

to over seventeen million bolivars, and began payment of the claims of the deferred creditors. Early in July the government announced its intention not to accept the award of ten million francs to Belgian creditors because of the subsequent discovery of new evidence in the case, but promised to submit the claims anew to arbitration. The matter is now under negotiation with Belgium. The court at Caracas in August found the Bermudez Asphalt Company, an American concern, guilty of aiding in the Matos revolution and imposed a fine of five million dollars as cost of quelling the revolution. The company has appealed to the superior court.

II. THE UNITED STATES.

THE ADMINISTRATION.—The receipts for the fiscal year ending June 30 were \$663,140,434.05 and the expenditures \$578,903,747.75, leaving a surplus for the year of \$84,236,686.30. The cost of federal intervention in Cuba until June 30 was officially placed at \$3,330,569.—In August, to facilitate the movement of the crops, Secretary Cortelyou made heavy deposits of government funds in various national banks, especially in New York.—The Tariff Commission, comprising James B. Reynolds, B. S. Waite and Marion DeVries, began their European investigations in September, devoting their attention particularly to methods of determining prices of imported articles.—Secretary of the Interior James R. Garfield seriously disturbed the politicians in May by dropping a large number of *per diem* employees who had been assigned positions for party reasons and by announcing his intention to put the Department of the Interior, especially the Land Office, on a business basis.—Secretary Straus of the Department of Commerce and Labor, issued a call on October 27 for a meeting of representatives of the various boards of trade, chambers of commerce and other commercial organizations to be held in Washington on December 5, for the purpose of formulating plans as to the best methods to be employed in advancing American commercial interests abroad.—In August the Bureau of Immigration and Naturalization, established July 1 under the authority of the last Congress, inaugurated an employment office. Information regarding the demands for labor in various parts of the country is to be obtained by circular letters and will be made public through periodical bulletins. This departure was opposed by Samuel Gompers and other labor leaders on the ground that it would be used to aid the breaking of strikes.—In October, Attorney-General Bonaparte held that it was unlawful for a state commission to induce immigration by promises of specific employment.—The first autumn meeting of the Cabinet was held on October 25, when propositions to increase the naval expenditure, to widen the Panama canal locks and to build new battleships were considered.—The following important **appointments** have been made: Pearl Wight of New Orleans to be commissioner of internal revenue; Frank A. Leach of San Francisco to be director of the mint; Frank Pierce of Salt Lake City to be first assistant secretary of the interior; Edward M. Morgan to be postmaster

at New York City. Charlemagne Tower, ambassador at Berlin, has asked to be retired next spring.—The federal government has continued its investigations of **land frauds**. A large number of suits are being filed against companies that have fraudulently obtained land and timber, especially in New Mexico, Wyoming, Colorado and Oregon. John A. Benson and Edward Perrin were convicted in a federal court at San Francisco on August 19 of conspiracy to obtain by fraud 12,000 acres of government land in California. Senator Borah, charged with illegal operations in Idaho, was declared not guilty on October 2. The Denver newspapers in July published a long list of prominent Milwaukee and St. Louis citizens indicted for obtaining coal lands illegally.—In two speeches, one at Indianapolis on May 30 and the other at Provincetown on August 20, Mr. Roosevelt outlined **the presidential policy** with regard to railways and corporations. In his first address he recommended the amendment of the law so that railways might be permitted and encouraged to make reasonable traffic arrangements; deprecated sweeping attacks on property values; and declared that it was inadvisable for the government to undertake the physical operation of the railways. In the second speech he advocated a national incorporation law for companies engaged in interstate business; expressed the hope that future legislation, while increasing the supervisory and regulatory power of the government, would permit such useful combinations as might be made with absolute publicity under the approval of the government; and declared himself in favor of social legislation for workingmen employed in interstate commerce, especially an employers' liability law. He likewise advocated an enlargement of the powers of the federal government to protect the national health. In his tour of inspection over the waterways of the Middle West in October, President Roosevelt made many speeches in favor of deepening rivers and constructing docks, harbors and such other improvements as would advance internal navigation.—On September 4 Colonel Goethals reported to the president that the excavations for the **Panama Canal** during the month of August amounted to 1,274,404 cubic yards, thus exceeding all previous records of the United States. In fact the work has proceeded during the summer so much more rapidly than was expected that the appropriations for the fiscal year 1907-08 will fall short of the requirements by about \$8,000,000. In order that Congress might have more precise information about the expenditures in the future, it was decided in August that the Committee on Appropriations should visit the Canal Zone in November and report at the opening of Congress in December.

THE DEPENDENCIES.—The election for the **Philippine Assembly** was held on July 30. In spite of the efforts of the party leaders very little interest seems to have been shown in the campaign. There was a total vote of 97,803, only a small proportion of the entire number entitled to vote, and the independence party, composed of Nationalists and Independents, won a majority of the seats. The Assembly was opened at Manila on October 16

by Secretary Taft, who said in his opening speech that the United States had no intention of disposing of the islands; that in his belief the Filipinos would not be fit to govern themselves for at least a generation; and that in his opinion they were aware of their responsibilities and of the necessity of supporting the American government. While not making any specific recommendations on the subject of legislation, he advised the assembly to pay particular attention to the civil service. Sergio Osmena, the former governor of Cebu and a Nationalist, was elected president. Owing to the growth of the independence movement the government prohibited the display of revolutionary flags under heavy penalties.—Señor José de Diego, speaker of the **Porto Rican** House, on his visit to Washington in July made a special plea for citizenship and an elected Senate.

THE FEDERAL JUDICIARY.—In the case of the Atlantic Coast Line Railroad Company *v.* North Carolina the Supreme Court held valid an order of the state railroad commission requiring a company so to arrange its schedule as to furnish transportation between two points making connection with through trains. In another due-process case, *Buck v. Beach*, the court declared unconstitutional a state law taxing notes actually within a state in which the owner was not resident.—The powers of the Interstate Commerce Commission have been interpreted by decisions and dicta in the case of the Cincinnati, Dayton and Hamilton Railroad *v.* the Interstate Commerce Commission and in that of the Illinois Central Railroad *v.* the Interstate Commerce Commission.—In the case of *Ellis v.* the United States the court held that the act of 1892, limiting the hours of laborers and mechanics employed by the United States or its contractors, was valid, but that persons employed on dredges and scows in dredging harbors and channels were not within the compass of the act.—In the case of *Georgia v.* the Tennessee Copper Company the court enjoined a corporation in one state from sending poisonous fumes into another.—There have been two important **insular cases**. According to the decision in *Grafton v.* the United States the constitutional prohibition of double jeopardy obtains in the Philippines, and a soldier tried for murder and acquitted by court martial cannot be tried again by a civil court. In the case of *the United States v. Heinszen and Company* the court held valid the act of Congress of June 30, 1906, legalizing the imposition of duties by the president prior to March 8, 1902.—In a case brought by the United States Rubber Company, a New Jersey corporation, against a Colorado shoe firm, the United States circuit court of appeals, on October 25, declared invalid a Colorado statute prohibiting any foreign corporation from prosecuting or defending a suit in that state unless it has paid an annual license fee.

STATE AFFAIRS.—Senator Morgan dying in June and Senator Pettus in July, John H. Bankhead and Joseph F. Johnston were chosen to represent **Alabama** in the United States Senate.—A prohibition bill for the state of **Georgia** was signed by Governor Hoke Smith on August 6 and will go into effect on January 1, 1908. A week later the legislature of the state

passed a new suffrage law, providing that a voter must possess one of the following five qualifications: military record, descent from a person possessing a military record, good character coupled with an understanding of the duties of citizenship, ability to read the constitution, or a certain amount of property. It is estimated that the law will disfranchise 95 per cent of the negroes.—The paramount issue in the **Maryland** campaign, according to the Republican platform, was a fair and uniform election law. The Democratic party, however, took a strong stand against illiterate negro suffrage and declared in favor of direct nomination of United States senators.—The **Massachusetts** legislature in June passed a bill designed to prevent the proposed merger of the Boston and Maine Railway with the New York, New Haven and Hartford until specific authority should be given. The state Democratic convention, held in Springfield in October, split, and two tickets, one headed by Henry M. Whitney and the other by Charles W. Bartlett, were adopted. The Whitney ticket was later declared to be official by the ballot commission.—In May the **Michigan** Senate passed a resolution demanding that President Roosevelt be chosen for a second elective term.—The primary election contest in **Mississippi** in August over the nomination of a United States Senator resulted in a victory for John Sharp Williams.—During the summer a select committee of the **New Jersey** legislature conducted an examination into the administration of the departments of the state. A proposal to establish a public-utilities commission was rejected by the legislature, but the reform of the primary laws and the state supervision of public-utility corporations were made issues in the campaign.—The **New York** legislature, in a long session and an extra session (see last RECORD, p. 370) marked by a sharp contest with Governor Hughes, passed three important measures: a public-utilities bill establishing two commissions, one for New York city and another for the remainder of the state, charged with the supervision and investigation of public-service corporations; an act providing for a recount of the ballots cast in the Hearst-McClellan municipal campaign of 1905; and an act reconstructing a few of the state senatorial districts. The direct-primaries bill and the teachers' salary bills failed to become law. The governor vetoed a number of measures.—The Republican state central committee of **Ohio** endorsed W. H. Taft for the presidency on July 30.—The **Oklahoma** election (see last RECORD, p. 371) was held on September 17 and resulted in the adoption of the constitution and of prohibition and in a general victory for the Democrats. About a week later it was announced that in spite of his objections to the constitution the president would not attempt to block the admission of Oklahoma to statehood.—The commission charged with investigating the state capitol scandal in **Pennsylvania** (see last RECORD, p. 370) reported to the governor on August 16, naming eighteen persons involved in irregular transactions and recommending criminal or civil suits against them. The commission stated that goods costing \$1,574,399 were sold to the state for \$6,434,748. On September 18, fourteen of

the leaders of the affair were arrested on criminal charges in thirty-two cases and ten of them were indicted by the Dauphin county grand jury.—The Republican caucus in **Wisconsin** nominated, on May 16, Isaac Stephenson, the richest man in the state, to succeed Senator Spooner. In July the legislature placed the control of public utilities in the hands of the state railroad commission but followed this by passing a two-cent-rate law.

MUNICIPAL AFFAIRS.—A new charter for **Chicago** was passed by the Illinois legislature in May, but was rejected by a large majority at a poll held in the city on September 17. It was opposed by the labor party, which objected to the diminution of the representation of certain districts in the state legislature, and also by many tax-payers who feared the possibilities of increased taxes under the new limit provided.—Special significance was given to the municipal campaign in **Cleveland** by the nomination for mayor of Congressman Burton, strongly supported by President Roosevelt, against Tom L. Johnson.—The Public Service Commission for **New York City** appointed by Governor Hughes (see **STATE AFFAIRS**) with William R. Willcox as chairman was organized on July 2, and five days later it issued its program of procedure, stating that its first work would be the collection of precise information on the service supplied by the street-car lines and electric railways. William M. Ivins was appointed counsel to assist in the inquiry, which began with an investigation of the Interborough and Metropolitan systems. The commission found it necessary not only to examine the current accounts of the companies but also to go into the history of their organization and development. The inquest revealed unexpected examples of irregular financing, such as charging unwarranted expenditures to the construction account of the subway to be borne by the city. It was discovered that no less than \$750,000 had been paid out to politicians to "accelerate public opinion" in favor of certain interests, and that questionable methods had been employed by promoters in their endeavors to secure a monopoly of transportation. Nearly all of the financiers connected with the New York transit systems were found to be involved in transactions which it was difficult and inconvenient for them to explain. In addition to revealing these scandals, the commission has published an appalling record of fatalities. It has also issued orders designed to increase transportation facilities in the city.—Arthur H. Masten, master in chancery of the federal circuit court, submitted on May 21 a report against the constitutionality of the eighty-cent-gas law, and Judge Hazel announced on October 21 that he was ready to hear argument on the acceptance of the report.—An investigation into the conduct of the office of the president of the borough of Manhattan, James Ahearn, has been made, and his trial is now going on before the governor.—The drivers of the Street Cleaning Department struck on June 26 against overtime work and against the system of fines imposed for infractions of the department's rules, and notwithstanding the menace to the health of the city a settlement was not reached until July 2.—By an ordinance signed July 1 the city of

Philadelphia assumed the management and supervision of the Rapid Transit Company, which controls all the street railways, and at the expiration of fifty years the city is to become the sole owner of the entire traction system.—The Carmens' Union in **San Francisco**, early in May, voted a strike on all of the street-car lines to procure pay at the rate of three dollars for an eight-hour day, and the entire transit system was at once tied up.—The prosecution of Mayor Schmitz and Abraham Ruef (see last RECORD, p. 371) received a startling turn on May 16, when the latter withdrew his plea of not guilty and entered a plea of guilty to the charge of extortion, announcing at the same time that he would do all in his power to assist the reformers in their campaign against municipal corruption. Among other things, Ruef testified that the United Railroads Company had paid \$200,000 for its franchise, of which he had received \$61,000. On May 21 the grand jury returned indictments against Patrick Calhoun of the United Railroads, Mayor Schmitz, Louis Glass of the Pacific States Telephone and Telegraph Company, and others. Schmitz was found guilty on June 13, removed from office four days later and sentenced to five years' imprisonment on July 8. Edward R. Taylor was commissioned mayor on June 17. The continuation of the reform movement was the leading issue in the municipal campaign, and prosecution of offenders is still in progress.—The city election in **Toledo** turned on the question of granting new privileges to the Traction Company, Mayor Whitlock heading an independent movement against a renewal of the company's franchises.—During the summer final reports on **municipal ownership** were made by the committee of investigation representing the Civic Federation. An immense body of facts on public ownership in Great Britain and the United States was brought together, but as the committee did not agree on the interpretation of the facts, those favoring municipal ownership and those favoring private ownership made separate summaries.

THE ELECTIONS.—The entire Republican state ticket in Kentucky, headed by A. E. Wilson for governor, was elected, and the Democratic majority in the legislature was considerably reduced.—The Democrats in Maryland elected Austin L. Crothers for governor and all the remaining candidates on the state ticket.—The Republicans carried Massachusetts by the largest majority since the free silver campaign, giving Governor Guild a plurality of over 100,000.—E. F. Noel and the entire Democratic ticket were elected in Mississippi.—The Republicans of Nebraska elected M. B. Reese justice of the Supreme Court and H. T. Clarke railroad commissioner.—John F. Fort, Republican candidate for governor in New Jersey, was elected.—E. T. Bartlett and W. Bartlett, candidates for associate judges of the Court of Appeals on the Republican and Democratic tickets in New York, were elected by large majorities. The Republicans again have a majority in the Assembly.—J. O. Sheatz, the Republican candidate, was chosen treasurer of Pennsylvania.—The Democratic governor of Rhode Island, J. H. Higgins, was reelected.—In Boston, District Attorney Moran

was reelected on the Independence League ticket.—The Republicans won the mayoralty contest in Cincinnati.—Tom L. Johnson, the Democratic candidate, was chosen mayor of Cleveland for a fourth term.—The aldermanic election in New York went Democratic; the Democrats were likewise victorious in New York County against the fusion ticket of the Republicans and Independence League.—The anti-Mormon candidate in Salt Lake City was elected by the largest plurality ever given.—Edward R. Taylor, candidate for mayor of San Francisco on the Democratic and good-government ticket was elected.—Brand Whitlock, representing the municipal reform movement, was reelected mayor of Toledo.

THE TRUST PROBLEM AND THE RAILWAYS.—Herbert Knox Smith, the commissioner of corporations, submitted to the president in May an elaborate report, showing that the **Standard Oil Company** had secured control of the entire oil trade, first by discrimination in its favor on the part of the railways, secondly through control of the pipe lines, often by wrongful means, and thirdly by unfair selling methods. This report was supplemented in August by a second installment, replying to the claim of the company that it had reduced prices and reiterating the charge of unfair practices in obtaining preferential railway rates. After a long and searching examination of witnesses, including John D. Rockefeller, Judge K. M. Landis of the federal district court at Chicago on August 3 fined the Standard Oil Company \$29,240,000, representing a maximum fine of \$20,000 on each of 1462 counts in ten indictments, charging the acceptance of rebates amounting to \$223,000 from the Chicago and Alton Railway on the shipment of 6000 cars of oil from Whiting, Indiana, to East St. Louis. Some days later Judge Grosscup of the federal circuit court of appeals allowed a writ of error. For giving information which led to the conviction of the Standard Oil Company the Chicago and Alton Railway Company was granted immunity. On September 18 an action of the federal government to dissolve the Standard Oil Company was begun before Ex-Judge Ferriss, a special examiner of the United States court in New York city. The federal grand jury for the western district of New York, which adjourned on September 6, brought indictments against the Standard Oil Company and the Pennsylvania and the New York Central railway companies, containing sufficient counts to make possible a fine of more than \$18,000,000. A similar indictment was brought in July by the federal grand jury for the west district of Tennessee, containing counts enough to entail, in case of conviction, a fine of \$30,000,000. Actions have likewise been brought against the Standard Oil and subsidiary companies in several of the states, including Missouri, Mississippi and Texas.—On July 10, the federal government began an action against the **American Tobacco Company** in the United States court in the city of New York, seeking to dissolve the tobacco merger and to prevent every operation in tobacco in restraint of trade. The prosecution recommended that the court appoint receivers to take possession of the assets of the sixty-five concerns involved and if necessary

wind them up. The trust filed an answer on October 7, accepting the facts alleged by the attorney-general but traversing his interpretation of them. On October 21, under a provision of the anti-trust acts not previously utilized, several thousand packages of cigarettes belonging to the tobacco trust were seized on the order of the attorney-general. In Delaware in July action was initiated against the **powder trust**, and in Pennsylvania in June against the **anthracite coal monopoly** and the **umbrella trust**.—In August, Judge K. M. Landis issued a perpetual injunction restraining the **furniture trust**, the American Seating Company, from operation.—Attorney-General Bonaparte announced in August that the conviction of a few prominent men would be better than mere litigation, and that receivers should be appointed for convicted corporations until they paid their fines.—There has apparently been no diminution in the fervor of **state action against trusts**. Several new and radical laws went into effect in Texas on July 13, covering practically every sort of combination in restraint of trade and going even so far as to provide penalties for agents selling goods made by trusts. A new law required insurance companies to invest 75 per cent of their Texas earnings within the state, and under this measure several of the companies announced their withdrawal from the state.—A somewhat radical departure was made in Toledo, Ohio, in July, when twenty-one members of the Lumber Dealers' Association, nine members of the Brickdealers' Association, and two bridge agents were given jail sentences for violating the anti-trust laws of the state.—A conference of the attorneys-general of thirteen states, which was held in St. Louis in September to consider the best methods of enforcing anti-trust legislation, recommended among other things a federal law prohibiting the federal circuit courts from issuing orders restraining state officials in the prosecution of trusts, thus allowing appeals to be taken only from the decisions of the highest state courts.—A Civic Federation conference on trusts, held in Chicago the third week in October, adopted a final resolution approving the moral effect of the enforcement of the Sherman Act but recommending the creation of a non-partisan commission, to carry on an investigation and to report to Congress proposals which will permit of certain agreements, now interdicted, on the part of corporations, farmers and labor unions.—The long expected report of the Interstate Commerce Commission on the **Harriman system** of railways and steamships (see last RECORD, p. 372) appeared on July 13, and while it did not recommend any legal action against Mr. Harriman it condemned his methods and advised new laws for curbing railway speculation. Mr. Harriman denounced the report as "a political document and a personal pursuit of me."—Under the provisions of the Hepburn Act, the commission promulgated a uniform system of accounting to be followed by all the railways after July 1. A detailed monthly report of earnings and expenditures is required from each company.—On October 14, Franklin K. Lane, Interstate Commerce Commissioner, made public the charge that the Southern Pacific Railway Company, of which E. H. Harriman is president,

had been guilty of repeated violations of the Hepburn Act. In a ruling in May the commission ordered that one carrier shipping supplies and fuel over the lines of another carrier must pay the regular freight rates.—While the federal government was prosecuting its suits against trusts, it was at the same time engaged in pushing actions against railways for **rebating**. On May 7, four indictments were made by the federal grand jury in New York against the Chicago, Milwaukee and St. Paul and the Chicago, Rock Island and Pacific railway companies, which pleaded guilty and were fined \$20,000 each. On October 11 the Atchinson, Topeka and Santa Fe Railway Company was found guilty of rebating by the federal court at Los Angeles on counts which, if the maximum rate be imposed, will entail a fine of \$1,100,000.—The contest over the **two-cent rate of fare** continues in a number of states. In Illinois the new rate law went into effect in July and the railway companies announced that they would give it a fair trial. The board of railway commissioners in Kansas ordered the railways of the state to establish a two-cent rate by October 1. The legislature of New York passed a two-cent-rate bill on May 23, but it was vetoed by the governor on the ground that such an action was unwarranted, at least until the new public-service commission had made an investigation. The two-cent-rate law went into effect in Michigan on September 17. The railroads in Missouri resisted the rate law, which went into operation in June, and on the 13th secured from the federal court an injunction restraining the state officials from carrying the law into effect. The authorities then attempted to enforce it so far as it applied to business within the state, and in view of the entanglements thus arising the railways agreed to try the law for a few months. The final settlement is still pending. The railways in Pennsylvania likewise resisted the new rate law and the lower state courts in several instances have declared it invalid as violating both the federal and state constitutions. A rate law went into effect in Virginia on July 1 but its enforcement was restrained by an order from the federal circuit court. A temporary working agreement was reached between the railways and the state authorities pending final adjudication. On July 11 the Wisconsin legislature passed a two-cent-rate law.—The attempts to enforce railway rate legislation were attended by **conflicts between the federal courts and the states** of North Carolina, Alabama and Georgia. In North Carolina, where the rate law went into effect on July 1, Judge Pritchard of the United States circuit court issued a temporary injunction ordering the officials not to enforce the law against the Southern Railway Company. The state authorities for a time refused to comply with the order and even resisted federal writs of *habeas corpus*. The state courts moreover continued to impose fines on the company's agents, and in this they were supported by Governor Glenn, who declared that the rights of the state were in peril and that North Carolina would be nothing but a province if the federal courts could interfere with the administration of a criminal law before determining the question of its constitutionality. On July 22, Judge Pritchard

declared the penalty clause of the rate bill unconstitutional. Assistant Attorney-General Edward T. Sanford, at the instance of President Roosevelt, sought to arrange a compromise between Governor Glenn and the railway company, but the governor remained defiant and further indictments were brought against the company's agents. At last on July 28 a *modus vivendi* was reached, the state appealing from Judge Pritchard's order directly to the Supreme Court of the United States and the railway company agreeing to carry its case as rapidly as possible through the state courts and if necessary to the Supreme Court. The litigation is now pending. In Alabama, the action of the Southern Railway Company in applying to Judge Thomas Jones of the United States circuit court at Montgomery for an injunction restraining the state authorities from enforcing the recent railroad legislation was met, on the part of the state, on August 2, by a revocation of the license of the company, under a provision of the law of incorporation authorizing this procedure under such circumstances. The company ran its trains for a few days without a license and the state officials disregarded a federal injunction. On August 8 a compromise was reached, according to which the state restored the franchise and the railway company agreed that the passenger-and-freight-rate acts should go into effect pending litigation in the federal courts. At length on October 21 the railway company agreed to stop litigation and a passenger rate of two and three-fourths cents per mile was adopted. The issues raised in Georgia were similar to those raised in North Carolina and in Alabama.

LABOR AND CAPITAL.—After a long contest over the selection of jurors the trial of William D. Haywood, secretary and treasurer of the **Western Federation of Miners**, for the murder of Governor Steunenberg of Idaho began at Boise City on June 4. The state endeavored to prove a general conspiracy, resting its case principally on the testimony of Harry D. Orchard, who stated that he had committed a series of crimes at the suggestion or with the countenance of the officers of the union. There was little corroborative evidence, and on July 28 the jury returned a verdict of not guilty.—After protracted negotiations, initiated by an ultimatum addressed to the Western Union Company by President Small of the Telegraphers' Union on May 19, a **telegraphers' strike** began in Chicago on August 10. During the second week in August a large number of Western Union operators and some Postal men went out in Chicago, New York, St. Louis, Denver and in all the important cities in the United States. The chief demands of the telegraphers were arbitration of minor differences arising from time to time, an increase of pay and shorter hours. The company's officials refused to concede any of the points and carried on their business with a diminished force. On October 12 President Small sent telegrams to more than one hundred locals urging them to call the strike off on account of shortness of funds. For this action the executive board of the union suspended him, announcing that the strike was to go on. At the close of this RECORD the company is maintaining that the strike is at an end so far

as it is concerned, but the operators are appealing for contributions and are endeavoring to continue the conflict.—The longshoremen of the port of New York began on May 2 a strike for an increase of wages, which was attended by some rioting, not of a serious character, and was called off on June 14.—The machinists of the Erie Railway between New York and Chicago went out on May 24, demanding the abolition of piece work. Owing to the refusal of the company to make concessions the struggle has been prolonged until the present time.—The ore-handlers of the United States Steel Corporation at Duluth, Minnesota, struck in July for the abolition of the contract and bonus system, an increase of wages and a recognition of the union. After some local disturbances the strikers returned to work on August 1 without obtaining any concessions.—Among the minor and local labor conflicts during the period under review were the strikes of the trackmen of the New York, New Haven and Hartford Railway Company on May 20; of the longshoremen of Buffalo on the same day; of the machinists of the Louisville and Nashville Railway on May 29; of workingmen and workingwomen of Birmingham, Alabama, on June 1; of the ice-wagon drivers in New York City on June 28; of the trainmen on the Colorado and Southern Railway on August 6; of the New York City packing-house teamsters on August 23; of the dockmen of Galveston, Texas, on September 11; of the longshoremen and teamsters at New Orleans on September 30; of the bookbinders throughout the country on October 2; and of the engineers on the coastwise tugs on October 18. (See also *supra*, pp. 758, 759, under MUNICIPAL AFFAIRS.)—Several unions have demanded the removal of Public Printer Charles A. Stillings on the ground that he has violated the eight-hour law and advocated an open-shop policy.—The labor journals report an unusually large number of sweeping **injunctions**. Especially noteworthy are an order of a Vermont court, in October, restraining members of the Quarrymen's and Millmen's Union from even persuading workmen to leave the employ of the Operators' Association, and an order issued by the federal circuit court at St. Paul, on October 19, enjoining workmen against refusing to handle materials manufactured in non-union shops.—The papers and magazines continue to report cases of **peonage**, and a few companies have been prosecuted since the close of the last RECORD.

THE RACE PROBLEM AND LYNCHING.—A race riot near Yazoo City, Mississippi, on June 8, resulted in the death of three negroes, the whipping of three others and the wounding of four white men. A negro at Crisfield, Maryland, was lynched on July 28 for killing a policeman. In the suburbs of Mobile, Alabama, on September 22, a negro was hanged to a tree, his body riddled with shot, and a card pinned to his breast bearing the legend: "Negroes must be taught that death will always follow attacks on white women." A mob in Cumberland, Maryland, broke open the jail on October 6, took out a negro who, in resisting arrest, had killed a policeman, and kicked him to death. On their confession that they were mem-

bers of an organized band engaged in robbing stores, three negroes were taken from the jail at Tunica, Mississippi, in October and were hanged. (As regards negro disfranchisement, see Georgia and Maryland, *supra*, p. 756, under STATE AFFAIRS.)

III. LATIN AMERICA.

The Mexican Central Railroad and the National Railroad of **Mexico** were combined in July as the National Railroads of Mexico, the government buying up a majority of the stock.—Sixteen men were condemned to death in June in connection with the attempted assassination of President Cabrera of **Guatemala**.—A revolutionary attempt at Guayaquil, **Ecuador**, in July, failed, and a court-martial sentenced fifteen soldiers to death for participation in a political plot against President Alfaro.—**Chile** was disturbed in June by a cabinet crisis and a complete strike of state railway employees, but President Montt brought both to an end. There was a severe earthquake at Valdivia on June 13.—The imperial pretender, Prince Louis of Orleans, grandson of Pedro II, endeavored to visit **Brazil** in May but was prevented by the government from landing at Rio Janeiro.—At the opening of the **Argentine** Parliament in May, President Figueroa Alcorta called attention to the unexcelled prosperity of the country. In August rioting was reported from the Brazilian frontier, and disorders in the province of Corrientes are now being investigated by Señor Perez, the national Commissioner.—The Chambers of **Uruguay** passed a bill in September abolishing the death penalty. (See also INTERNATIONAL RELATIONS, AMERICAN, *supra*, pp. 753, 754.)

IV. THE BRITISH EMPIRE.

THE UNITED KINGDOM.—The fourth Conference of Colonial Premiers, which met in London on April 15 (see last RECORD, pp. 376, 377) under the presidency of the Earl of Elgin, secretary of state for the colonies, closed on May 14. Subject to the reservation of the imperial government against altering the fiscal system of the United Kingdom, the resolution of 1902 favoring preferential duties was reaffirmed. Proposals looking to more effective coördination of the military forces of the Empire were adopted. The secretary for the colonies promised that the affairs of the self-governing dominions should be separated in his office, as soon as this should seem practicable, from the affairs of the crown colonies. It was decided that in future the conference should be designated as "imperial," not "colonial," that it should meet under the presidency of the British premier, and that a permanent secretariat should be organized.

On May 7 Mr. Birrell brought in the promised government bill to create in **Ireland** a council of 82 elected and 24 appointed members to administer the affairs of the Local Government Board, the Department of Agricultural and Technical Instruction, the Congested Districts Board, the Commissioners of Public Works and of National Education, the Intermediate