

of investors that the policy initiated by Mr. Root should be carried on. "Investors who buy foreign loans," says Mr. Morrow, "are in a position to appreciate what a fruitless remedy for breach of contract war is. . . . Is there any one who thinks that if a man owes him money and cannot pay it, there is profit in going out and killing the debtor?" And in conclusion Mr. Morrow says:

In the overwhelming majority of business transactions, we rely upon the ability and the willingness of the debtor to pay. On no other principle could modern business be conducted.

There is no international sheriff. But there still remains our reliance upon good faith, our reliance upon that law which is older than statute law—the acknowledged custom of mankind.

These quotations indicate the spirit in which Mr. Morrow undertakes his new, difficult, but interesting task. Mr. Morrow's qualifications for this are further set forth at some length in an article on another page by the Contributing Editor entitled "On the Importance of Being an Ambassador."

### A Trillion-Dollar Legacy— Who will Get It?

**T**HE Dead Sea has suddenly come to life. The world has just been told by the newspapers that the neglected chemicals—chiefly potash (fertilizer)—of this small body of water are worth a trillion dollars. A trillion dollars, not a billion. A trillion dollars is about three times the total value of the United States and everything within its boundaries. And thus, we are told, the Dead Sea is to be quickened by science and engineering into \$1,190,000,000,000.

It seems odd to most of us that so incomprehensible a mine of wealth should have been discovered only at this late date. But, as a matter of fact, the knowledge of its existence is not particularly recent. Those who have to do with mineral statistics have long known that there was at least a great deal of valuable mineral in the Dead Sea basin, though the full extent of it is a matter of recent realization. The Turk, who long blighted civilization in that part of the world, successfully opposed until recently the exploitation of the Dead Sea wealth. But no sooner had Allenby won the Last Crusade in 1918 than British geologists were heading for the Dead Sea to make a careful quantitative estimate of the suspected billions. They turned out to be trillions.

Potassium chloride, two billion tons; sodium chloride ("salt"), twelve billion tons; magnesium and calcium salts,

more billions of tons—figures like this mean little and statistics are as dry as the Dead Sea environs themselves. The point is that here nature has been concentrating for at least hundreds of thousands of years all these invaluable chemicals, using a process which man sometimes uses, but only at great cost—the evaporation of solids from solutions. Literally, the Dead Sea is and long has been a big evaporating dish, the sun its flame.

Deposits of potash exist in other parts of the world; those of Alsace are the best known. Here it is a case of the same thing going on in far more ancient geologic periods—a sort of "fossil" dead sea; another of the same nature is rapidly coming to light in Texas, buried in this case by thousands of feet of more recent sediments. Greatest of all potash stores is granite, containing pink felspar, which is a compound of aluminum, silicon, oxygen, and potassium. Yet man cannot economically touch its potassium and must wait for rain and frost and atmospheric acids to break it slowly down from the rock. This goes on all the time on all the continents, but the potash escapes to the sea; in the Dead Sea basin, without outlet, this escape cannot occur, and concentration therefore takes place.

Who will get the potash? First, the British. The Palestine governments will also get a royalty—enough to keep them fat, at least. And American interests are said to be trying to obtain a further slice. In any case, it looks as if the French-German fertilizer interests and all the other potash fertilizer interests had something to worry about.

What does the wealth of much fine gold amount to when stacked up against enough fertilizer to quicken a primary industry like agriculture?

### A Six Months' Strike

**H**ow many people know that a soft-coal strike has been going on for six months in several States and is still unsettled? The reason illustrates pointedly the difference between this soft-coal strike and the anthracite strike two years ago. After half a year there is no shortage of soft coal and wages in the non-union and independent mines have not risen perceptibly. This is just another way of saying that if both union and non-union mines were fully at work the production of soft coal would exceed the need.

The obvious question asked is how such a strike can continue. Yet it does continue. The union leaders have refused an offer to settle at the current

wages of the districts and insist on the letter of the agreement made in Jacksonville three years ago. For one reason it continues because many of the 170,000 miners nominally out of work have actually taken jobs in the non-union mines or are working in some other employment. On the other hand, it is said that some union mines are paying the Jacksonville scale.

This peculiar situation is due to the fact that bituminous mining may exist on a small scale in some places with profit, in others not—depending on the ease of transportation and the extent of commercial needs. As both soft and hard coal miners belong to one National body, the United Mine Workers, there has been considerable influence brought to bear on the strikers to maintain their fight for other than their own local benefit and in the interest not of their economic needs but of the policy of the American Federation to maintain favorable contracts at all costs.

To fix wages without regard to production seems like trying to make water run up-hill.

### Tips or Wages—Which?

**E**VERY one smiled who read in the newspapers that Pullman porters dislike tips. How fully the Brotherhood of Sleeping Car Porters represent the large number of our colored friends known generically as George, the account does not show, but the Brotherhood seems to be earnest and honest. And there is a good deal to say in favor of their proposal to abolish all Pullman tips.

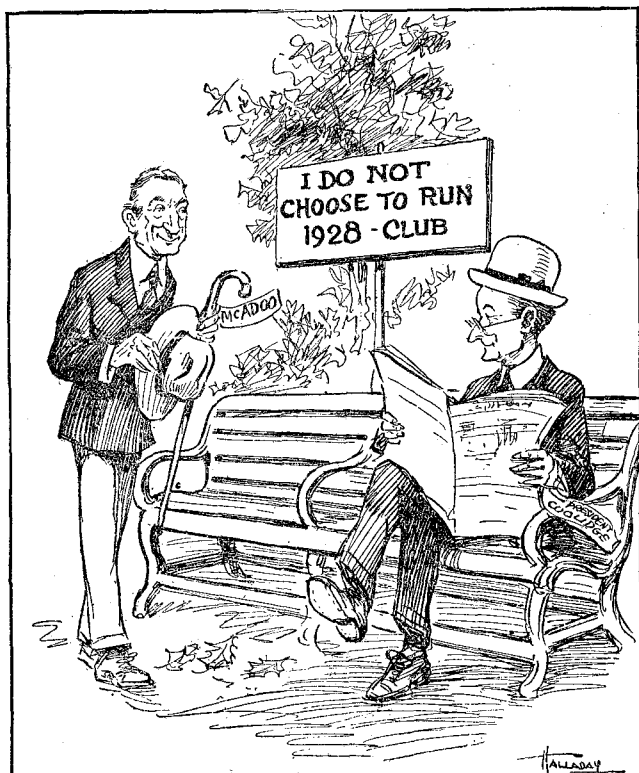
They say that they regard the practice as making their service menial. Descending from social to financial ground, they suggest that the Pullman Company is an undeserving beneficiary of the tipping system because it pays its porters only about half what it would have to pay if tips were not allowed, and that its stockholders are unduly benefiting thereby. Economically speaking, they argue that it would be better and sounder business for everybody if their salaries should be raised and be paid by the Pullman Company instead of by the public on a haphazard or chance basis.

A brief on the subject is to be laid before the Interstate Commerce Commission. It is argued that if tips were abolished railway fares would include the cost of porter service, which is now paid for indirectly and irregularly by passengers, and that this involves violations of railway law as to rates.

Incidentally, it appears that Pullman porters now get a minimum wage of

# Cartoons of the Week

*Halladay in the Providence Journal*



**Another member**

From Mrs. C. R. Allen, Saratoga Springs, N. Y.

*Carl Rose in the New York Evening World*



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**"Let's both climb down, monsieur"**

From Dora Albert, New York, N. Y.

*Knott for the Dallas News*



**He didn't know it was loaded!**

*Kirby in the New York World*



**Changing the act**