President Roosevelt and the Open Shop

"The triumph of the mob," said President Roosevelt, in his last annual message to congress, "is just as evil a thing as the triumph of the plutocracy, and to have escaped one danger avails nothing whatever if we succumb to the other." In some of the strikes of late years in the United States the violent and dishonest agitator has assumed such an important role that it has become necessary for employers themselves to organize, not for the purpose of opposing trade unions and peaceful legal methods of adjusting disputes between capital and labor, but rather for the protection of life and property, against the violent attacks of a class of lawless men, who, under the guise of labor unionism, have during these years of prosperity absolutely terrorized important industries in nearly all the large American cities. It must be distinctly understood that in America, as in England, there are trade-union organizations capable of conducting negotiations on the high plane indicated in an article in the Times Financial Supplement of April 29. In this instance an important industrial treaty was arranged between the engineering trade unions and the Engineering Employers' federation in which general principles of employment were laid down that would seem to be fair and just to all concerned. Important concessions were made on both sides, which, if lived up to cannot fail to bring about harmonious relations.

There have been similar cases of this kind on the other side of the Atlantic. Take the instance of the United Mine Workers of America, a society with 350,000 members and £800,000 sterling in its various treasuries, which, I am told, reached such a point of discipline and self-restraint that it deliberately voted not to strike and agreed to accept a reduction in wages. That has been described as "one of the greatest victories unionism ever won in the United States—a victory over itself—an evidence of far-sighted leadership and excellent discipline." It is not this class of trade unions which has caused lasting disgrace to labor and has brought into existence employers' organizations for the purpose of defending both their capital and their employes against the petty exactions the maddening regulations, the sympathetic strikes, the boycott, and oftentimes the brutal assaults perpetrated in the name of such bodies. Conditions in some American cities owing to these irresponsible organizations have simply become unbearable, and in no city are these troubles more accentuated than in Chicago. Naturally, in cities where the unions have attained an unreasonable supremacy, the employers' organizations for combating them are most vigorous. In Chicago, for example, may be found the headquarters of a strong and flourishing organization known as the Employers' association, the avowed purpose of which is to establish the open-shop and to counteract in every possible legal way the evil effects of labor unions.

The fundamental purpose of these national organizations is an educational one. Their object has been stated to be to "mould public opinion, to influence political action, to defeat socialistic legislation, to develop public thought." But a conversation held with Mr. Frederick W. Job, the secretary, during a recent visit to Chicago, shows that the association's activities are far more extended than this. In many places, and especially in Chicago, this organization, which has a membership of three or four thousand firms, representing not far short of 50 millions sterling capital and probably 200,000 employees, has been most successful in resisting the unions. The strong point in this association seems to be the fact that it is a federation of smaller organizations, each representing a different business. No individual firm can join the association, but each firm must obtain membership by causing its own trade association to become an affiliated member. Every affiliated association of employers has a delegate on the board of directors of the central body, and these directors select the executive committee which conducts the affairs of the association. The affiliated associations pay dues according to the number of their employees, and the probability of having strikes. The Employers' association contends for these principles:—The open shop; no sympathetic strikes; no restriction of output; no limitation of apprentices; the enforcement of the law.

These do not appear to be unreasonable demands. The association asks nothing of union labor that it is not itself willing to accord. It does not oppose men joining labor unions as long as those organizations are reasonable in their demands and obey the letter of the law. Briefly, the object that this association seeks to attain is similar to that already accomplished in Great Britain by the Engineering federation and the engineering trade unions—namely, the adoption of measures to avoid friction and stoppage of work. It aims, in short, at the effective recognition of trade unions and also of non-union labor. The importance of such an organization in a country like the United States may be more fully realized when attention is called to the fact that during the 20 years from January 1, 1881, to December 31, 1900, there were strikes affecting 117,509 establishments while 6,105,694 employees were thrown out of work. During the same time there were 1,005 lock-outs, involving nearly 10,000 establishments and throwing over one million people out of employment. These strikes and lock-outs entailed an estimated loss to employees of £61,400,000 and to employers of £28,000,000, a total of £90,000,000. This money statement gives no idea of the loss suffered by the public at large, nor of the indirect losses, nor does it take into account the misery and suffering of those dependent upon the wage-earners whose pay was thus stopped.

President Roosevelt has repeatedly expressed himself as strongly in favor of the open shop, and this is the first and most important demand of the Employers' association. It is argued, and with much plausibility, that there are thousands of men who join the labor unions in America, not because they want to, but because they are forced into them. If once these men understand that there will be no discrimination in favor of a union man, or against a non-union man, the battle will be half won. In Chicago, I was informed that the non-union man has been protected by the association in his desire to work wherever he pleases. If this statement is substantially correct, credit is due to the organizations. The sympathetic strike has been nearly abolished, and the effectiveness of the lock-out as a means of breaking a strike has been proved. There has been less violence since the Employers' association took matters in hand four or five years ago, more frequent resort to law, and a steady increase in wages. The principal cause of dispute between capital and labor in the United States is not wages, but the open shop, so that when the contending interests are agreed on this point, the maintenance of industrial peace is more certain.

A report lately issued, which covers the period from November 1, 1905, to November 1, 1906, shows an unusually healthy growth in the influence of the association and a large increase in its membership, which now numbers between three and four thousand—an increase of more than 25 per cent. over the figures of the previous year. The most important part of the work claimed to have been done has been by the legal department and the free employment bureau. Since the establishment of the latter, 15 months earlier, 10,507 employees have applied for work, 5,211 of whom succeeded in obtaining employment. The increase in the number of former members of unions applying has been marked. The business of the association has grown so much that it has been necessary largely to increase its office accommodation, and the staff has been doubled. The legal department considered and handled during the year 2,007 cases, both civil and criminal. A large proportion of these cases were criminal ones, growing out of the recent teamsters' strike in that city. The total number of convictions arising out of that strike were 803, of which 725 were cases of violence against members of the association. No effort has been made to obtain severe punishments, the general principle followed being that it is the certainty rather than the severity of the punishment that deters crime. Many prosecutions were instituted against union men, although the evidence was weak, simply for the moral effect of the prosecution. The attorney for the association claims that because of these prosecutions union men have far more respect for the law today than in previous years.

One of the principal firms in Chicago decided, during the recent teamsters' strike, to publish broadcast a leaflet giving their side of the case. They took the view that big strikes are practically settled by the public, who act as a jury. If the opinion of the majority of the inhabitants of a city is in sympathy with the strikers they win; if not, the employers win. Their pamphlet is written in the form of a dialogue, and commences with an imaginary case. It supposes a farmer having 20 men in his harvest field. A man drives up to the fence in a buggy and calls the men over to him. Without a word the men jump the fence and go away with the driver, not even knowing why. The farmer calls after them asking them what is wrong, and suggests that they should talk it over, or leave whatever their grievance may be to arbitration. The employer fears the spoiling of his year's crop, and is rejoiced when other good laborers appear and offer to save the crop, saying they want the work the other men have abandoned. The farmer naturally hires all the help he needs, not stopping to consider what the deserters thought of the matter.

This the firm claimed to be an analogous case to their own. In December, 19 of their own garment cutters went out on a general strike at the call of their union, in connection with all the other cutters in Chicago. The firm had a contract with the union agreeing that the men should not go on strike without notification or offering to submit their grievance to arbitration. Four months later, representatives of the Teamsters' union threatened to call out all their teamsters in retaliation unless the deserters were reinstated. This the firm naturally refused to do, saying they were satisfied with the men they had. In consequence of this decision the 40 teamsters employed by the firm were ordered out by their union. As soon as the other firms heard of it they placed their teamsters at the firm's disposition, with the result that all the teamsters in Chicago were ordered out. The pamphlet concluded by saying: "No strike founded on the refusal to arbitrate in violation of the fundamental laws of civilization can succeed."

The success of the Employers' association of Chicago suggests that an account of its origin should be given. It was about five years ago that a meeting of 11 representatives of the largest firms in that city was held to consider what steps should be taken to counteract the arrogant and often unduly exacting terms of the various unions and labor organizations. The state of affairs had become intolerable and the chief business houses felt that they were, in a measure, at the mercy of a few men of no particular calibre, and often without the slightest knowledge of the disputes in question, who ordered strikes and lock-outs at their own wish. Each of the representatives at the meeting pledged their firms to back up any one of them which might be attacked by labor. It was not long afterwards that the teamsters working for "The Fair," a large wholesale and retail dry goods store, having a grievance against the firm struck. The firm immediately appealed to the president of the new association, who was by a strange chance the managing director of a firm that was their greatest rival in business. A meeting was at once called, and it was decided to instruct the teamsters of the other firms to deliver the goods of "The Fair." This action considerably astonished the labor unions, and at the same time financially affected them, for they trusted to the subscriptions of the working teamsters to bring "The Fair" to its knees. The other teamsters, as was expected, refused to obey, and a general teamsters' strike followed, which, however, lasted only a few days. The leaders of the strike asked for a conference, which was granted and satisfactory terms were agreed to.

The result of the conference led to a suggestion that a permanent arbitration board should be appointed to settle all matters of dispute between teamster and employer. It was decided that the employers should appoint seven representatives and labor likewise seven, and that between them they should elect a 15th member, but it was finally arranged that the 15 would be sufficient. This board had a most successful existence for about 18 months, many strikes being prevented and many difficulties being smoothed over. It became recognized as a general arbitration board, and practically all disputes between capital and labor were referred to it. The decisions reached were considered just and were obeyed by both sides. A time came when a most important issue arose between capital and labor, and the result was that a decision was reached by the board which met with general hostility from the labor organizations, it being claimed by them that their representatives had been deluded. This finished the work of the arbitration board, and there have been no meetings from that time to the present. A recrudescence of strikes and labor trouble was the result, and the war between capital and labor has since been waged to the detriment of both.

Besides the Chicago association, there are a number of other organizations scattered over the United States in different cities having similar aims and objects, and in October, 1902, a central body was established called "The Citizens' Industrial Association of America." It has upon its membership roll many of the local employers' associations, citizens' alliances, trade organizations, and national bodies of employers. It was formed with the aim of making it the central organization to carry on general propaganda work and to direct the concerted action of an association when such concerted action became advisable. The principal work it has accomplished has been that of arousing the general public to an understanding and appreciation of the true principles involved in industrial strife. It is claimed by the organizers that largely through its activity, a great change has been wrought in public sentiment and that thus indirectly it has been the means of bringing industrial peace much nearer than it has been for many years past. The association appeals for the co-operation of every citizen who believes in industrial freedom.—London Times' American correspondent.

Notes of the Foreign Navies

Great Britain.

The world's record for coaling ship was broken by the battleship Queen at Malta recently when she took aboard 530 tons in one hour and five minutes, or at the rate of 490 tons an hour. According to The Navy, the record had previously been held by the battleship Implacable, which in April took on 1,050 tons, at an average of 394 tons an hour.

The speed of the Dreadnaught is said to have fallen off a knot and a half since her official trials. The cause is not definitely known, but an effort will be made to restore the lost speed by fitting her with new propeller blades of different pitch.

The firing of live torpedoes at a rock as the target has now become a quarterly practice.

The explosion due to gasoline fumes which occurred on the British submarine C. 8, June 18, is the fifth accident to British submarines since February, 1905. Four of these accidents were explosions. The fifth was the running down of a submerged submarine by another vessel. In the explosion last month the boat was not damaged, though four lives were lost.

The admiralty has issued urgent instructions that the ventilation arrangements of the magazines of all warships are to be constructed so as to insure the maintenance at all times of a temperature not exceeding 70 degrees Fahrenheit. Carbonic acid gas under pressure will be used for this purpose.

Germany.

Motor boats are being used more exclusively in the German navy as tenders to the warships and torpedo boats. Their speed is 20 knots.

It has been announced by the director of naval construction of the German navy that in future it will be the policy of the navy to make extended use of steam turbines for the propulsion of ships.

The new German torpedo boat S 138, whose engines develop 16,000 horsepower, has a speed of 30 knots. It is to be equipped with new screws, and it is then anticipated that a speed of at least 31 knots will be attained.

A nine hour working day, without any lowering of the wages paid to the men, has been adopted in the dockyards at Kiel and Wilhelmshaven and in the torpedo factories at Frederichsort and Murwiek. A quarter of an hour's rest, without pay, is granted for dinch. The working day is really nine hours and a quarter. On the other hand, steps have been taken to insure the punctual arrival of the men, and they do not leave before the proper time.

The building of larger battleships for the German navy makes essential the widening of the Kiel canal, the total cost of which will be more than $55,000,000, the work extending over seven or eight years. The charge will be borne by the home department, and will not affect the navy estimates, though it is essentially for a naval purpose. The locks at the ends of the canal are to be reconstructed and the waterway itself will be deepened from nine metres to eleven metres (thirty-six feet), while the breadth of the sill will be doubled, from twenty-two metres to forty-four metres (144 feet four inches). It is also contemplated in connection with the canal to lay out a commercial harbor at Kiel.

Count Reventlow has obtained what looks like good evidence that the more rapid naval expansion desired by the German Navy league is within the capacity of the German shipyards. Six of the most important yards in the country have furnished him with particulars of their resources, and he finds from these data that in the German yard a large battleship, or cruiser can be completed within a period of from twenty-four to thirty months, and that at least two of these vessels could be laid down every year.

The Howaldt yard at Kiel guaranteed to deliver one battleship or cruiser every year after the first two years. The Vulcan yard at Stettin could lay down two battleships of 18,000 tons and two cruisers of 15,000 tons every year, and complete them within from 24 to 30 months if the guns and armor were promptly delivered. This firm is about to open a new yard at Hamburg which will increase its productive capacity from 50 to 75 per cent.

At the same port Messrs. Blohm & Voss say they can lay down two large vessels every year and deliver them within 30 months if they were guaranteed a succession of work, while Herr Schichau says he can easily lay down four battleships of 18,000 tons each and fit out two or three more at his yard at Danzig. The Weser company at Bremen would lay down a couple of battleships and two cruisers simultaneously and complete them within 24 to 30 months. All these resources are in addition to the building facilities of the imperial dockyards. There seems, therefore, to be no doubt that the Germans have or will presently have the means of building ships with rapidity.

France.

French naval estimates for 1908 show a slight increase over those for 1907, the former being 322,000,000 francs, a gain of 20,000,000 francs. The chief increase is 110,000,000 francs for new construction. This includes provision for six battleships of 18,350 tons, each of which will cost over $10,000,000. There will be two new armoured cruisers, 20 destroyers and 50 submarines and submersibles. During 1907 the following vessels will enter service: Four battleships, one armoured cruiser, fourteen destroyers and nine submarines.

The minister of marine has made new regulations concerning the use of black powder in the navy in order to avoid disasters like that of the Jena. The new rules are as follows:

1. Black powder for projectiles and blank fire will no longer be supplied to the ships, except for specific exercises and on condition that satisfactory arrangements are made for their safe storing.

2. Allotments of black powder which it is absolutely indispensable to keep on board ship until they can be replaced by other munitions are cut down to a minimum. These are saluting and signal charges for the firing of torpedoes.

3. Cartridges of smokeless powder will replace the black powder charges heretofore used in practice firing with field pieces and in rifles.

It is prescribed that stores of black powder be kept in a special compartment which shall in no case be in contact with a compartment containig smokeless powder or projectiles; and the greater care is to be taken to prevent deterioration and limit the danger from possible fire.

Austria.

Austria-Hungary follows the example of other powers in adopting the Dreadnaught type of battleship for new construction. The work which had been started on the four new 14,000 battleships has been suspended and ships of 18,000 tons will be begun at once.

The Whitehead company, following up experiments conducted in English waters with a device designed by Armstrong, Whitworth & Co., for heating the compressed air which operates the engines of the torpedo, is now building a new type of torpedo. The experiments in England last December and other trials recently held at Fiume show that warming of the compressed air chamber of the torpedo gave the torpedo at 2,000 yards a speed of 35½ knots, while the same type of torpedo with its air supply cold made only 25.6 knots. It is probable that the new torpedo, built with special reference to this new possibility, will give even better results than the older model with which the experiments have been made.

Japan.

The new 21,000 ton Japanese battleships, according to Le Moniteur de la Flotte, will have a main battery of twelve 12-inch guns and a torpedo defence battery of ten 8-inch. Le Moniteur deplores the cost of such large ships, citing in this connection the plans presented lately by the engineering director of Vickers and Maxim for a 16,000 ton battleship mounting ten 12-inch guns and propelled by producer gas engines.

Italy.

Deputy Arlotta, in an important report on the Italian navy, urges the immediate construction of four battleships of 20,000 tons displacement, each carrying ten 12-inch guns. For this he says that new credits of 200,000,000 lire will be necessary. Studies are already under way for the construction of this group of four battleships of the Dreadnaught type. The building of the first of this class would be undertaken at Castellamare.

Spain.

No programme of battleship construction is included in the naval budget as approved. The budget has been raised from 36,000,000 pesetas to 50,000,000,000, the scheme being to spread an outlay of $40,000,000 over eight years. The work planned is a general reorganization of the docks, dockyards and both the land and mobile defences. The improvements in the dockyards will prepare them for later building of new ships.

Brazil.

Contracts for building three 19,000 ton battleships have been given to the English firm of Armstrong, Whitworth & Co. These ships are to have a speed of 21 knots, it is reported, and their armament will consist of a main battery of ten 12-inch guns arranged in five turrets on the centre line, after the arrangement adopted in the American Delaware; all then can therefore be fired in broadside.

China.

According to the North China Daily News the Chinese minister of war has picked out bases for the new navy that China is disposed to create. It has been decided to form a naval fund with an annual sum of 12,000,000 taels for the reorganization of the navy, the new ships to be mainly small but swift protected cruisers of the type found in the German navy; there will be also a large number of torpedo boats, destroyers and submarines.

The Retort Courteous

At a dinner in Philadelphia, Archbishop Ryan and Rabbi Joseh Krauskopf were seated side by side. In front of them was one of those celebrated Virginia hams which make the mouths of men water.

Turning to his neighbor, the Archbishop inquired graciously:

"My dear Rabbi, when may I help you to some of this delicious ham?"

With ever-ready wit the Rabbi smilingly replied: "At your wedding, Your Grace."—Philadelphia Post.

A Split Report on Enquiry

A critical review of the reports of the experts employed by the National Civic Federation Municipal Ownership Commission has just been made public. The review which concerns itself at the present with the American investigations, is made by a committee of four appointed by the commission.

Two of the members are connected with private enterprises. They are Walton Clark, vice-president of the United Gas Improvement Company of Philadelphia, and Charles L. Edgar, president of the Edison Electric and Illuminating Company of Boston. They criticise the municipal plants examined, while Prof. Frank Parsons of Boston, president of the National Public Ownership League, and Edward W. Bemis, superintendent of the Cleveland water works, commend in general such examples of municipal ownership as have been investigated.

The reports reviewed contained nearly a million words. They were submitted by experts who represented both factions in the committee in the investigation of each plant.

The public gas plants examined were those of Wheeling, West Va., Richmond, Va.; Holyoke, Mass., and Westfield, Mass., while the privately owned gas plants were those in Atlanta Ga.; Norfolk Va.; Philadelphia, Fitchburg, and Beverly, Mass. Public water systems were examined in Cleveland, Chicago and Syracuse, and the private systems of New Haven and Indianapolis were visited. The municipal electric lighting and power plants examined were those of Chicago, Allegheny, Penn; South Norwalk, Conn.; Detroit, Mich., and these places in Massachusetts: Danvers, Holyoke, Wesfield, Marblehead, Peabody, Taunton, Chicopee, and North Attleborough. The private electric plants investigated were those of these Massachusetts towns: Northampton, Fitchburg, Salem, Beverly, Gardner, Abington.

Messrs. Clark and Edgar agree that the inquiry of the committee both into American and British plants, show that where "municipal ownership has been removed from the realm of philosophic discussion and put to the test of actual experience it has failed ingloriously." They believe, too, that there would be grave danger of the building up of a municipal machine which would surpass anything that has ever been effected in this line if scores of men in gas, electric, and street railroad employ were to be made city employees. Prof. Parsons and Mr. Bemis, on the other hand, declare that the failures in municipal ownership are insignificant in comparison with the failures of private ownership.

Prof. Parsons expresses the belief that municipal ownership would develop a higher class of municipal administrators. On this point Messrs. Clark and Edgar say:

There is little about municipal trading to attract men of the first class. We have not found evidence in the United States that the personnel of the city government of Chicago or Wheeling is superior to that of Atlanta or Norfolk, or that the introduction of municipal water and electric plants in Detroit has brought a higher type of citizenship into the governing body than we find in New Haven, which has neither."

Messrs. Clark and Edgar first concerned themselves about gas. It was found that the municipal plant at Wheeling furnished gas at 75 cents a thousand, while in Atlanta and Norfolk the companies charged $1. To offset this lower charge they refer to the fact that there is free, or partially free, installation in the cities using private gas, while in Wheeling there is a private charge for installation. The output and conditions in the Wheeling plant were criticized. No one about the Wheeling plant took any more interest in his duties than was necessary to enable him to hold his job. The superintendent could not discharge employees.

In Philadelphia which once had a public plant, but which now buys gas, Messrs. Clark and Edgar say that the gas now supplied is better than that from the municipal plant. They quote Dr. L. S. Rowe as authority for this statement, and add that the city receives an average profit through rental of $491,674 annually, while during the last years of municipal management there was a loss of $245,398 annually. Mr. Clark is vice-president of the Philadelphia plant visited by the committee.

Prof. Parsons does not agree with Messrs. Clark and Edgar about Philadelphia gas.

"It does not appear," says he, "that Philadelphia ever had *real* public ownership of the gas works. Philadelphia had the paper title to the gas works, but the people did not own or control them, because they did not own the city government. The councils were full of the agents of the private street railway, telephone, gas, and electric light interests, and there purposely mismanaged the gas works . . . that they might have an apparently good excuse for executing a lease of the works to themselves."

Mr. Bemis further maintains that the cash turned into the city treasury and the amounts expended in improvements showed an apparent profit at the end of the 1888-1897 period of municipal ownership of $7,282,036. Depreciation could not have eaten up any large part of this profit, since it had been computed after operating expenses had been deducted.

In the part of their review dealing with water plants, Messrs Clark and Edgar say that in the two cities having private plants, Indianapolis and New Haven, those in charge of the water supply were more solicitous regarding the purity of that water supply than employees of the three municipalities of Chicago, Syracuse, and Cleveland, which ran their own water plants. The citizen obtains the cheapest water in Cleveland, while New Haven comes next. "At both Chicago and Syracuse the poor man pays a high price for water," the report says.

Mr Bemis, however, including in his review an analysis of the charges for water, finds that the rates were more favorable to the consumer in the municipal plants He declares that, in spite of the low charges in the municipalities, the financial results from the standpoint of the community and the taxpayer are far better in the municipal plants than in the cases of the two water companies examined. The private companies, he says, give the least fire protection. Indianapolis has only 4.9 fire hydrants per mile of street, and New Haven 5.0, while Chicago has 7.3, Cleveland 11.8, and Syracuse 11.2 He also finds that the death rate from typhoid fever per 100,000 of inhabitants in the five cities examined has been much lower for the past two years in the three cities having municipal plants than in New Haven and Indianapolis

Messrs. Clark and Edgar, in dealing with municipal electric light plants, assert that in Chicago the cost is greater than if the supply were taken from a private company. The Chicago and Detroit municipal plants are declared to be of a type now obsolete, while the Allegheny plant is "poorly designed, inefficient, and expensive to operate."

Prof. Parsons concludes: "Broadly speaking, recognizing that there are exceptions to all rules, the facts show that municipal plants tend to make lower prices to ordinary consumers than private plants in the same country working under similar conditions, and they do not grant electric rebates or other favors by secret agreement with large users, as is not infrequently the case with the larger companies. In the comparatively few cases where municipal systems do not make low charges the public still gets the benefits that under private operation go to the stockholders, for the profits of the public plants are used to improve the service pay off the capital, relieve taxation, or accomplish some other public purpose."

A Greatly Disturbed Copper Market at Present

American Mining Review:—It is figured that production of copper in the United States, Mexico and Canada for last month (June), was 96,123,030 pounds, compared with 101,666,900 pounds for June of last year, a decrease of 5,543,870 pounds. For the first half of this year the Boston News Bureau figures that the decrease in production—compared with the first half of last year—will be much greater than has been hitherto estimated: it places the decrease for the three countries mentioned at over twenty-two million pounds; following are the figures for the United States, Canada and Mexico for the six months of the two years:

	1907	1906
January	84,835,143	97,297,400
February	85,288,160	89,205,800
March	102,495,230	96,480,081
April	96,567,700	98,044,400
May	98,500,000	103,800,000
June	96,123,030	101,666,900
Total	563,909,263	586,494,581

The net decrease is 22,585,318 pounds. The production of Butte (Montana) for last month was six million pounds under that for June, 1906; Arizona's decrease was slightly under one million pounds; Utah increased about a million and a half pounds, and the Lake region improved to the extent of 1,050,000 pounds. It is not believed that new copper production for the second half of this year will be sufficient to offset the decrease of the first half of the year. It is pointed out, and correctly, that this decrease for the first half of the year is largely due to the fact that many producers have taken advantage of the good prices for the metal to treat their low grade ores; ores so low in grade that they could not be profitably treated if the prices of the metal were low. The consequence has been that while the ore tonnage has been high, the output of metal has been low. In this, producers have acted wisely, for should, due to unforseen causes, the price of the metal seriously fall off they would still be enabled to maintain the average of production by falling back upon the richer ores which they have kept in reserve.

Sales of copper since the reduced prices went into effect, have not been as large as were expected; consumers seem to be holding off in the hope that producers will make them further concessions. The American Metal Market (New York) quotes a large consumer as saying: "We will purchase supplies on a basis of 22 cents a pound for electrolytic. Producers have been generous in making a reduction of more than three cents a pound. The copper consuming companies are prosperous and their works will be active for the remainder of the year at least. There has been no increase in production and 22 cents for electrolytic is about the price it should be for the rest of the year. The new prices will encourage manufacturing and stimulate buying."

Another of the large copper consumers says: "The cut of three cents a pound in the price of copper was too great and to my mind will have an influence other than that desired. Such a radical change will probably put consumers on their guard so that further reductions will be anticipated and continuance of conditions of the last few months will prevail. I am not prepared to state whether we shall buy for the next quarter sufficient copper to cover our requirements for that period at the new prices, or purchase on the hand-to-mouth order."

The situation is described by a representative of Phelps, Dodge & Co., in the following manner: "All that is now necessary is confidence; buyers are waiting a bit as they still have some copper on hand. When they see that there is no prospect of a further reduction they are bound to come into the market."

Mr. Thomas S. Dee, of the firm of Paine, Webber & Co., of Boston, while on a visit last week to Houghton, Mich., said:

"The copper mines were never in better condition than they are today. Anything above 18 cents a pound for copper is a big price. We all know that. The consumers of the metal have succeeded in creating a sentiment which is bearish on the metal. It required great effort on their part to do so. When copper is selling at 15 cents a pound you find the consumers in the market buying large quantities and storing it for the future. When it is selling at 25 cents a pound they are not buying any more than they absolutely need to conduct their business. Now they are out. They approach the copper market like a man who wants a good square meal and has about thirty cents in his pocket with which to buy it. I do not look for any big sales at a figure above 22 cents, but that is a very good price, from the viewpoint of the producer. And all the dividend-paying coppers are selling ridiculously low today on a 22-cent copper market.

The Secretary of La Compagnie Electro-Metallurgique, of France, which uses copper exclusively, is quoted as saying:

"The reduction is too small to make any difference to us. We are virtually dependent upon America for our copper supply and the price is still so high that we are compelled to restrict our purchases. We could go ahead if the metal were obtainable. £80 a ton, but £98 is an almost prohibitive figure. Unfortunately, I see small prospect of any substantial reduction. Japan is making progress as a producer. I am constantly receiving offers of lots of 400 or 500 tons of Japanese copper, which, though unsuitable for some purposes, owing to its large proportion of silver, competes to some extent, with American copper."

It is learned on excellent authority that the recent strike on the 1050-foot level of the Capote mine of the Greene-Cananea is of even greater importance than was at first reported. The orebody has now been proven for a length of 700 feet and for a width of eighty feet and is stated to average 6% per cent. copper. This sulphide ore-body is 300 feet deeper than any other ore deposit of consequence hitherto found in the Cananea camp. The discovery is of the first importance, not only to the Greene-Cananea Copper Company, but to all operators in the Cananea ore zone.

The New York Edison Company prints the folowing very interesting statement in its July bulletin:

"Copper, once classed as a precious metal, bids fair by its present scarcity on the market, to be again classed in that category. An increase of 150 per cent. in its production between 1895 and 1905 was significant of the tremendous growth within that period of the industries requiring its use.

"The U. S. furnishes from 65 per cent. to 70 per cent. of the world's supply, and three-quarters of that quantity are consumed within its own borders. The New York Edison Co. alone is an immense consumer of copper, having installations in Manhattan representing about 5,000,000 16-candle power equivalents.

"With the electrification of railroads, extension of telegraph and telephone lines, expansion of electric lighting and traction systems, and adoption of electric power by manufacturers, the consumption of copper has reached enormous proportions within the last few years. The shortage and corresponding high price of this metal will doubtless continue until new mines have been further developed, and their output has become adequate to meet the ever widening demand.

"No other known substance possesses the peculiar adaptability of copper to the transmission of electric current, and until some equally efficient conductor of electricity is discovered copper will remain of paramount importance in the electrical world."

There are less than twenty-five buyers of copper in large quantities in the United States. Of these, five consume over five hundred million pounds a year; they are:

American Brass Co.	250,000,000
Roebling Sons & Co	100,000,000
General Electric Co	75,000,000
American Steel & Wire Co	50,000,000
National Conduit Co	50,000,000

Other large consumers are: Standard Underground Cable Co., Pittsburg, Pa.; Detroit Brass & Copper Co., Detroit, Mich.; Rome Brass & Copper Co., Rome, N.Y.; Seymour Mfg. Co., Seymour, Ct.; Bridgeport Brass Co., Bridgeport, Ct.; Scoville Mfg. Co., Waterbury, Ct.; Plum & Atwood Co., Thomaston, Ct.; Chase Rolling Mills, Waterbury, Ct.; American Tube Works Co., Boston, Mass.; Winchester Repeating Arms Co., Ansonia, Electric Co., Ansonia, Ct.

In this list the Westinghouse Electric Company are not included as they buy all, or nearly all, of their copper in manufactured forms, chiefly copper wire.

Increased Copper Dividends

The stockholders of eighteen United States copper companies received nearly $7,500,000 more in dividends during the first half of this year than they did during the corresponding period of last year. Following are the names of the eighteen companies and the amounts paid. In the cases of the Anaconda and Parrot Companies only 40 per cent. of their dividends is taken, as 60 per cent. of each is included in Amalgamated.

Six months:	1907	1906
Amalgamated	$6,155,515	$5,001,355
Calumet & Hecla	4,000,000	3,000,000
Calumet & Ariz	2,000,000	1,100,000
United Copper	1,725,000	1,725,000
Anaconda	1,680,000	1,200,000
North Butte	1,800,000	1,300,000
Copper Range	1,533,375	958,360
U. S. Smelting	1,435,585	821,670
Butte Coalition	1,000,000	.....
Quincy	990,000	500,000
Utah Consol	900,000	750,000
Osceola	673,050	576,900
Wolverine	600,000	480,000
Mohawk	500,000	300,000
Shannon	300,000	.....
Tamarack	240,000	120,000
Tennessee	218,750	218,750
Parrott	45,970	68,955
Total	$26,597,245	$18,128,990