

REVOLTING STORY.

Appalling Revelations of Methods Employed by Chicago Meat Packers.

Washington, June 6.—President Roosevelt has submitted to Congress the following message:—"I transmit herewith the report of Mr. James Bronson Reynolds and Commissioner Charles P. Neill, the special committee whom I appointed to investigate into the conditions in the stock yards of Chicago and report thereon to me. I submit it to you now because it shows the urgent need of immediate action by the Congress in the direction of providing a drastic and thorough-going inspection by the Federal Government of all stock yards and packing-houses and of their products. The condition shown by even this short inspection to exist in the Chicago stock yards are revolting. It is imperatively necessary in the interest of health and of decency that they should be radically changed. Under the existing law it is wholly impossible to secure satisfactory results."

WHOLLY UNEXPECTED CONDITIONS.

When my attention was first directed to this matter an investigation was made under the Bureau of Animal Industry of the Department of Agriculture. When the preliminary statements of this investigation were brought to my attention they showed such defects in the law and such wholly unexpected conditions that I deemed it best to have a further immediate investigation by men connected with the bureau, and accordingly appointed Messrs. Reynolds and Neill.

Before I had received the report of Messrs. Reynolds and Neill I had directed that labels placed upon any package of meat food products should state only that the carcass of the animal from which the meat was taken had been inspected at the time of slaughter. If inspection of meat food products at all stages of preparation is not secured by the passage of the legislation recommended I shall feel compelled to order that inspection labels and certificates on canned products shall not be used hereafter.

NOT EVEN REASONABLY CLEAN

The report shows that the stock yards and packing-houses are not kept even reasonably clean, and that the method of handling and preparing food products is uncleanly and dangerous to health. Under existing law the National Government has no power to enforce inspection of the many forms of prepared meat food products that are daily going from the packing-houses into interstate commerce. If, as has been alleged on seemingly good authority, further evils exist, such as the improper use of chemicals and dyes, the government lacks power to remedy them. A law is needed which will enable the inspectors of the General Government to inspect and supervise from the hoof to the can the preparation of the meat food product. The evil seems to be much less in the sale of dressed carcasses than in the sale of canned and other prepared products, and very much less as regards products sent abroad than as regards those used at home.

EXPENSE OF INSPECTION.

In my judgment the expense of the inspection should be paid by a levy on each animal slaughtered. The alarm expressed in certain quarters concerning this feature should be allayed by a realization of the fact that in no case under such a law will the cost of inspection exceed eight cents per head.

I urge the immediate enactment in-

to law of provisions which will enable the Department of Agriculture adequately to inspect the meat and meat food products entering into interstate commerce and to supervise the methods of preparing the same, and to prescribe the sanitary conditions under which the work shall be performed. (Signed) Theodore Roosevelt.

THE SPECIAL COMMITTEE'S REPORT.

The special committee's report says in part:—"Before entering the buildings we noted the condition of the yards themselves as shown in the pavement, pens, viaducts and platforms. The pavement is mostly of brick, the bricks laid with deep grooves between them which inevitably fill with manure and refuse. The pens are generally uncovered except for sheep; these latter are paved and covered. The viaducts and platforms are of wood. Calves, sheep and hogs that have died en route are thrown out upon the platforms where care are unloaded. On a single platform on one occasion we counted fifteen dead hogs, on the next ten dead hogs. The only excuse given for delay in removal was that so often heard—the expense."

REVOLTING DETAILS.

Here follows details too revolting for publication as to the lack of elementary sanitary conveniences. The radical defect in the present system of inspection is that it does not go far enough. As to the investigation of the alleged use of dyes, preservatives, or chemicals in the preparation of cured meats, sausages and canned goods we are not yet prepared to report. Other instances of how products may be made up and still secure the stamp of government inspection are here given. In one well known establishment we came upon fresh meat being shovelled into barrels, and a regular proportion being added of state scraps that had lain on a dirty floor in the corner of the room for several days.

GOOD FOR "POTTED HAM."

In another establishment, equally well known, a long table was notified covered with several hundred cooked scraps of beef and other meats. Some of these meat scraps were dry, leathery, and unfit to be eaten, and in the heap were found pieces of pigskin and even some bits of rope strands and other rubbish. Inquiry evoked the frank admission of the man in charge that this was to be ground up and used in making "potted ham." The phraseology of the labels is wholly unwarranted. The government inspectors pass only upon the healthfulness of the animal at the time of killing. They know nothing of the processes through which the meat has passed since this inspection. They do not know what else may have been placed in the cans in addition to "inspected meat."

WORKMEN HAVE TUBERCULOSIS.

The lack of consideration for the health and comfort of the laborers in the Chicago stock yards seems to be a direct consequence of the system of administration that prevails. Physicians state that tuberculosis is prevalent in the stock yards, and the victims of this disease expectorate on the spongy wooden floors of the dark work rooms, from which falling scraps of meat are shovelled up to be converted into food products. Even the ordinary decencies of life are completely ignored.

GUNNER MADE A GREAT RECORD.

Made Eleven Hits Out of Eleven Rounds in One Minute—Conditions Were Difficult.

London, June 6.—Keen rivalry is being excited by the annual gunnery competitions of the British fleets, which are now in progress and fresh records are being made. The several commanders-in-chief of the Channel, Mediterranean, and Atlantic fleets, Admirals Sir Arthur Wilson, Lord Charles Beresford, and Sir W. H. May, are taking the greatest interest in the work. Already the flagship of the latter officer, the King Edward VII., has done her gun-layers' test, and made a series of records which other ships will find it exceedingly difficult to beat.

In the regulation run of six minutes past the ordinary service target, which was about 1,600 yards distant from the ship, the gun crews of the 12 in. weapons fired fourteen projectiles of 850 lb. and all except one hit the target, a percentage of nearly 93. Thirty-three projectiles were discharged from the 9.2 in. weapons and 30 of these found their target, equivalent to over 40 per cent.; while from the 6 in. guns 101 rounds were fired, and 87 of these were hits, a per centage of about 87. These records have never been equalled in any fleet, and redound greatly to the credit of the officers and the gun crews for they indicate hard work and persistent practice. Eighty-eight per cent of the rounds from all natures of guns in

the King Edward VII., reached the target. Petty Officer Giles made a world's record by securing eleven hits out of eleven rounds from a 6 in. weapon (100-lb projectile) in a single minute. Gunner Grounds, who gained wide fame a few years ago as a marvellously accurate shot, only out in eight rounds in the same time, all of which reached the target.

The firing was carried out in the presence of Rear Admiral Sir Percy Scott, Inspector of Target Practice, who has gone on to Malta to see the Mediterranean Fleet carry out its firing.

The Channel Fleet, which is at Portland, is now preparing for its gun-layers' competition, which will begin on Wednesday next.

In appreciating Petty Officer Giles' wonderful performance and the high merit generally of the King Edward VII.'s gunners, civilians should not fail to remember that the conditions are very different from those which obtain on rifle ranges ashore. The gunners have to fire while the ship is steaming at a moderate rate and the gun-platform, as well as the target are consequently unstable.

Sunlight Soap is better than other soaps, but is best when used in the Sunlight way. Buy Sunlight Soap and follow directions.

KEEP FLAG FLYING.

J. J. Hill Gives Canadians Some Particularly Sound Advice.

Ottawa, June 5.—James J. Hill visited the capital yesterday. He spent twelve hours in the city, and during that time familiarized himself with people and conditions here to an extent that would have taken a long time on the part of an ordinary individual. At the Canadian Club luncheon scores of citizens pressed for an introduction, and the great railway builder met them all in a kindly and friendly way. To "old boys" from Guelph and Wellington County, he was especially cordial. As he was piloted from group to group in the Russell House rotunda one would almost have thought he was a Parliament candidate looking for votes.

THE GREAT JIM HILL.

His lack of ostentation and his friendliness amazed many people, who asked, when they saw a powerful figure dressed in grey tweed leaning up against a pillar and exchanging conversation with admirers, "Is that the great Jim Hill?"

It was the same in the House of Commons, where Mr. Hill spent most of the afternoon. Parliamentarians were eager to make his acquaintance, and all were received in the most fraternal manner.

Mr. Hill is somewhat older than what most people expected, with a full face and grizzled grey beard. But his countenance expresses indomitable resolution, and his glance, which ryes everywhere, is keen and penetrating. He pleased everyone by his address to the Canadian Club. His delivery is poor, but his sentences are crisp and epigrammatic and carry conviction. The keynote of his address was that the farming community are the great mainstay of the country, and he reiterated that statement two or three times.

Mr. J. Plunket Taylor presided over the Canadian Club luncheon, and Hon. Robert Jaffrey, who is a person of Mr. Hill, was seated on the latter's right. Among others at the guest table were Hon. L. P. Brodeur, Hon. William Templeman, Hon. R. F. Sutherland and Hon. Robert Watson. Several members of parliament were also present.

THE TWO NORTHWESTS.

The President introduced Mr. Hill in an eulogistic speech, and, after rising, he was received with round after round of cheers. He said it would be fifty years next July since he went to the United States northwest, where, like other ambitious young Canadians, he had gone to try and carve out a career for himself. Then Canada had no northwest, but now it had almost all the available space for population that was left.

"You have in the northwest," said Mr. Hill, "all that is left of the unoccupied land where a man can make a comfortable home for himself and family. There is no difficulty in your setting your northwest. Do not be in too great a hurry to settle it. See that the population of the northwest shines population without land is a mob, and land without population is a wilderness. You want both. The quality of the soil is of less consequence than the quality of the man who lives on the soil. As far as you have gone in Canada, your educational institutions the general standard of business integrity, are such that you have no apologies to make. Keep that clean. Hold your standard up. Preserve your unoccupied land for those who will make intelligent use of it." (Applause.)

FIFTEEN MILLIONS A NICE START.

Mr. Hill said the mineral resources of British Columbia would support a population of a million. The Canadian Northwest would support a population of twelve or fifteen millions, but he advised them not to be too extravagant, as a population of fifteen millions would give them a very nice population and a very nice start. On the twenty-third of next month it will be twenty-seven years since the old St. Paul & Northern Pacific carried \$1,250,000 worth of grain. This year the line carried \$105,000,000 worth, and there were a great many areas from which they did not carry grain.

NO PROXY SETTLER.

"You have a great heritage in this Northwest," he declared. "Do not give it away. Keep it for the man

who is going to live on it. Do not let a man live on it by proxy and then secure a title and walk away. Let him wait until he has earned the right to it by living on the land, and fulfilling his obligations. That will do you the most good."

In railway construction he said the great problem was to overcome the law of gravitation. The nearer the level one got with a railway the easier the law of gravitation was overcome. The grade of a railway fixed its ability to earn money, and it was of just as much importance to the public to have a railway with the low grade as it was to have the St. Lawrence River dredged or to have a harbor deepened enough to float a large ship.

BIG HAUL, LOW PROFITS.

Reverting to British Columbia, Mr. Hill said that the mountains there were filling with low grade ore. When his company went into Granby a year and a half ago they handled five hundred tons of ore per day. Now they were handling twenty hundred, and in five years they expected to handle ten thousand tons. That could only be done by bringing low grade ores to a point where it could be handled at low prices. The ore must be transported at such a rate as to enable the producer and the railway to make a fair profit.

"What we expect to do in the Canadian Northwest," continued Mr. Hill, "is to furnish railway accommodation to that part of the country between Winnipeg and the Rocky Mountains, because, bear in mind, the bulk of our road is already built or building from Fernie to Vancouver, and we are constructing it in such a manner that I hope we may be able to retain the title to it, because we have no bonds and the sheriff cannot get it. From the mountains to Winnipeg is not so far a cry. Applause and laughter." If we invade Canada we cannot come away with more than our lunch. The rest belongs to the owner and he directs where the produce shall go. When we reach Winnipeg we connect with the Grand Trunk Pacific or the C. P. R. and we will be happy with either charter. (Applause and laughter.) We expect to get a line from the Pacific to Winnipeg before the Grand Trunk Pacific does. The Canadian Pacific line from two hundred to twenty-two hundred miles of railroad in the United States, and I have not protested. Our building this line through the Canadian Northwest will even things up a little better. We want you to give us room according to our left. We don't want to crowd anybody, but if we go on there with a little ewe lamb to make a sheep or if we want pasture for it, it will not cost you anything." (Applause and laughter.)

THE INVASION OF CANADA.

Continuing, Mr. Hill said that he would do for the Canadian Northwest that had been done to the country to the south. They would not take away any existing market, but would bring the country adjacent to the railway into touch with Winnipeg. "The man who owns the produce," observed Mr. Hill, "says where it is to go. We don't want to invade Canada. We want to connect with the Grand Trunk Pacific or the C. P. R. and we will be happy with either charter. (Applause and laughter.) We expect to get a line from the Pacific to Winnipeg before the Grand Trunk Pacific does. The Canadian Pacific line from two hundred to twenty-two hundred miles of railroad in the United States, and I have not protested. Our building this line through the Canadian Northwest will even things up a little better. We want you to give us room according to our left. We don't want to crowd anybody, but if we go on there with a little ewe lamb to make a sheep or if we want pasture for it, it will not cost you anything." (Applause and laughter.)

A FASCINATING PROJECT.

Mr. Hill referred to the construction of the Georgian Bay Canal, the cost of which, he had been told, would be only from fifty to fifty-five millions, whereas the Panama Canal would cost the United States from two hundred to two hundred and fifty million dollars. The Georgian Bay Canal, it was said, would allow ships drawing twenty-one feet of water to go up from Lake Huron to Montreal. If that was true Montreal would be fifteen miles nearer to Chicago and Duluth than Buffalo is today. (Cheers.) Ships drawing twenty feet can readily be constructed to carry twelve thousand tons, which represents four hundred thousand bushels. This, at three cents a bushel, would mean twelve thousand dollars' freight on a cargo every trip. That kind of shipping would be very remunerative. Trade followed the line of least resistance, and if they could bring the waterways into conditions under which a man could use them, not only wheat from one Canadian Northwest, but grain of the

United States from all points north of Kansas City would come this way during the season of open navigation.

NO MORE SPOON FEEDING.

Mr. Hill advised Canadians to stop spoon feeding the Northwest, as it was now in a position to grow up strong and healthy without maternal assistance. If you want to give bonuses to railroads, he said, give it in money. Keep your lands for those who are seeking homes and are going to plant their roots in the soil. The man who had his roots in the soil was the mainstay of the country and too much could not be done for him. Mr. Hill spoke in the warmest terms of the Ontario Agricultural College, which had furnished the Minnesota Agricultural School with their best men.

"TO THE LAST TATTER."

In conclusion he said:—"Keep your old flag flying to the last tatter. Your record is a good one, and it will always be bettered by keeping in view the fact that the men who built and are building Canada are those who follow the plough. They are the men to make a nation strong and vigorous."



A TRIM SHIRT WAIST SUIT.

The shirt waist suit fills so large a need in Milady's wardrobe that it cannot be easily dispensed with. This frock figures most prominently in the most fashionable wardrobes of the season, and no woman can afford to be without several of various materials. Here is a model for a shirt waist dress suitable to development in linen, pongee, Rajah taffetas or mohair, and not difficult for the home dressmaker. The tabbed yoke, with its stole front, closing at the left of the centre, is very effective and full of style. Three narrow tucks appear at each side of the centre, front and back and again at each side seam of the skirt. Buttons are much used upon the new frocks of tailor construction, but here they not only adorn, but serve a purpose. The sleeves are long, but may be easily finished below the elbow if desired. For the medium size 9 yards of 36 inch material are necessary to develop the gown.

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"Our neighborhood is considerably stirred up," said the farmer, as he helped himself to a pipetful of the village editor's pulverized cabbage.

"What's the trouble?" queried the editor, scenting an item of news.

"Nothing," answered the granger. "Everybody's plowin', that's all."

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No. 317 Suburban for Marysville..... 6.15
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" 327 Suburban for Marysville..... 15.20
" 329 Suburban for Marysville..... 21.00

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No. 302 Express from Montreal, Quebec, Chatham and Loggieville..... 13.00
No. 304 Mixed from Chatham Junction, Chatham and Loggieville..... 18.35
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" 326 Suburban from Marysville..... 13.20
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