

IN THE WORLD OF PROGRESS

So far as has yet appeared, no special fault of any railroad employe was responsible for the explosion of a car of dynamite at Harrisburg last week, with the consequent terrible loss of life among the passengers of a passing express train. And yet in a broad sense the railroad company was to blame because of the very presence of a car load of dynamite in a freight train at that time and place. While in a still broader sense, it is not the railroad company that is to blame so much as the laws of the nation which permit shipments of this character to be made without adequate regulation. Senator Elkins, when traveling in Germany a year or two ago, observed the extreme care with which explosives were handled on the railroads there, and in his journeys in this country he has several times been in dangerous propinquity to car loads of dynamite. Putting two and two together, he introduced a bill in congress last winter regulating the transportation of explosives, but the powder manufacturers and some of the railroads objected, and the bill slumbered in committee. The Harrisburg accident should furnish the momentum that seems usually to be needed under our established system of legislation for the enactment of a good law. Some of the suggestions that have been made are that all dynamite and other explosives should be specially packed under prescribed rules; that the cars in which they are carried should be prominently labeled; that these cars should have floors set with steel rails to prevent crushing; that the cars should be carried only at the rear of short trains, or, better still, as special trains of single cars, and that the greatest care should be taken to have the cars detached on sidings when other trains are passing.

The Illinois freight rates which are now being considered anew by the state board of railroad and warehouse commissioners serve to call attention once more to the arbitrary manner in which freight rates are fixed. Railroad officials talk about their "scientific" tariffs, but nothing is plainer than that while there is much method in those tariffs there is very little principle. The Illinois distance tariffs, as fixed by the commission, average, we are told, 45 per cent higher than the scale of rates now in effect in Central Freight Association territory. We find, therefore, such curiosities as the rates to Mattoon. From Detroit, a distance of 345 miles, the rate is 43 cents, while from Chicago, 172 miles, it is 47 cents. Many similar instances are given. Chicago shippers, as a result, suffer under a serious discrimination, which is essentially arbitrary in its nature. They want the state board to revise its former distance tariff to suit present needs. Moreover, another kind of arbitrary discrimination is well illustrated in this case. The Illinois Manufacturers' Association is in favor of the maintenance of the present rates. The reason is that the manufacturers of the state enjoy low commodity tariffs on supplies and materials, such as lumber and coal, which more than offset, as far as they are concerned, the distance discriminations. They fear that if the distance discrimination is removed their special privileges on the other line will be taken away from them by the railroads. The discrimination here is between commodity and commodity.

It was announced on May 10 that Count Cassini, the Russian ambassador to the United States, was to be "promoted" to Madrid, and would be succeeded at Washington by Baron Rosen, who was minister at Tokio until diplomacy at that capital became superfluous. Baron Rosen is understood to represent the party in Russian that wished to keep the peace with Japan, and Count Cassini is classed with the war party. The change appears, therefore, to have a certain significance from the point of view of Russian politics.

The rivalry among the various cities that have been contending for the body of Paul Jones

has been ended by the decision of President Roosevelt in favor of Annapolis, where the tomb of the greatest hero of our infant navy will be a source of inspiration to future generations of midshipmen. Rear Admiral Sigsbee has been ordered to go to France for the body, with a squadron consisting of the flagship Brooklyn and the cruisers Chattanooga, Tacoma and Galveston. Admiral Sigsbee is to sail on June 20, and the progress of his squadron will be an event calculated to silence those critics who say that there must have been something shady in the career of Paul Jones or the American government and people would not have treated him with such persistent neglect.

General G. W. Davis, the retiring governor of the Panama canal zone, and his two daughters arrived a few days ago on the steamer Allianca from Colon. General Davis had been suffering with malarial fever, but he declined to leave the canal zone pending the arrival of his successor, Governor Magoon, until formally ordered to do so by Secretary Taft. General Davis said that he had received great benefit from the sea voyage and that the malaria had practically disappeared. He talked freely about present conditions on the isthmus. He said that the accounts of sickness there during the past year had been greatly exaggerated, and added: "I can safely predict that by the end of July, when the water and sewerage systems have been installed, there will not be a case of yellow fever on the isthmus. I also believe that within a month Panama will see its last case of yellow fever. The people of Colon are now satisfied with the American occupation." General Davis admitted that a large number of canal commission employes had returned, but said they had acted without waiting to investigate the true conditions on the isthmus. The Allianca also brought about twenty-five employes of the canal commission. Some of them had been on the isthmus eight months and were returning home in the regular order, while others left the canal zone because of the health conditions there. The Allianca was detained at the quarantine station while her passengers and crew were examined by the health authorities. Two of the crew were removed to a detention hospital for further observation.

A peculiar feature of trade unionism which has come to light in connection with the recent agitation in North Carolina for a law forbidding the employment of child labor is the adoption by several unions in Charlotte of children who had previously been compelled to work in the cotton mills of that city, says the Journal of Economics. The first to take action in the matter was the Typographical Union, which in July, 1902, authorized its secretary to find the most deserving child and to place her name on the pay roll of the union. After some investigation he selected a girl of 9 years of age, who was then working from daylight till dark at \$2.30 a fortnight. This child was the breadwinner of a family consisting of herself, an invalid mother and a brother too young to work. For some time the union continued to pay her an allowance equal to her former wages, with the understanding that she was to go to school instead of to the mill. Her spare time was to be devoted to recreation. Besides the allowance paid by the union, the members supplied her with books and clothing bought by voluntary contributions. The printers were so well pleased with the result of their experiment that her allowance was increased from time to time until, according to the latest account, she was receiving \$4 a fortnight. Several other unions soon followed the example of the printers, but none seem to have chosen more wisely the object of their altruism. In no case does the girl thus adopted appear to be the daughter of a deceased member of the union or to have a special claim of any sort upon it. In one instance the child has two sisters who work in the mills, but are not members of any union. The

method of caring for the children is the same with all the unions. They continue to live at home and receive an allowance which is at least equal to their former wages. In most cases the children are expected to go to school, and in any event they are not allowed to continue their work in the mills.

"With the opening of the Flathead Indian Reservation in Montana to settlement the coming summer the last large band of buffaloes in the United States will be scattered to the four winds or else removed to the Blackfeet Reservation further north, or into the Milk River country of the Canadian provinces." This is the statement made by Howard Eaton of Wyoming, who is interested in the largest herd of buffaloes in the world, mostly belonging to Michael Pablo, who has a herd of about 350 on the Flathead reservation, according to the Helena Independent. "The Pablo herd is the largest in existence," said Mr. Eaton. "and comprises one-third of all the buffaloes in the world. A few years ago, when 'Buffalo' Jones went broke on a big irrigating scheme, he sold his bunch, which was then in Kansas, to Pablo and Allard, making the largest herd of pure bloods now in the world, and carrying the strains of the old herds of Texas, Indian Territory, Western and Northern Montana, North Dakota and Manitoba. Jones built the ditch all right, but he got no water, so that his venture was a disastrous failure. When I afterward purchased the Allard interests there were 400 in the herd, and I secured four-fifths of the Allard holdings. I have been gradually selling them off, and this year I expect to dispose of nearly all of these." During the last summer Mr. Eaton accompanied Count Ernest Bernstorff and his son Arthur on an extended hunting trip through the Flathead country, and as the count wanted to secure a pair of buffalo heads to take to his home at Oueden, Schoenfeld, near Wiesbaden, Germany, Mr. Eaton sold him two buffaloes from his bunch on the reservation, and the count and his son had the pleasure of stalking them for a day or two before they got a good chance to shoot them, even at long range.

Between the two extremes, opposites to all expansion, on the one hand, and a love of conquest and excitement, on the other, stand most of the able statesmen of our day. If political leaders want a forward movement in a particular direction it is likely to be for some purpose not unrelated to the country's ordinary desires. Japan apparently understands very well what new territory is useful to her and will not try for any other. English imperialism, what there is of it, is nowadays far from the imperialism of 1775. It is led by reason. It is one thing in Canada, another in Thibet, but everywhere it endeavors to get along with no more arrogance or despotism than the conditions force. Russia more than any other country is genuinely divided about all the questions roughly grouped under the heading of imperialism, but Mr. Witte and Baron Rosen probably represent more of the nation than Count Cassini and the grand dukes. Germany, as represented by her kaiser, is the most expressive of mere old-time military assertion and aggression, but even in William reason guides. He knows that Germany needs expansion almost anywhere, and he also knows enough to keep his mailed fist from hitting anybody.—Collier's.

The women of Japan are no less ambitious than their husbands and brothers, and during the last month the movement for women's suffrage has grown very strong in the island empire.

THE EDITOR WISHES TO DOUBLE THE CIRCULATION OF THE INDEPENDENT BY AUGUST 1. IF EVERY OLD SUBSCRIBER WILL GET ONE NEW SUBSCRIBER THE WORK WILL BE ACCOMPLISHED. WILL YOU DO YOUR PART?