairly forced to commit perjury and then have his trunks ransacked to the very bottom. A revenue officer boarded the ship and the passenger was required to make an affidavit that he had no goods subject to revenue. Many passengers objected, saying they had never even read the tariff laws of the United States and did not know what articles were dutiable. But the oath was required, and this notwithstanding that the swearing did no good, since the search was made anyhow. Under the new system the passengers are given blanks soon after the voyage begins and they are requested to fill them out, giving a list of the goods they have with them. The inspector decides what are dutiable under the law. The inspection of baggage is hastily done and without annoyance. The first application of the new rules was made last Saturday, and the passengers were delighted with the change. There are rumors, however, that the tariff beneficiaries are going to make a protest. They fear that something dutiable might slip in under such lax inspection. A mechanic is allowed to bring the tools of his trade free. Recently a carpenter who came to Omaha had a chest of tools, in which were found two sets of saws. The tariff on the extra set was much more than he paid for the saws in England and he told the inspector to confiscate them."