

## A COUNTER-ATTACK ON CRIME

IF WE ASSUME that the first function of government is the protection of life and property, then government is failing in the United States, particularly in all the large cities, contends the *New York World*. In New York City, declares this paper, "crime is no longer an occupation; it is an industry, highly organized and directed with extraordinary cunning." But we read in other papers published in San Francisco, Chicago, Atlanta, Detroit, Los Angeles, Philadelphia, St. Louis, Cleveland, Kansas City, Boston and other large centers that conditions in their particular cities are almost on a par with those in New York. As the *Rochester Post-Express* sums up the matter: "There is at this moment a saturnalia of crime all over the United States." Since there is no general or specific contradiction of the statement that a "crime wave" exists, except from Police Commissioner Enright, of New York, and since it is generally agreed that unemployment, laxity in administering punishment, suspension of sentence, commutation of sentence, the parole, and loose laws permitting the sale and distribution of firearms contribute to the causes, what is to be done about it? Certainly, as the *Buffalo Express* agrees, "the protection of society should be the first objective, both in making and administering laws." As the *Dayton News* sees it, "only the speeding up of court action will bring the crime wave to a close," and in substantial agreement with Governor Cox's paper are perhaps forty others, ranging from Boston, New York and Philadelphia to Seattle, San Francisco and Los Angeles.

A glimpse of the gravity of the situation is seen when we read that in Cleveland, Chicago, Detroit and Philadelphia commissions have made or are making a survey on all matters connected with the administration of criminal justice in their particular city. This investigation includes the police, the magistrates, the District Attorney, the Grand Jury, the Coroner, the criminal bar, the courts, the jails, the parole system, the treatment of convicts, the bonding evil, the treatment of the untried, the methods of detecting crime, etc. It is very thorough, too. In the case of Cleveland, which has finished her survey, "the reports are inspiring and instructive, and should be made the model," maintains the *Philadelphia Evening Public Ledger*.

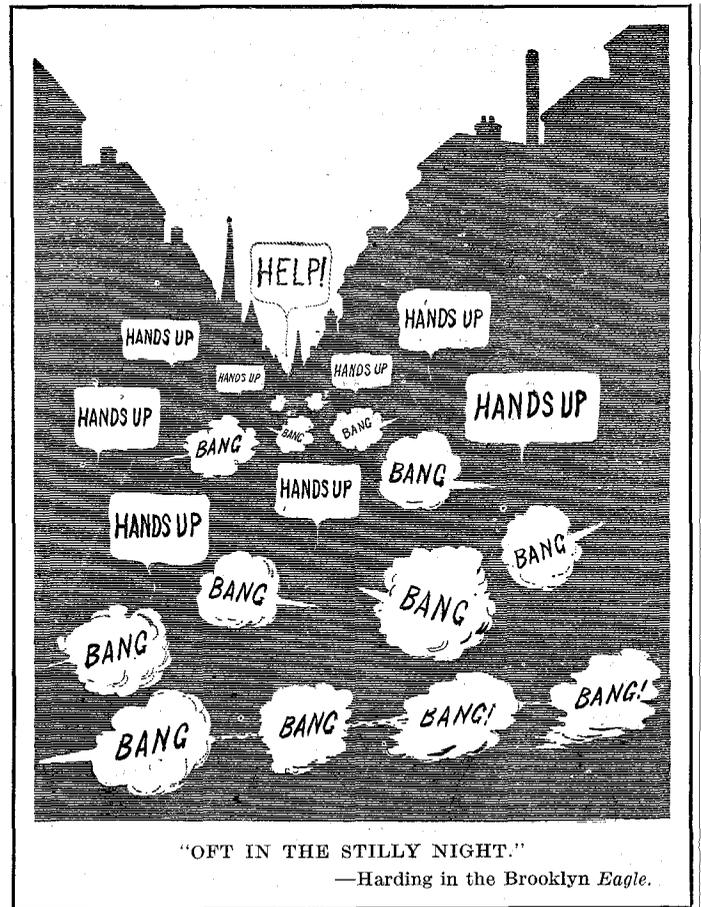


As a result of this survey, we are told in the *Cleveland Plain Dealer*:

"No longer will persons arrested for murder be arraigned in police court. They will go directly to the Grand Jury and, if indicted, be tried in common pleas court where jurisdiction lies. Within a short time, it is further announced, those arrested for important robberies, burglaries, and for other serious crimes, will likewise be kept out of the police court and brought directly before the Grand Jury."

Early in the year Attorney-General Daugherty called a conference in Albany of the sixty-six Federal and district attorneys of New York State. Speaker after speaker demanded greater severity of punishment, but this procedure, thinks the *New York Evening Post*, "would not deter the criminal; it would merely increase his fear of being caught, and thus make him more desperate." Like the large cities just mentioned, thinks the *New York Globe*, "what is needed in New York is a committee to undertake a thorough investigation." Better than that, and better than the recommendations for more severe punishment, thinks the *New York World*, would be a taste of "Jersey justice."

"New Jersey has a simpler and more practical one for the enforcement of the criminal law. It is to enforce the law. As an illustration of how it works, George Gares, who murdered a five-year-old girl in New Brunswick December 22, was arrested



within two days, promptly indicted, brought to trial in the Supreme Court at New Brunswick, January 4, found guilty by the jury January 5, and immediately arraigned and sentenced to die in the electric chair at Trenton in the week ending February 6. This is not an exceptional instance of the swiftness of Jersey justice. It is in striking contrast with New York's methods."

In Michigan, reports the *Grand Rapids Herald*, legislators are discussing the probability of an extra session of the Legislature to deal with the same matters which Cleveland took up in her survey. "For the crime wave has not left Michigan immune," we are told. *The Herald* would have Michigan make punishment of a crime swift and certain: "The sooner the criminal world is



## OPENING THE SHIP SUBSIDY FIGHT

**N**OBODY EVER PUT OUT TO SEA in a boat when he could make a better living on shore, remarks Professor Van Loon. Thus the Vikings became sea pirates because there was no opportunity for a young man to get very far ahead by agriculture in the land of rocks and snow, and the English became a great sea-trafficking people because they had to. This interesting historical observation has a direct bearing on the controversy in Congress over ship subsidy. We Americans, remarks Mark Sullivan in a Washington dispatch to the New York *Evening Post*, "are not naturally a shipping nation." "With our great natural resources in land, in mines and otherwise, the tendency will always be to use our man-power and our money in developing them," continues Mr. Sullivan; "we could only become a great mercantile shipping nation by a prodigious effort accompanied by large government subsidies." Right here opinion divides. Advocates of subsidy contend that we must have enough ships to take care of all our businesses when world trade revives, that we need our own shipping as much as a department store needs its own delivery wagons, that when business is brisk ships of rival nations are going to slight our goods. The other people say that it is much better to leave the mercantile shipping business to the nations which can do it most economically and most efficiently, and that we should concentrate on our internal development and let Great Britain or anybody else with proper facilities take care of ocean transportation. Thus the argument for and against the subsidy takes shape in the columns of the press and thus they are likely to take shape in Congress as our Senators and Representatives debate the subsidy propositions laid before them. Traditionally the Democrats, correspondents note, are opposed to ship subsidy. Moreover, in a very general way a subsidy for the merchant marine is looked on with more favor on our Atlantic and Pacific seaboard than it is in the interior. Even a child, remarks the Newark *News*, can see that the subsidy program favored by the Administration and the Shipping Board "is loaded with political dynamite." Advocates of the program speak of it as "remuneration" and a "stabilization" fund. But that, remarks a correspondent, "isn't going to prevent many Democrats and many Republicans as well from calling it by the old name of subsidy and hurling bricks at it."

The all-important fact to-day, in the opinion of advocates of a ship subsidy, is the existence of a huge fleet built at great expense and mostly owned by the Government, which no one now seems to want to operate, at a time when our competitor nations are rapidly regaining their former share of the carrying trade of the world. As a member of the Shipping Board said at a recent dinner in New York:

"It is a plain business proposition. We have the ships; the investment is there. That is the central fact around which all other propositions must revolve. We have the power at comparatively moderate cost to make those ships a valuable asset. If the millions of dollars which the public operation of these ships even now is causing to be spent—much of it in caring for tied-up ships which are steadily decreasing in value—could be diverted to the direct assistance of these same ships, the net result would be no real increase in the public cost, but the creation and maintenance of a privately owned merchant marine which would be of inestimable value in supporting permanently the prosperity of this country—a giant industry of nation-wide influence in time of peace, a naval auxiliary of measureless value in time of war. . . ."

While "no political party or faction would seriously propose that our factories and all our farms should operate on a basis of unqualified free trade" that, writes a shipping man in the Baltimore *Evening Sun*, "is what, for sixty years, has been enforced upon our overseas shipping industries." The Buffalo *Express* quotes an unnamed speaker at a shipping man's ban-

quet in New York, who puts the same argument in these vigorous sentences:

"For more than sixty years we have left the ocean shipowners and seamen unprotected. Our Government has given the Kansas farmer a tariff wall against the corn and wheat and hogs of Canada, whose wages and living conditions are nearest to our own, and at the same time our Government has forced the shipowners and seamen of New England and New York and Pennsylvania and Washington and California to compete unaided and alone against the cheap wages, the bounties and the subsidies of all the world."

Chairman Lasker of the Shipping Board brings up the precedent of the railroads in arguing for a subsidy, in an article in *The National Marine*:

"The great empire of the United States never could have been conquered unless aid had been given American railroads in such measure as man never dreamed of aid being given enterprise. The States and the Nation showered upon the railroads inestimable natural wealth to make their building possible and their operation possible while trade was being built up.

"As important as the railroads were in the wrestling of the empire, so now, in the cycle of events, transportation on the sea becomes a paramount issue of the day, unless American statesmanship is bankrupt and American vision blind."

These arguments seem convincing enough to papers like the Boston *News Bureau*, Boston *Post*, New York *Commercial*, Albany *Knickerbocker Press*, Philadelphia *Evening Ledger*, and Washington *Post*, on the Atlantic seaboard, and the San Francisco *Chronicle* and Seattle *Times*, on the Pacific.

But the plain fact, declares Mr. S. G. Riggs in *The Annalist*, "is that the great body of Middle West public opinion is not 'ship-minded' and scarcely cares." A representative Middle Western paper, the Detroit *News*, declares that the people are against a subsidy "because no subsidy proposal has ever been framed for the benefit of all the people." Instead of subsidizing private owners, the Detroit editor would prefer to have our Government run its own ships, even if at a loss, to develop American foreign trade, and the Louisville *Post* reaches the same conclusion. A Middle Western farm paper, *Farm, Stock and Home* (Minneapolis), is convinced that "if it is more economical to carry our goods in ships of other nations, then it is contrary to good business principles to tax the people of this country in order to provide ships to handle our commerce."

Nor is the opposition confined to the interior. Such seaport dailies as the Norfolk *Virginian-Pilot*, Philadelphia *Record*, and New York *World* argue vigorously against the ship subsidy as the remedy for the present troubles of our merchant marine. And it is interesting to find such a maritime trade journal as the *Nautical Gazette*, (New York) coming out with this practical argument against subsidization:

"The great objection to all schemes of Government aid to shipping is that they take away the incentive that ship operators are now under to run their vessels as economically as possible and to reduce the margin of disadvantage they are laboring under. Not only do subsidies make for inefficiency, but they also frequently lead to corruption and graft."

Since complaint has been made "that those who oppose ship subsidies do not afford constructive suggestions" for improving shipping conditions, the New York *Journal of Commerce* begs to offer these suggestions:

- "1. Develop our export trade, which has declined 50 per cent. in the past year.
- "2. Insist upon equitable treatment for our ships in foreign ports.
- "3. Dispose of our effective tonnage as soon as possible by selling it to any buyer who will take and pay for it.
- "4. Give our shipowners a fair chance to succeed by reducing legislative restrictions (including the La Follette law) to the minimum, and granting them the natural liberty of obtaining ships, supplies and labor wherever they can to the best advantage."