

# THE GREAT WHITE PLAGUE

Eminent German Scientist Claims Discovery of Serum That Will Cure Dreaded Disease

The world looked up in wonder and breathed a sigh of relief when it was announced some time ago that an effective serum, secured from the turtle, which would cure all cases of tuberculosis except those in the last stages, had been discovered by Dr. Frederick Franz Friedmann, a German scientist. Mr. Friedmann announced that he had clearly demonstrated the effectiveness of the serum in a large number of cases and that he could supply it to the world at a comparatively nominal fee. He said also that the supply of the serum was unlimited and could be furnished to every physician of the world in any quantities desired. Telegrams and cables began pouring in on Dr. Friedmann, but he has as yet refused to give the serum out to the world. He gives as his reason the fear that it may come into the hands of improper parties and that if he announces its dispensation quacks and fakers will arise and announce, as they have done in many a former case, that they possess the coveted remedy. He fears the medical profession will suffer from such a result and is undecided what course to pursue.

The fight against tuberculosis has been age-long. It will continue just as long as the sweatshop, the coal mine

and the dust-laden factory remain. Primarily, it is the child of neglect, ignorance, alcoholism, but, deeper than that, the seat of the trouble lies in "man's inhumanity to man." Vacuum devices are being invented that carry off the dust of factories, legislation will soon compel better conditions in the coal mines, and it is hoped the "back-to-the-farm" cry will soon relieve the crowded condition of the tenements of the large cities. But until these conditions are relieved, the great white plague will continue to exact its toll from the ranks of the wage-earner, whose germ-infected body exudes the seed of further destruction.

Gratifying as are the results of recent scientific methods of treatment of the disease, it is still significant that the death rate among consumptives is about one in eight. This improved ratio is due to the greater attention to fresh air breathing, better ventilation in houses and the realization on the part of weak-lunged people that the night air, far from being injurious, is the best air to be had at night and that cold air is not necessarily injurious. Within a few months the death rate has been reduced from one in seven to one in eight. It is hoped the discovery of an effective serum will prove indeed a reality.

# Convict Leasing System Given a Hard Jolt

(Continued from page one)

under the guise of accomplishing a universal good. The South was sick from its long period of deprivations. Crime was increasing, for the crafty were quick to take advantage of conditions. The new problem of the negro stared them in the face, ignorance, superstition, hatred of the whites and a misguided notion of his new position having started the erstwhile slave on a series of crimes and misdemeanors that threatened another great war—one in which the pent-up passions of race hatred would find full sway. The South was bankrupt and crime was never before so rampant. So when the suggestion of a new servitude for the criminal negro was presented, the South seized upon it and the convict-leasing system was established.

The condition thus imposed upon the negro was, in many respects, worse than slavery. His master was, as a rule, of the type who represented the worst of the former slave owners. He looked to the business end of the transaction. It was cheap labor he secured for the plantations and turpentine camps. He paid the state from \$100 to \$300 per year for each prisoner and the state cared little what became of him. The prisoner was taken far into the wilderness, was chained to his fellow, made to work from fourteen to twenty hours a day and then prepare his own supper at night. Doctors were expensive and convicts were cheap. So it was cheaper to let the sick convict die than to secure medical assistance and save him. It was cheaper to make him sleep in his chains in a stuffy room without windows than to hire a guard to keep him from running away at night. It was cheaper to make him fry his own scant piece of bacon over a smouldering log in the chill night wind than to provide a cook and a comfortable shelter.

As time went on and the system was perfected, sheriffs, justices and juries became part and parcel of it. When the five-year contract was made in Georgia in 1904, by the terms of which hundreds of prisoners were turned over to contractors, the newspapers flared before the public eye the intelligence that the state would be the richer by a net profit of \$225,000. Vain hope! A review of the history of the system shows that in later years the state received very little of the amount paid by the contractor. The county got no money until the sheriff, deputy sheriff, county solicitor, balliff, court clerk, justice, constable and other officers had each received his share. All the political machinery stood in with the contractors, who were, in some cases, members of the legislature. And this with the knowledge that the money was nothing less than blood money extorted at the expense of the helpless convict. Sorry fate! Out of those leased to contractors for five years many never came back. In some of the camps one out of every four perished—killed by the heavy toil, by the fever of the swamp or by the cruelty of heartless masters. The death rate in private camps was double that in the county gangs. And in the face of these facts, the perpetrators were shielded and saved from indictment by a machinery that knew nothing of justice but to pervert it.

# SHERMAN ANTI-TRUST LAW IN OPERATION

Supreme Court Makes Important Decision in Patten Case and Indictments Are Returned Against Heads of Railroads

The recent decision of the United States Supreme Court, affirming the indictment in the New York Federal Court of James Patten and his associates for cornering the cotton market in 1910, is in line with an awakened tendency throughout the country to hold responsible masters of high finance, who carry on their monopolistic operations with impunity at the expense of their less fortunate neighbors. Mr. Patten and his associates will have to stand trial for violation of the Sherman anti-trust law, for the decision referred to declares that to corner interstate commodities, such as clothing and food, is, in effect, a restraint of trade. Chief Justice White and Justices Lurton and Holmes dissented from the majority opinion.

The case is significant, in that it is one of a chain of events that herald the doom of the stock exchange. During the past ten years an ever-increasing cry has gone up from the American people for relief from the conditions arising out of our financial policy. A few men have amassed enormous sums of money by the skillful operation of which on the stock exchange they are able to control the price of commodities. They do this by buying up the entire supply of a given commodity and withholding it from the public for a short time, thus giving the law of supply and demand a chance to work, with the result that the price of the commodity begins to soar. Then they unload the goods at the increased price and pocket the surplus. The consumer pays the bill.

Briefly, this is the story of Mr. Patten's manipulation. The Sherman anti-trust law has been brought to bear against him and he will have to stand trial. The action of the court will have the approval of the masses of American people and the outcome of the trial will be watched with interest.

The defense made the contention that a control of the supply of cotton would have a stimulating effect upon the market. They claimed also that there was no intent to restrain interstate trade. In replying to the former contention, Justice Vandevanter said that, while this might be true for a while, the corner was forbidden by the act because it thwarted the usual operation of the laws of supply and demand,

withdrew the commodity from the normal current of trade, enhanced prices and produced practically the same evils as the suppression of competition. As to the latter argument, the court said it made no difference that there was no allegation of a specific intent to restrain interstate trade, for "the conspirators must be held to have intended the necessary and direct consequences of their acts and cannot be heard to say to the contrary."

The manipulation of necessities such as clothing and foodstuffs is the most far-reaching and baneful of all the stock-gambling devices. The public pays the bill in any event, but it can stand a raise in the price of steel far better than a raise in cotton, wool or wheat. An increase of a cent a pound in the price of cotton does not bring a great burden upon the individual who buys a shirt made from this cotton, but when it happens in a dozen different commodities, and keeps on happening, his pocketbook very soon feels the drain upon it. Furthermore, the matter of a cent a pound looks like a small profit to the man who makes the raise in price, but when it is considered that this increase is upon every pound in the country, an idea of the profit can be had. This is the principle of stock-gambling and this is the thing the American people have set themselves to rectify.

Most conspicuous among the railroad prosecutions of the past five years is the indictment of Charles S. Mellen, president of the New York, New Haven & Hartford, and Boston & Maine Railroads, and Edson J. Chamberlin, president of the Grand Trunk Railway of Canada. The act of which these gentlemen are accused is that of unlawfully agreeing "to prevent the construction and completion of any of the Grand Trunk New England extensions, to prevent the operation of the Grand Trunk steamship line" between New York and Providence, "and to prevent the transportation of persons and property in interstate and foreign commerce over said lines of railroads and steamships." Mr. A. W. Smithers, chairman of the board of directors of the Grand Trunk, is also named in the indictment.

The thing that actually happened and that shows again the immense prestige

held by men of wealth, was the entering into an agreement whereby New England was sliced up and divided among the railroads involved, with the understanding that each company was to keep out of the field of the others and all operations and constructions under way were to be abandoned. So it happened that bridges, cuts and grades were left in a half-finished condition. Needless to say, New England was thoroughly aroused. Providence was torn up to make a place for the tracks of the Grand Trunk, construction being well under way. But the railroad suddenly announced that it had withdrawn from the field and would not complete its line. Expected railroad development brings extensive building along all lines and the injury wrought by the sudden withdrawal of the Grand Trunk was far-reaching. The effect of the whole arrangement was a corner of traffic to the extent that competition was practically killed. Hence the indictment, which is meeting with approval in New England.

Another incident in connection with the New Haven road is the announcement by President Mellen that the road would sell its steamship lines in 1914. The Panama act is responsible for this announcement. In this bill is a provision prohibiting railroads from owning and operating coasting steamship lines unless they can justify such ownership before the Interstate Commerce Commission. Mr. Luther Conant, Jr., commissioner of corporations, in a recent report, gives figures to show that the New Haven Railroad stands first among the several roads controlling the coast and river navigation of the country. The report says:

"In acquiring their extensive control over domestic water-carriers, railroads have had in general three purposes: First, to eliminate the competition of water carriers; second, to obtain an entrance into territory not open to their rail lines; and, third, to secure valuable feeders, mainly local lines.

"In the case of the New Haven system all these purposes are apparent. For some time past the New Haven system has pursued a determined policy of suppressing any effective competition on Long Island Sound; several, at least, of its recent acquisitions must be regarded as due to this policy."

## IS THERE A LIMIT?

The achievements of wireless during the short time since its discovery have furnished the most startling evidences of the advance in modern science. Unless it be the science of aviation, wireless has made the most signal success. For the first time in history Christmas greetings were sent from Mare Island at San Francisco to the United States Capitol at Washington, December 25 last.

The message was from Captain Mayo, commandant of the Mare Island Navy Yard, and was received by the giant radio station at Arlington.

It conveyed the wishes of Captain Mayo and other officers at the navy yard to the secretary of the navy and the officers of the navy and marine corps for a "merry Christmas and a happy New Year."

Skeptics the world over hooted at wireless before it was a reality. They hooted at aviation before the Wright brothers made themselves famous and established a new mode of travel by their experiments. So they hooted at the steam railway in days past and at the telephone, telegraph, printing press and every other thing that has made the modern specialized system of labor and promotion a possibility. And they will continue to hoot, a few of them, as long as they live.

Is there a limit to the achievements of wireless? Men who have followed its success almost universally agree that there is not. Year after year it has passed the hopes of its promoters. Already it has paid for its discovery a thousand times over in the number of lives it has saved on the ocean. When the fated Titanic sank wireless did its work, and had the ships that heard the message heeded the call, all might have been saved. Scarcely a week passes that some new achievement is not recorded. History repeats itself and there will be no limit to the achievements of wireless. Indeed, the most sanguine would predict the eventual linking of the earth with Mars by wireless. Certainly on this earth there is no limit.

## WILL LOWER LIVING

Not everyone realizes the exact significance of the Panama Canal from the standpoint of shortened distance between Atlantic and Pacific ports. It takes considerable time for the heavy freight steamers to go from New York to the Oregon and Washington ports around the Horn, a distance of over 14,000 miles. When the Panama Canal is completed this distance will have been cut down to approximately 6000 miles, thus affording a saving in time alone of four-sevenths of the former time. When the vast saving in expense of transportation is considered, the full meaning of this great venture of Uncle Sam can be realized and the public should benefit by that saving. In fact, it is freely predicted that the effect of the reduction of carrying rates that will result from the opening up of the canal will greatly affect the high cost of living against which there is so great an outcry all over the country.

**His Name Meant Business Too.**  
It was just before election, and he wandered into the headquarters of his political party in the thriving Long Island town. He was warmly welcomed by the local leader, who grasped his hand and said:

"Make yourself right at home, sir. Do you know all these gentlemen? This is Mr. Seales, inspector of weights and measures; and this is Mr. Graves, our local undertaker; and this is Mr. Key, the locksmith; and this is Mr. House, the builder; and Mr. Wall, the contracting stone mason; and Mr. Cutler, the hardware merchant. And now, sir, if you please, what may your name be?"

"Who, me? Why, I'm Schmell, the skunk farmer. Just started a place four miles east of here!"

**What He Got for Boasting.**  
"Father," boasted the farmer's son, home from college for over the holidays, "I'm the strongest man in our college this year."

"You don't mean to tell me!"

"Yes; they tested me with different kinds of strength-testing machines in the gymnasium, and my record shows that I'm the strongest student enrolled there this year. The physical director says I'm a 'modern Hercules.'"

"My son, I'm glad to hear the good news. Instead of going back to college you can stay home here and help me lift the mortgage off the farm."

**"Hes Haw."**  
A lecturer was annoyed by a man in the audience who insisted on rising and asking questions.

"Sit down, you ass!" said a second man, jumping up.

"Sit down you, too!" cried a third man; "you are both asses."

"There seems to be plenty of asses about tonight," put in the lecturer calmly; "but for heaven's sake let us hear one at a time."

"Well, you go on then," said the first man, resuming his seat.—Boston Transcript.

**Nothing Doing.**  
"My next immutashun," said the vaudeville topline, "will be an immutashun of the Senate Committee at Washington enlightening the public on the result of its investigation of campaign funds."

The stage was then left for two minutes in total darkness.—Chicago Record.

**Oh, Prunes.**  
"Are you any good at dates?" asked the man with the poor memory.

"No," replied the man with the poor digestion, "but thanks to my boarding house experiences, I'm very well acquainted with prunes."

Mrs. Cawker (severely)—Marie, did you accept a kiss from Mr. Smith last night?

Marie Cawker (hesitatingly)—Yes, mamma, but it was pressed upon me.

## Found Turkish Society



With the work of the Red Cross Society as an incentive, Mme. Rijaat Pasha, Christian wife of a Mohammedan representing Turkey at the British court, has founded a Turkish organization very similar in purpose. During the Balkan troubles the society has been of material assistance in rendering aid to sick and wounded.

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