

strike had been called. The first day the men were practically one hundred per cent on strike, including the various butcher trades as well as the drivers and chauffeurs, and of course production and deliveries were practically nil. The next day, however, there were a good many cattle and sheep killed, and each succeeding day shows an increased production until at the present time production is again about normal and deliveries are absolutely up to ordinary times.

The various plants have replaced the men who walked out, not with so-called "strike breakers," but every man they have employed has been given to understand that he has a permanent place unless his work is unsatisfactory. They have also required the usual bond from

each new employee, and from now on they are going to operate on an "open shop" basis; not, however, to the exclusion of the members of the union who make application for reinstatement and are accepted. In other words, their "open shop" will not be a "closed shop" to a union card.

The packers now intend to deal with their employees directly, through the medium of shop councils composed of delegates elected by the workmen themselves and appointed representatives of the management, and they will not deal with any union or other set of men through the employers' association.

It can be easily understood why the industry has got along so well, with the entire absence of trouble between the workers and the management for the

past fifteen years, when one has been with Mr. Noyes but a short time. He is a representative of the employers, to be sure, but he has the interest and welfare of the worker at heart. And likewise he admits John Kennedy to be a tolerant, fair-dealing, straightforward leader, a real executive, and not a radical type of labor leader by any means.

The men struck in sympathy with the Chicago workers, and now the packers refuse to allow them to return except on the merits of their individual cases, which will be given every legitimate consideration upon application by the individual workers. The packers are getting all the help they need, turning away at the doors of single plants as many as fifty or one hundred applicants a day.

THE KITCHENER-BETRAYAL MYTH

BY MAJOR-GENERAL SIR GEORGE ASTON, K.C.B.

ON June 5, 1916, Lord Kitchener arrived at Thurso, crossed to Scapa Flow in the destroyer Oak, and lunched with Lord Jellicoe on board the Iron Duke. He had fixed upon three weeks as the maximum limit of his absence from the hub of affairs in Whitehall, and he consulted Lord Jellicoe several times upon the question of the shortest possible time in which he could make the passage to Archangel in the Hampshire. He was most anxious not to lose a moment on the sea trip.

The responsibility for the route to be followed by the Hampshire from the Scapa anchorage rested upon Lord Jellicoe. The intention was that she should take the route passing up the eastern coast of the Orkneys, using the channel which, as a routine measure, was ordinarily searched by mine-sweepers. Owing to the heavy sea caused by a northeasterly gale, mine-sweeping to the eastward of the Orkneys was out of the question on the day of the Hampshire's departure, and if that route were used escorting destroyers could not face the sea at high speed. If Lord Kitchener's wishes were to be met and all possible time saved, one of the westerly routes had therefore to be selected. There were two such routes, one passing close inshore up the west coast of the Orkneys and under their lee, the other farther to the westward, near Seele Skerry Lighthouse. The inshore route was selected, for the following adequate reasons.

The greatest risk to the Hampshire was considered to lie in the danger of her being torpedoed by a submarine, not in that of her striking a mine. It is true that mine-sweeping on both sides of the Orkneys had been impracticable for three or four days on account of the weather conditions, but it was considered to be practically impossible for this inshore route to have been mined by any

surface craft. The route was used by Fleet auxiliaries, and was under frequent observation both from them and from the shore. The period of darkness in those northern latitudes in June lasts for only about a couple of hours. Danger of the route having been mined by enemy submarines was considered to be very remote. They were believed to have confined their activities, up to this date, to the waters well to the southward of the Firth of Forth, on account of their short radius of action.

At 4 P.M. on June 5 Lord Kitchener went on board the Hampshire. She sailed at 5:30 P.M., escorted by two destroyers, with orders to proceed at 16 knots (speed being a valuable protection against being torpedoed by a submarine) and to send the destroyers back if they could not keep up owing to the sea. At about 7 P.M. the captain of the Hampshire sent the destroyers back, because they could not face the heavy seas. Between 7:30 and 7:45 P.M. the Hampshire struck a mine about one and one-half miles off shore, between the Brough of Birsay and Marwick Head. She sank, bows first, in fifteen minutes. There were only twelve survivors, who drifted ashore on a raft. By the time of the disaster the wind had shifted to north-northwest, and its force was fifty miles an hour, so that the course of the Hampshire had not, as was anticipated, taken her to leeward of the islands, and owing to the head sea she was only making 13½ knots, instead of the 16 ordered. Had there been such a lee, it seems probable that Lord Kitchener and a large proportion of the crew would have been saved by the escorting destroyers, by the Hampshire's boats, or by patrol craft which arrived at the scene of the disaster during the night.

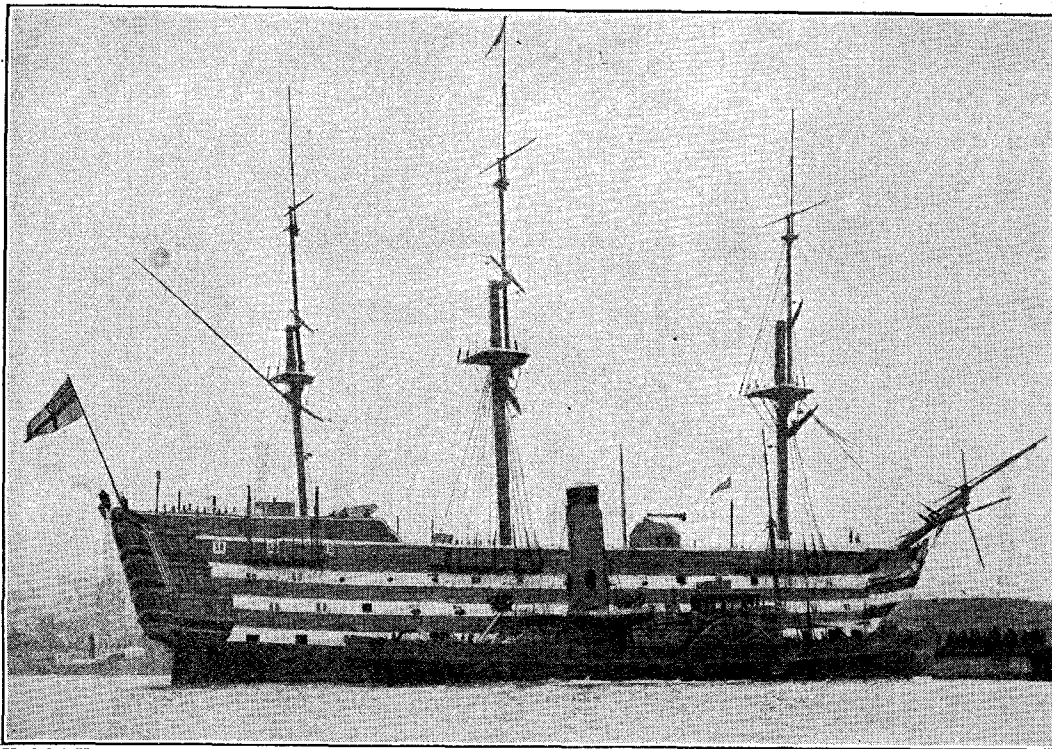
We now know, from the evidence of a German track chart, that the mine which sank the Hampshire was laid on

May 29 by the German submarine U-75, which appears to have left harbor on an ordinary mine-laying trip on May 24 or 25. So much for the facts, which have all been published, some of them by Lord Jellicoe in "The Grand Fleet 1914-16," some of them in the Admiralty blue book on Jutland.

Now for the myth about Lord Kitchener having lost his life in the Hampshire because his mission to Russia and the route which he would follow was betrayed to the German Government. To establish the truth of these allegations it would be necessary to prove that the German Government knew by May 24, 1916, that Lord Kitchener would proceed to Russia via Scapa Flow, that he would leave that anchorage by the western outlet, and that he would take the inshore channel. Not a particle of evidence has been produced in favor of any such contention. The female spy who was credited with having sent the news to Germany of Lord Kitchener's trip to Russia in the Hampshire was in prison from May 8, by which date Lord Kitchener's plans had not been formed. The track of U-75 shows that she laid no mines in the usual channel (to the eastward of the Orkneys) which the Hampshire would have been expected to use, and which it would have used if a strong wind had not been blowing from the northeast on June 5, seven days after the mines were laid. Apart from the loss of the Hampshire, in all human probability Lord Kitchener himself would have been saved if the strong northeasterly wind had not changed to a gale from the north-northwest between 5 and 7 P.M. on the evening of his departure.

The Kitchener-betrayal myth is unworthy of the attention of any being endowed with reason, or of repetition by any one equipped with a sense of ordinary decency.

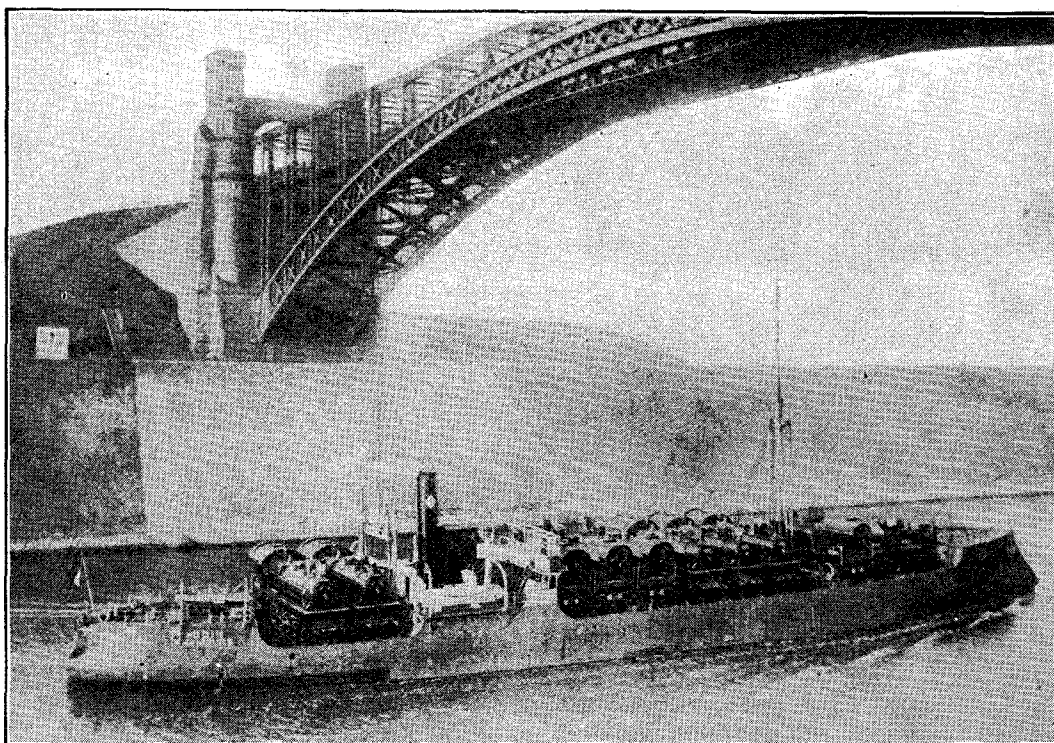
HONOR FOR CONQUERORS: WORK FOR CONQUERED



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NELSON'S FAMOUS FLAGSHIP, THE VICTORY

This celebrated ship-of-the-line has been removed from her moorings in Portsmouth Harbor to undergo extensive repairs in order that her preservation may be assured. Annually on Trafalgar Day she flies the historic message, "England expects every man to do his duty." It is said that henceforth she will be kept in dry-dock permanently



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THE GERMAN WARSHIP ODIN TURNED INTO A MERCHANT SHIP AND CARRYING A CARGO OF LOCOMOTIVES THROUGH THE KIEL CANAL