

ready to sail for the other side. Army officers to the number of twenty-five or more, headed by the assistant secretary of war, were detailed to go upon those vessels so that they might personally lend aid wherever necessary when they reached the other side.

An arrangement was made with the bankers of this country whose clients were traveling in Europe with letters of credit from them to be cashed at their agencies in Europe, to transport some five millions of dollars in gold to be placed with their foreign correspondents to meet the drafts aforesaid. Some of this was not only money of banks, but of express companies which had issued travelers' checks payable in Europe.

With the same expedition was sent a million and a half of gold belonging to the government, so that if the situation then existing continued, there would be that sum in physical value present wherever needed in Europe to relieve the situation of the Americans there.

The friends in America of those marooned in Europe were naturally so apprehensive about the financial condition of the latter that they began depositing money in the state department almost immediately, with requests that it be transferred in some way. More than \$315,000 in actual currency was taken in by the state department within the first three days, and almost half a million of dollars was taken in during the first week. The treasury department, as soon as it was possible to do so, established a system by which deposits could be made directly with it of sums to be transferred to the marooned Americans in Europe, and more than \$1,800,000 was thus deposited. To some extent this was accomplished by customary banking methods and in some instances extraordinary ways had to be devised. A credit of a half-million dollars was obtained at the Bank of England by sending that sum in gold by our treasury department to a designated English bank in Ottawa, Canada.

When it is realized that these deposits in the state and treasury departments ranged from a few dollars upwards, some idea will be given of the tremendous task involved in this work. Thousands of people deposited here for thousands of people upon the other side, and not only had there to be all of the banking transaction here involved in the deposit, but extraordinary means had to be taken to identify the payee, to ascertain as nearly as possible his whereabouts, and to determine the method of giving him the benefit of the money deposited here for him.

The "Tennessee" and the "North Carolina," the ships of the navy above alluded to, landed at Falmouth, England, and the money sent by the bankers was so disposed of that their correspondents in Europe immediately began cashing the drafts of the Americans through their accustomed agencies. The express companies likewise began paying travelers' checks. As soon as thousands of names could be cabled to Europe and distributed to the various consulates there, those for whom money had been deposited in the state department and in the treasury department began to receive the sums deposited for them. The officers, under the direction of the assistant secretary of war, who reached England on the navy ships, were immediately despatched to every capital in Europe with sufficient sums of money to take care of those Americans who could not otherwise be provided for, those who had exhausted their ready money and had no letters of credit or travelers' checks. So soon as conditions made it possible to do so, funds for similar uses were placed with each embassy and consul.

In the meantime, the ambassadors

and consuls were in constant communication with the government here, and were constantly giving information and receiving directions. As a result, order was brought out of chaos, it was ascertained where the Americans were, in which directions they could be moved, and where transportation would be available and when. Many trans-Atlantic transportation companies which the first week or so suspended sailings, resumed operations, among them the French liners and the lines running from England, and some of those from southern ports. In consequence, the problem then immediately pressing was to get the Americans from those countries where transportation to this country was not available, to ports where it was available. This work, of course, had to wait upon the re-adjustment of lines of interior transportation, which had been all taken up during the period of mobilization by the activities of the government itself. Just as soon as opportunity offered, the ambassadors and consuls began to arrange for this interior transportation. Since that time there has been a steady flow of Americans from all interior congested points in the continent to seaports, where it is a mere matter of a comparatively short time before they can secure transportation home. Wherever it was evident that there would not be a resumption of regular sailings sufficient to take care of the Americans, the consular agencies were directed to secure ships for this purpose. Up to the present time ten or more ships have been thus secured at places where the existing transportation facilities were insufficient and thousands of Americans will be brought back on these boats. Those who were able to pay for their accommodations did so; those who were not presently able, but who would be when they reached this country, had their passage money guaranteed by the government, and those who were actually destitute were taken care of by the government.

It is not, of course, suggested that under these extraordinary circumstances there were not unfortunate delays, mistakes made, and annoying and disconcerting incidents. A mere statement of the existing conditions carries with it the conclusion that this would be inevitable; but, on the other hand, a consideration of the existing conditions demonstrates that no provision was possible in this case; that the situation had to be accepted and dealt with as it was found and that all was done that could be done under the circumstances.

The situation is so greatly relieved at the present time that Americans anywhere upon the continent can, by applying to the nearest embassy or legation, get in touch with people in this country, can get money, if they need any, and can get transportation and passage home if they want it.

While it is realized that statistics are dry and uninteresting things, it illumines the situation to know that at least fifty thousand inquiries have been received at the state department concerning thirty thousand Americans in Europe. With respect to each one of these thirty thousand Americans in Europe there has had to be a separate card prepared and placed in a card index. Of these thirty thousand people, about ten thousand have been communicated with—that is, located in Europe and their condition ascertained, and the information conveyed to the inquirers. We were fortunate in being able to locate so many, because the Americans were constantly moving from place to place in their endeavor to reach a point of embarkation, and their friends and relatives here were able to give us only the vaguest sort

of a clue to their whereabouts. The forces available to the ambassadors and consuls for going out and hunting up Americans was extremely limited, since from the beginning their offices have been literally swamped by the work cast upon them by the war. They were not only burdened by the extraordinary conditions affecting American interests and American citizens abroad but were called upon to represent in the different capitals practically all other foreign nations who customarily have their representatives there. The military attaches and some forty or more officers attending foreign military exercises and schools were utilized in relief work in addition to those who accompanied the assistant secretary of war on the "Tennessee."

Hundreds of telegrams and letters are received each day, and as many replies sent out each day, in addition to which the telephone inquiries each day are practically innumerable. In each of the departments, the regular force has been kept at work after hours each day, until midnight many days, and almost always on Sundays; and in the state department it was necessary to employ forty-two temporary additional clerks in order to be able to handle this additional work.

Our most recent information is that there will be at least forty sailings from British ports within the next six weeks, and many from French, Holland, Italian and Spanish ports. At the time when it appeared that all the customary lines of steamers were to suspend sailing, the board set about providing transportation, to be prepared in this country and sent abroad for such Americans as could not obtain other means of transportation. The facts have been stated above about the available ships. It was thought best to utilize the army transports and the chartered coast-wise boats which had been utilized between Galveston and Vera Cruz. It was necessary, however, to greatly expand their passenger-carrying capacity and to alter it for the better to the extent that it was possible to do so. It will readily be realized that this was no easy task. Innumerable temporary sleeping compartments had to be built; an electric lighting system had to be extended throughout the boats; sanitary arrangements had to be installed, and cooking, serving and dining capacities had to be enlarged and practically made anew. Blankets, sheets, pillow-cases, pillows, napery, table furniture of all descriptions, all the enormous quantity and various characters of supplies had to be ordered and the ships equipped with them. These ships are now ready. Coal had to be provided for the outgoing and incoming trips, as they could not be coaled abroad, and the ships had to be manned and provided with attendants, physicians, matrons to care for the women and children, and men and officers to look after the comfort and safety of the passengers. If occasion requires and circumstances indicate where transportation is unavailable there transports will be immediately used for this purpose.

Our present information is that the ordinary avenues of travel from Great Britain and Europe have opened up to such an extent that it is only a matter of a few weeks until all our fellow-countrymen can return home. In the meantime, their friends can communicate with them and send money to them, and they can be assured of passage to a seaport and thence home. In cases where there is either temporary financial embarrassment or actual destitution, the government will deal therewith as the occasion requires. They are in no danger from the perils of war and by the use of com-

mon sense can obtain relief from all other consequences of the war. We feel sure that the unavoidable discomforts and inconveniences which they may have to suffer will be borne with the proper patience and courage which the occasion demands.

We do not feel that this statement should close without an expression of our profound gratitude to the different governments, all of which have shown our government and our people in their boundaries every possible courtesy and consideration, and have thereby aided and facilitated our labors.

NO PANICS UNDER NEW RESERVE ACT

I remember, and all of us remember, a time in this country when we had a real panic, not long ago, a republican panic which came after twelve years of uninterrupted republican rule when, on every hand was heard the crash of failing banks. So strong is the feeling of confidence inspired throughout the country by the democratic federal reserve law that not many days ago when a great bank in Chicago failed and a chain of affiliated smaller banks went down with it—it was a bank conducted by typical republican politicians for typical republican purposes—there was not a ripple on the surface, not one. In connection with the Claffin failure recently there comes to us the news that throughout the country from 3,000 to 5,000 banks held the paper of this concern, and there is no talk about a bank panic or any failing of securities throughout the country—so strong is the confidence in the present administration and in the fact that the federal reserve law will soon be in operation. If the fact that this law will soon be in operation has this effect we can understand what sort of a feeling of business security will prevail when it is in actual operation. On account of this great piece of constructive legislation bank panics belong now to a period that has gone forever. There will never be another bank panic. When the trust bills become laws there will never be another bank panic. When the trust bills become laws there will never be another period of serious business depression.—Hon. Henry T. Rainey, a member of Congress from Illinois.

WOMAN'S MEASURE OF HUMAN LIFE

"As property is the product of man, the child is the product of woman. As the work of men for centuries has been with things, that of woman has been with human life. We measure human life in different terms than men. Man measures human life in terms of production, while woman measures it by adding to production its cost. Woman is particularly interested in legislation that protects humanity. Humanity is not sufficiently protected in this country and when women are allowed to express themselves on equal terms with men our laws will assume a more ethical and more humanitarian tone."—Mrs. Scott Nearing, secretary Pennsylvania College Equal Suffrage League.

Stealing the Other Fellows' Thunder

Republican leaders show mighty poor understanding of the temper of the American people—and of facts—when they give indications of belief that the route to a return to power is the crooked road called Calamity.—New York Herald.

The University of Chicago

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