

not quite so—not in the anthracite mines. Inroads into low-grade labor can be made up after a fashion—if, indeed, we are not pretty rapidly coming to an end of our visible supply of such labor. But it cannot be done consistently with maximum production, and nothing short of maximum production will meet even the current demand for anthracite. It is an extremely disquieting observation that although normally there are at this time of year hundreds of thousands of tons in surface storage here and there in the anthracite district, there is to-day not a pound in sight. One comes away with the certainty that there must be some coördinate blanket policy fixed to abate the ruinous competition between Mr. Garfield and General Crowder in the anthracite labor market. This article has no policy to suggest; the zealous stupidity of eager amateurs is already a terrible burden for the country to carry, and we have no notion of adding our contribution to it. Some advocate an out-and-out conscription of labor in uniform, mildly administered, in order to do away with the social disabilities attaching to the “slack-er,” and some urge that coal-mining be declared an essential industry—pointing out that gold-mining has been so declared—and that a general exemption be extended. These propositions need not be discussed; they show their merits and demerits on their face. There remains the fact, however, which one sees to be open and notorious the moment one sets foot in the anthracite district, that if some accommodation is not effected, and effected at once, the domestic consumer’s future looks very dark. One might perhaps suggest to President Wilson that the function of coördination in this case is properly his, and that he could accomplish it with a very slight outlay of time and energy. It is certain, at least, that the matter can no longer be left in the feeble hands of the Fuel Administration, nor is there any conceivable reason why it should be. A blind man could not play a hose ten minutes any noonday in front of the Scranton Club without drenching a dozen better executives than Mr. Garfield; and there are seasoned old operators in any number—Mr. May, Mr. Ingalls, Mr. Dorrance, for example—who are able to give the country the same order of service that Mr. Schwab has managed to provide in a like emergency. The indications, as the doctors say, are for a thorough reorganization of the Fuel Administration on the lines taken with the Shipping Board; the condition is quite as critical and the time quite as short.

The statistics of the situation are these: There is not so much labor in the anthracite district to-day as there was in 1914. The rate of depletion is shown by comparing the number employed in 1916 (177,000) with the number employed in 1917 (153,534). In 1917 the mine-workers’ day was eight hours, while before the war and up to 1915 they worked nine hours, sometimes ten. The effect on production of the shortening of hours must be reckoned in with the effect of the labor shortage. The anthracite coal shipments from the district in 1917 came to a little under eighty million tons; but one-quarter of that was washery coal, dug out of culm-banks with a steam-shovel. Allowing for the heavy adulteration with incombustible material, the output of mined coal came to about forty-seven million tons last year—a falling off from the production of previous years.

The Fuel Administration urges various economies—and no one deprecates economy. In point of economy, however, the domestic consumers, especially among the poor—and the poor are in the great majority—have for many years been making a virtue of necessity. The fact that anthracite bears a

monopoly price has effectively schooled them in the admirable virtue that Mr. Garfield recommends. But with all due regard for economy, and cordial approval of most of Mr. Garfield’s specific recommendations, it must be observed that he is at the same time permitting a depletion of unreplaceable labor to go on, without apparent care or protest. As long as this is so, the Fuel Administration’s panegyrics on economy and dismal forebodings for next winter must inevitably lose a great deal of their force. Moreover, as long as this is so, it seems idle to discuss the other elements of the problem—transportation, storage, distribution, the possible demands of labor unions, and so on. Until coal is brought to the surface, it can be neither stored nor transported. It cannot be brought to the surface in sufficient quantities to fill an enormously increased demand as long as this depletion of skilled and semi-skilled labor is permitted to continue; and this depletion cannot be expected to stop until some kind of administrative arrangement is effected between the two branches of Government service that are now in collision. This collision was easy to foresee, easy to provide against; and the fact that it has been so long unforeseen or neglected is simply one more proof of Mr. Garfield’s lamentable unfitness to control the comfort and welfare of our people in the position he now occupies.

Great Britain and the Economic War

By WILLIAM MACDONALD

EVER since the publication of the resolutions of the Paris Conference regarding an economic “war after the war,” the question of the commercial and industrial relations between the Allied nations and the Central Powers after the peace has been increasingly discussed. In England, where the need for raw materials and shipping is joined to fear of “dumping” and “penetration,” the discussion of the subject has been particularly active. The “Memorandum on War Aims,” adopted by the Inter-Allied Labor and Socialist Conference in London on February 22, took strong ground against any kind of economic war, “either against one or other foreign nation or against all foreign nations,” as inevitably leading to reprisals; and further demanded that “the main lines of marine communication should be open without hindrance to vessels of all nations under the protection of a league of nations.” On the other hand, the “Memorandum” recognizes the right of each nation “to the defence of its own economic interests,” and, in view of a probable world shortage of food, raw materials, and shipping after the war, to “the conservation for its own people of a sufficiency of its own supplies of foodstuffs and raw materials.” The general policy, however, should be that of the open door, “without hostile discrimination against foreign countries.”

The Committee on Commercial and Industrial Policy after the War, appointed in July, 1916, under the chairmanship of Lord Balfour of Burleigh, made public last May, through the Ministry of Reconstruction, a report which goes further in its indication of necessary restrictions. Premising that British producers are entitled to protection against “dumping,” and that pivotal or “key” industries should be maintained “at all hazards and at any expense,” the Committee recommended that the prohibition of the importation of

goods of enemy origin be continued, subject to license in exceptional cases, for at least one year after the peace, and longer if such extension be deemed expedient; and, further, that Great Britain join with the Allies in a policy of joint control of the export of such materials as are essential to the restoration of their own industries. Imperial preference and improved trade relations with the Allies were also urged. The Committee were agreed, however, that any restrictive measures which might be adopted for the control of either home or foreign trade should be "kept within the narrowest limits." Protection to any industry, the Committee declared, whether by tariff duties or by other Government aid, "should be provided only for reasons of national safety, or on the general ground that no industry of real importance to our economic strength and well-being should be allowed to be weakened by foreign competition or brought to any extent under alien control."

There have been a good many indications, however, some of them antedating the publication of the foregoing report, that an influential section of British public opinion was inclining towards a much more drastic procedure. Four reports of departmental committees of the Board of Trade, published in England on June 13, and dealing respectively with the iron and steel, engineering, electrical, and textile trades, carry far-reaching proposals for the exclusion of German competition after the war. The committee on the iron and steel trades recommend that, in order to restore the trade to "something like its old position," the importation of iron and steel manufactured products from present enemy countries be prohibited "during the period of reconstruction," and that no raw materials be sent to present enemy countries from any of the British Dominions. They further recommend a prohibition upon the carriage by British vessels of raw materials or manufactured iron or steel from neutral to present enemy ports, or to neutral countries for eventual dispatch to enemy countries; and they suggest that "careful consideration" be given to the question of allowing enemy ships to carry goods to or from England or to coal at any British coaling stations.

The other three reports are of similar tenor. The committee on the engineering trades would prohibit the importation of enemy engineering products, except under license, for at least one year, "and longer if expedient." The committee on the electrical trades would have the period of prohibition three years, "subject to licensed importation after twelve months"; with the further provision that goods produced in foreign countries by concerns controlled by enemy capital "or under enemy direction" should be treated as enemy products. The committee on the textile trades recommends the prohibition of enemy textile products for at least a year, imports from Germany and Austria-Hungary to be subjected afterwards, "for such a period as may be determined by considerations of national policy," to a special tariff.

It has remained for the Board of Trade committee on shipping and shipbuilding after the war to cap this structure of discrimination and prohibition by proposing the wholesale confiscation of enemy ships. The report, which bears date of March of the present year, but which was not made public until later, is reprinted in this country by the *Nautical Gazette* in its issue of July 20. "It is of the utmost importance," the report lays down, "that as large a proportion as possible of the world shipping engaged in trade should be under the British flag at an early date after

the war." The committee consider that "no peace would be satisfactory which did not enforce the surrender of enemy shipping and inflict drastic and exemplary punishment for the enemy's crimes at sea." They accordingly make the following recommendations:

(1) Enemy countries should be required as a condition of peace:

(a) To surrender to the Allies all their merchant shipping whether in enemy ports at the close of hostilities or in ports of countries still neutral.

(b) To forfeit all ships laid up since the outbreak of hostilities in ports of countries that have become involved in war or have broken off diplomatic relations with them; and

(c) To restore to the Allies all Allied shipping that may have come into their possession since the outbreak of hostilities.

(3) As and when demobilization is completed, all enemy vessels not already sold should be sold by auction in the various countries, the proceeds of the sales to be treated as part of the common war indemnity paid by the enemy countries.

(4) Provided such an arrangement is possible, we think that a scheme of distribution which would secure the allocation of enemy tonnage among the Allies in some rough proportion to the losses sustained by individual Allied countries would offer many advantages. Otherwise, the enemy vessels should be sold by auction in the various countries to the highest bidder, so long as he is of Allied nationality and is able to furnish satisfactory proof that he is acting on behalf of Allied interests.

(5) Neutrals and enemies should not be admitted to purchase, and a condition should be attached to the sales to prevent the re-transfer of vessels to enemy interests or interests controlled by the enemy for such period as restrictions may be imposed on enemy ships, shipping, and trade in general.

The committee further recommended that, in case Great Britain and all the Allies, including the United States, "as part of a larger economic policy directed against the enemy countries during the early reconstruction period," are prepared to do so, the building of ships in the Empire for enemy owners, and the transfer of vessels to enemy flags, should also be prohibited for such period as may be agreed upon. In that event, the Allies should be "prepared to exert pressure on neutrals to the same end."

The significance of such a programme is not easily overestimated. Its meaning is clear. What the recommendations of the Board of Trade committees look forward to is the virtual annihilation of German shipping after the war and the consequent crippling, to a very large extent, of German foreign trade. The fact that the prohibitions mentioned apply only to the "early reconstruction period" is not an important palliative, for that period itself is of wholly indeterminate length. However long or short the process of reconstruction, the injury, so far as Germany is concerned, will have been done. Nor is this all. Neutral countries, notwithstanding that they, too, have suffered heavily at the hands of Germany in the matter of ships and trade, at the same time that they have had to put up with onerous restrictions imposed by the Allies and the United States, are also to be discriminated against.

The report of a committee is not, of course, the same thing as the action of a Government. What action the British Government will take in regard to the matters dealt with in these various reports remains to be seen. That the Board of Trade committee on shipping hopes that its labors will not have been in vain is implied in one of its concluding observations, that "an announcement by the Government that it accepts as sound the principles outlined in this report

would do much to dispel the uncertainty from which the industries are suffering." One turns with interest, not to say concern, to President Wilson's message to Congress on December 4:

You catch, with me, the voices of humanity that are in the air. . . . They insist that the war shall not end in vindictive action of any kind; that no nations or peoples shall be robbed or punished because the irresponsible rulers of a single country have themselves done deep and abominable wrongs. . . . The wrongs, the very deep wrongs, committed in this war will have to be righted. That of course. But they cannot and must not be righted by the commission of similar wrongs against Germany and the Allies.

These are the sweeping words of the head of a great nation without whose aid the British Isles might to-day have been another Belgium. The framers of the reports which have been cited must be assumed to have understood their import and given it due weight. One cannot but ask whether the leaders of British industry and commerce, in advocating an after-the-war policy towards Germany which is opposed to the spirit of everything that President Wilson has ever said, seriously contemplate a break with the United States on this essential point; or whether, now that the ultimate defeat of Germany seems nearer than it did in December last, they fancy that the President will yield to the demands of "business" or the lure of economic greed. The emphatic repudiation by Mr. Lloyd George's Government of the shipping proposals of the Board of Trade would be a welcome answer to the first of these questions. The second, we suspect, Mr. Wilson has abundant courage to answer for himself.

Lindens

By ARCHIBALD MACMECHAN

DURING the first week of August, the quiet streets of the old seaport are filled with warm clinging fog, which makes them ghostly gray even in daylight. With the hush and grayness comes a rich outpouring of perfume which seems to be part of the sea fog. But the source is the many lindens, shading streets that need no shade; for this is the week of the linden, and each stately tree has turned itself into a gigantic bridal bouquet. Marcel Prévost holds that the scent of the linden is the very essence of love.

Spring is the time for blossom, August for fruitage; but this eccentric tree postpones blooming till past midsummer, and then floods the air with ambrosial perfume in a second spring. On the stem of the broad heart-shaped leaf, it puts forth a narrow, weak looking secondary leaf, called by botanists a bract; and from the mid-rib springs a stem bearing light yellow flowers in knots of three. The tree is full foliaged, and the countless blooms show tallow-colored against the massive green. Now it is beloved of the bees, and the evening moths, and becomes "a summer home of murmurous wings." There is nothing sweeter on the tongue than linden, or basswood, honey.

The blossoms droop and die; the entrancing perfume no longer takes the sense prisoner; and by mid-September the place of each cluster of yellow flowers has been taken by three hard, round, grayish nuts, each containing one or two seeds. The beautiful tree is eager to reproduce itself and to protect its countless seeds from injury. Another marvel follows. The bract withers and turns pale. Gravitation and

the autumn winds take hold of it and detach it before the parent leaf is ripe. The weight of the seed-nuts, or capsules, turns the bract upside down, and it becomes a little airplane. If let drop, it volplanes down to earth; but the spiral motion sustains it long enough in the air, if the wind is blowing, to carry it beyond the immediate area overspread by the branches. So it is carried away to make possible forests of lindens. Old-fashioned people would say—Design; but we know better. The tree makes itself, of course.

The Romans knew the linden as *tilia*. Virgil makes it a feature of the little steading he "remembered to have seen" under the lofty towers of Spartan-built Tarentum. He says nothing of its perfume; but he knew the bees fed on it, and the mention of honey just before is significant. He also tells that the yoke for the plough was made from the light linden; it is easily hollowed with the sharp iron. The North American Indians also discovered the character of this easily worked, almost grainless, wood. At Hiawatha's wedding all the bowls were made of basswood, white and polished very smoothly.

Basswood is the universal name in America for this marvellous tree. Basswood is simply "bast-wood," the tree that furnishes "bast," the fibrous inner bark, from which primitive man made him mats, cordage, and fishing nets. Here it is named—who knows why?—from its utilitarian value, and there is a break with its historic and poetic past. For "linden" seems a foreign affectation, bookish, literary. Few reading

The old house by the lindens
Stood open in the shade

connect the shade trees with the basswood of popular speech. "Line," "lime," "linden," are "all one reckonings, save the phrase is a little variations," as Captain Fluellen would say. "Linden" seems to mean wood of the "line" which grew on Prospero's island and held the snares of gay clothing for Caliban and his fellow-conspirators. "Lime" is a mispronunciation of "line," it appears. "And all around the large lime feathers low," sings Tennyson. Matthew Arnold knows its time of blooming.

And air-swept lindens yield
Their scent, and rustle down their perfumed showers
Of bloom on the bent grass where I am laid
And bower me from the August sun with shade.

Seldom has poet had a more poetic lair. English literature, however, has small space for the linden.

On the other hand, the Germans are particularly fond of it. Folk poetry would be poorer without the linden tree and ale-house beneath it, and the *Lindenwirthin, jung und schlank*, as in the roguish, provocative song. Then there is Schubert's *Lindenblütthe*. It reaches far back into the past. Siegfried bathed under the linden tree and became invulnerable like Achilles, except for the fatal spot between his shoulders on which the linden leaf fluttered down and through which fierce Hagen of the rapid glances stabbed him to death. Linden was a synonym for shield in old English poetry. German scholars think it was a wooden shield overlaid with "bast." The word is found in the "Battle of Maldon" and "Beowulf." It has, therefore, a most respectable antiquity, though even Kluge, that word-wise man, did not know its origin. The plain American basswood is lawful heir to all the history and romance of the linden, but on account of this unfortunate change of name can never enter into its inheritance.