

International

CHIEFS OF THE "BIG FOUR" AT WASHINGTON

Left to right: L. E. Sheppard, head of the Order of Railroad Conductors; W. S. Stone, President of the Brotherhood of Locomotive Engineers; D. B. Robertson, head of the Brotherhood of Locomotive Firemen; W. N. Doak, head of the Order of Railroad Trainmen

spondent of a New York paper asks why no adequate measures have been taken and intimates that it is because the local officials have been intimidated by the "Red element." It is true that the local authorities have shown little disposition to deal with the matter bravely and thoroughly. We are glad to note now that a special Grand Jury is to be impaneled to consider the case.

Other indications show that Illinois outside of Herrin is seriously disturbed and active in the matter. One despatch from Chicago states that a private fund of from \$25,000 to \$100,000 is to be raised to enable the Attorney-General to extend his investigations and press prosecution. The Illinois Chamber of Commerce is vigorously pushing this plan, and its president has received a letter from President Harding in which he expresses his gratification of this evidence that there is "a conscience in Illinois which will not tolerate such a disgraceful thing."

Under the present limitations of law and Constitution the Federal Government has no power to move, the sole authority lying with the State authorities because the crime was committed within its limits. We have referred elsewhere to President Harding's request to Congress to remedy this state of things.

ARE THE RAILWAYS SAFE?

RAILWAY employees engaged directly in the transportation of passengers and freight claim that cars and locomotives during the period of the shopmen's strike have fallen into such a state of neglect and disrepair as to render many

of them unfit for use and, in some instances, unsafe for operation.

On the basis of this and other professed fears, transportation employees here and there have temporarily abandoned their duties. An extreme instance was the abandonment of transcontinental passenger trains on the Pacific coast, to which we referred last week. Deserted by the crews, the passengers, including the aged and infirm, were left

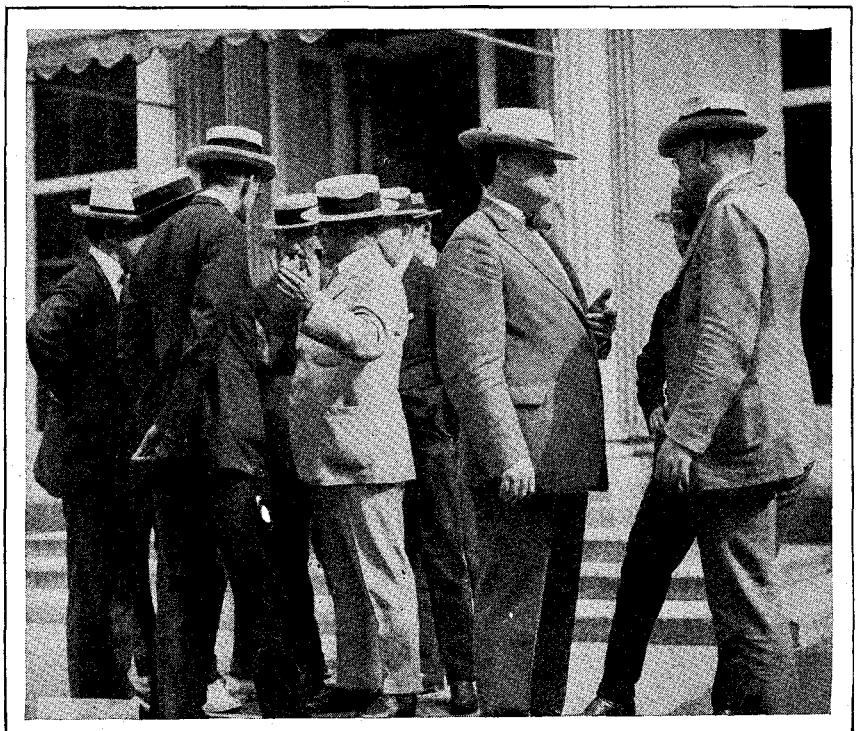
for several days and nights to the mercies of the desert in midsummer.

In a letter to the President the Chairman of the Inter-State Commerce Commission pointed out that the Commission is charged with the enforcement of laws governing the safety of rolling stock; and the President, in a reply which received general commendation, urged that there be no modification of vigilance in enforcing these safeguards thrown around the traveling public.

The man or woman who takes passage on a train is entitled to every assurance of safety that human ingenuity can devise. It is as much the railways' duty to safeguard passengers as it is to carry them to their destination. A carrier is required by law to keep its equipment in safe and workable condition at all times. This prime requirement of every-day operation is enhanced during periods of industrial upheaval. Safeguards should be increased, not diminished.

The present condition of rolling stock, whatever it may be, is not wholly the result of the strike of the Federated Shop Crafts, which began on July 1. What were the railways doing to bring their equipment to required standards of safety prior to the shopmen's strike? Have cars and locomotives one hundred per cent safe on June 30 deteriorated so rapidly as to become unfit for use two months later?

On the whole, we think not. Some of the claims of the employees may be justified, but, all in all, their recent sound-



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AN INFORMAL CONFERENCE ON THE COAL STRIKE

John L. Lewis, President of the United Mine Workers, is shown at the right talking to two newspaper men; James J. Davis, Secretary of Labor, is at the left, with hand extended, engaged in earnest conversation with a larger group of newspaper reporters

ing of alarms savors somewhat of propaganda. It would be but natural for the strikers to court public support in this manner in their desire to end the strike. It seems, however, to have been overdone. The railways still load almost capacity freight, except for coal.

But where in the scale of requirements did rolling stock stand when the shopmen's strike was called?

All told, there are 2,258,000 cars in the ownership of Class I railways. Of that total more than fifteen per cent, or upwards of 342,000, were in bad order July 15. The figure is about the same as that of July 1. These railways operate 64,000 locomotives. More than 15,000 were in bad order July 15. One locomotive out of every five owned by the chief carriers of the country was laid up for heavy repairs. One out of every twenty was laid up for light repairs. The figures are those of the railways themselves.

That was the situation June 30, in substance, for two weeks made little change in the numbers. It has been the average situation for two years past, the carriers' reports reveal. The situation was worst in July, 1921, and had been growing progressively better till the strike was called. The railways were not wholly to blame for this sad state of affairs. They have not even yet fully emerged from the demoralization of Federal control. The business depression also depressed equipment repairing. But with the coming of the business revival the railways had started to put their house in order—a task interrupted by the strike.

The interruption should be but a temporary one. The figures are far higher than they should be. When working conditions become normal again, as they surely will, it should be the carriers' first duty to take their broken equipment out of the shop and put it, in safe running order, on the rails.

A BAD TURK

ENVER PASHA was the last to die a violent death of the triumvirate that misruled Turkey, and that ordered or allowed the slaughter and starvation of hundreds of thousands of Armenians and affronted the sentiment of the world. Talaat, who brutally defended the massacres, was assassinated by an Armenian; Djemal was slain a few weeks ago; now Enver has been killed in Bokhara by the Bolsheviks, whom he first supported and then betrayed. He was the strongest of the trio intellectually, but his violent temper and his insatiable personal ambition pushed him always into situations where revenge and hostility encompassed him.

Enver had the evil pre-eminence of being the man who forced Turkey into the arms of Germany. He even made a



Ewing Galloway

SIGNING THE AGREEMENT THAT HAS VIRTUALLY ENDED THE STRIKE IN A PART OF THE BITUMINOUS COAL FIELD

T. K. Maher, Chairman of the Inter-State Scale Conference, representing the operators, is at the left; John L. Lewis, President of the United Mine Workers, at the right

secret alliance with Germany months before his purpose was known in his own country and took measures hostile to the Allies while Turkey was nominally neutral. His military activities (apart from the defense of the Dardanelles, which was largely planned and carried out by German experts) were vacillating and ineffective. Since the war he had been a wanderer and a schemer; he plotted to become monarch of the Kurds, nominally aided the Soviets in the Caucasus region, and finally took arms against them.

There was a time when Europe thought it saw in Enver Pasha the leader of a rejuvenated and reformed Turkey. But the Young Turks' régime was as oppressive and as far removed from ideas of self-government as the Sultanate it overthrew. It ruled by force and ignored what laws were supposed to exist. After the close of the war, Enver was outlawed at Constantinople, was declared the author and instigator of many crimes, and condemned to death, if caught.

Enver's career was devoid of patriotism; principles he had none. He fought for his own hand, and died the death of a turbulent disturber of the peace.

"THE MOTHER OF CONTINENTS"

AN article in "Asia" by the distinguished scientist Dr. Henry F. Osborn, who is at the head of the American Museum of Natural History, has as its title "The Mother of Continents." It relates to recent discoveries by an expedition under the leadership of Mr. Roy Chapman Andrews for the Museum in Mongolia. There in distant and barren

tracts have been found large deposits of prehistoric remains.

The interest and importance of this find is not in the fossilized remains themselves, but in the deduction drawn from the quarter of the globe where they have been uncovered. One of the great problems of science has been that of the course and movement of mammalian life over the globe. The two great beds of prehistoric deposits heretofore known are widely separated—one in Europe, the other in our Rocky Mountains. Now Dr. Osborn has long argued *a priori* that the progress of the extinct, big mammalian life could not have been from one of these regions to the other, for if so there would be evidence of a spread of that life from the Rockies east and from Europe west. The only other logical alternative would be that the original region of full development before dispersal must have existed at some point on the other side of the globe, west of the Rocky Mountain center and east of that in Europe. That would be somewhere in Asia. It was partly to seek such a center that this expedition was sent out.

The discovery lately made precisely answers the requirement of Dr. Osborn's hypothesis, and verifies the theory that from Mongolia the emigration of the great mammals started east and west, reached the centers already known, and thereabouts died out by dispersal. Dr. Osborn comments:

This discovery gives the answer to one of the four great questions which the expedition sought to solve: namely, whether ancient Asia is the mother of the life of Europe to the far west, of North America to the