



### Go Fight the Trust Octopus.

There is no reason to doubt that the movement toward the formation of a vast labor union committed to the policy of National ownership, to resist attacks by combination of capital, of which the Billion Dollar Steel Trust is the most conspicuous example, is inspired by the growing uneasiness among the wage workers of the country as the ultimate object of project emanates from Pittsburgh, where the immediate effects of the operation of the Morgan syndicate are likely to be earliest apparent. Thousands of steel workers are employed in the great Carnegie establishments and associated activities, which are designed to form the nucleus of the giant combination, and every one of these has an acute interest in a deal that threatens revolution in a sphere of industry upon which they and their families depend for subsistence. This great body of workmen has its branches in every section of the country over which the Steel Trust proposes to extend its control, and it is nothing more than the natural instinct of self-protection that has caused the leaders of a movement intended in its incipency merely to amalgamate the allied metal trades, to suggest an extension of its purposes and influences. A consolidation of all labor unions in the United States into one great coherent body, whose definite object, maintained with intelligence, judgment and resolution, should be the opposing of dangerous encroachments by trusts and monopolies upon inherent rights would doubtless prove a barrier over which the octopus that has been paralyzing individual enterprise might vainly strive to extend its all-comprehending arms.

### Scholar and Police Chief.

It is a new experience in American life to see a well known scholar who is at the same time an experienced guardian of the peace appointed to the office of chief of police in a city like Chicago. Yet that is what has been done in the appointment to the chieftaincy of Capt. Frank O'Neill by Mayor Harrison. The idea was to name a man who would be a "Minister of Police," who would be able not only to control and direct the



CHIEF O'NEILL.

force but in cases where the General Superintendent had to appear on public occasions as one of the high officers of the city could make a creditable appearance. Captain O'Neill is not only the best educated man on the force, but also has a good reputation as a policeman, having come up from the position of a patrolman. He was born in Ireland in 1849. He joined the force in 1873. His private library is one of the most extensive in Chicago. His home on Drexel Boulevard has long enjoyed the reputation of being the rendezvous for book worms and men of letters generally.

### The Chinese Regency.

It is a characteristic trick of the Empress Dowager of China to nominate a regency for the purpose of preventing the return of the emperor to power. Her vindictiveness is such that if reforms must come she would not have them come through the agency of her unfortunate nephew, even were he still competent to direct the affairs of government. She was done with him, as she thought, in 1898, never intended that he should reign again, and arranged for the perpetuation of her own rule by naming a very youthful minor to the succession. There is no doubt that, according to the original plan, the emperor was to have been murdered, and his life has been an impenetrable mystery ever since. He is said to have been shattered in mind and body, but such is the secrecy that surrounds him that his very existence is little better than a speculation. Of his influence upon the court there is not now a trace. There is, however, a reformatory influence which must affect the regents, even though they are the dowager's appointees, and that is the might of Russia and the Allies. The most bigoted reactionaries would hesitate to provoke hostilities again at this time, and, furthermore, it would appear from all the available information concerning the board that it is not wholly composed of bigots.

### Succeeds Dr. Edwards.

David D. Thompson has been elected editor of the Northwestern Christian Advocate by the book committee of the Methodist Episcopal church to succeed Rev. Dr. Arthur Edwards, deceased. The action is decidedly progressive, and was not accomplished without a struggle. Precedent was against the successful candidate, for he is a layman, and hitherto only reverends and doctors of divinity have been selected to sit in the editorial



DAVID D. THOMPSON. (New Chief Editor of the Northwestern Christian Advocate.)

chairs of the Methodist papers, as well as to fill almost all the other places of trust and honor.

### Names Ending in "I."

Another Italian anarchist and would-be regicide, whose name ends in "I!" If this suspected Romagnoli, now in the toils at Berlin, had succeeded in his alleged purpose of assassinating the kaiser, the prophecy of Victor Hugo in his "Cromwell" would have had one more fulfillment: "Philippi, Mancini, Torti, Mazarini! Satan pour intriguer doit prendre un nom en 'I!'"

And, of course, the poet's list has wonderfully lengthened since. To say nothing of Orsini and his bomb, there is Golli, who killed Canovas in 1897, and Bresci, who slew King Humbert last year—all names of the fatal termination. But then, Italian names in l of genuses and saints come easily to mind in such numbers as to confirm the old saying that Italy produces the best as well as the most vicious men in the world. Nor are instances wanting of assassins whose patronymics are of right guttural German or sibilant Russian. Of no Italian monarch could it have been written, as a witty lady once wrote from St. Petersburg at the time of the coronation of the Czar: "The emperor entered the church preceded by the assassins of his grandfather, surrounded by the assassins of his father, and followed by his own." —Ex.

### Tell-Tale Letter Box.

One hundred new mail boxes with automatic attachments, showing the time of the last and of the next collection of mail will be installed in the down town district in Chicago within a week.

By a device attached to the front of the box the mail carrier, in opening and closing it, registers the time of the next collection. Above the usual card showing the collections for the day is a strip of glass beneath the words "Next Collection." When the carrier removes the mail the figures and words showing



AUTOMATIC LETTER BOX. The time of the next collection, and also the time the collection will be due at the postoffice appear. The public will be able to tell at a glance when the mail will be taken up again, and by reference to the usual schedule card can also ascertain when the carrier last made his rounds. In the down town district the attachment will register twenty-six times during the day. On Sunday, when only a few collections are made, the automatic attachment will not be in use, and the collections will be made according to the usual card.



This is the chariot known as Fate and these are the horses three. They are known as Greed, Ambition and Strife, and the wind is not more free. They are coursing the vast arena of life and their goal is Destiny.

And who is it rides so swift away, O! who may the driver be? Stern shows his face through the clouds of dust—look and your eyes will see. The form of a daring rider there, and his name is Enmity.

Now, these are the horses, black as night, and the driver fierce is he; They feel the pitiless lash of pride as onward they swiftly flee— For he seeks the glittering goal beyond, the goal that is Destiny.

But look, where another chariot goes and drawn by horses three; Their driver he drives with a gentle hand and Love his name shall be. For Enmity rides with a fierce desire, but Love shall the victor be. —Arthur Lewis Tubbs.

White as the foam that wets their lips are Love's swift horses three; They, too, are rounding the course of life toward the goal that is Destiny; But they trample no roses under their feet and none from their pathway flee.

Where Enmity's chariot wheels have been a burning track shall be, While Love looks back with a lingering smile that all who will may see; For Enmity rides with a fierce desire, but Love shall the victor be. —Arthur Lewis Tubbs.

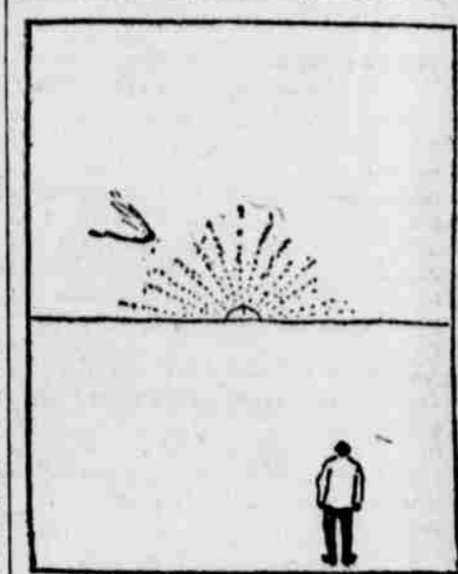


### Raising the Price of Anthracite.

According to a New York dispatch it is the intention of the men who control the anthracite coal mines to transfer \$50,000,000 to their pockets from those of the consumers of hard coal by raising its price \$1 a ton. There is no difficulty about putting up the price, but it does not follow that the mine owners will get \$50,000,000 more for their total output than would be taken in under the lower price. Some indiscreet railroad managers boasted once that their rule for fixing freight rates was to make them as high as the traffic would bear. They were determined to pluck the shippers, but they were smart enough to know that there was a point above which rates must not be raised under the penalty of decreased earnings. The anthracite men are quite aware of the fact that there is a point beyond which they cannot go without cutting down their gross receipts, for there is at hand a substitute for their product in the form of bituminous coal. Then there is the specter of public ownership of all mines and all railroads. If the monopolists would feed long they must feed moderately.

### Look at the Comet.

If you want to see the new comet with three tails set your alarm clock at 3:50 a. m., and waste no time in getting out of bed when the bell rings. If the weather conditions are favorable the celestial wanderer ought to be visible a little to the north of the point on the horizon where the sun rises. Its brilliancy is such, according to the astronomers who have seen the comet, that it can be seen even after the sun is above the horizon.



HOW TO FIND THE NEW COMET. The distance of the comet from the earth is not greater than 30,000,000 miles, and may be considerably less than that. Whether the three tails of the comet are fan shaped, or whether they spread at acute angles, is a question to be determined.

### Hawaii's Mixed Population.

Nowhere else in the world has there been such a remarkable shifting in the relative strength of races as that which has occurred in the Hawaiian Islands since 1896. The absolute changes may first be indicated in a table as follows:

	1896.	1901.
White.....	22,428	28,533
Hawaiian.....	31,019	29,834
Part Hawaiian.....	8,485	7,831
Japanese.....	22,329	61,123
Chinese.....	19,382	25,743

The most interesting features in this table are the slight falling off in the Hawaiian and part Hawaiian population, about 3 per cent in the one case and 7 per cent in the other, and the enormous increase in the Japanese which amounts to 170 per cent. Though the whites have gained 26 per cent and the Chinese 32 per cent, the Japanese have so far outrun them both that their increase upon the natives loses the importance that otherwise would attach to it. It becomes merely an incident of the foreign growth, which, while it helps to emphasize the decline of the Hawaiians, has still a loss of its own to account for.



When a presidential train like that which is now journeying throughout the South and West starts on a long journey across the continent, much more is involved than appears on the surface. In the load which such a train carries is involved the possible safety and the welfare of the nation, and it is literally the chief business of thousands of men, while the train is on the road, to see that it passes in safety and without delays or inconveniences of any kind.

In the first place, every division su-



### A PILOT ENGINE TRAVELS AHEAD.

perintendent, and practically every employe over which the presidential train passes is notified days in advance of its coming. The exact minute of its departure and a carefully arranged schedule of its arrival at and departure from every station on the line was sent out to every station agent and section hand. Beginning several hours before the train was due every foot of the track was carefully patrolled by keen-eyed men, who felt the responsibility which rested upon them. If President McKinley had sat up in the observation car attached to the train he might have seen at intervals of a few minutes and all night along the yellow lights of the lanterns of the sleepless sentinels who were to guard his safety and assure his convenience. Practically, it might almost be said that the train passed between two lines of watchmen, so close are they together and so careful is their watch.

Nor does railroad vigilance stop there. That, in fact, is only the beginning. All day and all night long a pilot engine runs a little in advance of the Presidential train to make sure that nothing has been overlooked



### WAITING FOR THE PRESIDENTIAL TRAIN.

which could by any human possibility endanger its safety. Close behind the presidential train is usually seen a second engine, so that it is closely guarded before, behind and on both sides. Still other precautions are taken. Every station agent is notified that on the night or day when the train bearing the President is to pass his station he must be continuously on duty. He may not leave the responsibility to his subordinates. He must personally attend to the arrangement of the proper signals and see to it with his own eyes that everything possible is done to forward the train with speed and safety. It may pass his little backwoods station at sixty miles an hour, but he must stay on duty and watch and wait until it flashes by in the night, and, with a sigh of relief he can call up the next station on the wire and announce that the President's train has gone by and the weight has been lifted from his shoulders.

Even weeks before the date of the journey's start the roadbed has been carefully inspected by the higher officials of the several roads over which the presidential train is to pass, and improvements and alterations ordered. A little later a second trip of inspection is made to see that the orders previously given have been carefully and properly carried out.

There are three instead of two men in the cab. One of them is the en-

gineer. He is as carefully selected as the best man on the division. The second man is the fireman. The third is the master of transportation. He sits in the cab alongside the engineer, and the eyes of both are centered on the twin lines of rail before them. They watch to make sure that none of their subordinates make a mistake and to be certain that nothing is in the way of the presidential train.

When the train passes from one division to the next the transportation manager leaves the train to make way for the man who is responsible over the next division.

Whoever covers the entire 15,000 miles of the journey might observe at least thirty different men, sitting perhaps in a seat in the smoking car, with slouch hats pulled over their eyes, keeping careful track of every incident of the trip. They are the division superintendents, each of them with the entire burden and responsibility of the presidential train on his shoulders until it passes safely beyond the limits of his territory. When such connecting points are reached the observer, if he walked out on the platform, would be likely to hear a conversation like this:

"Hello, Ed."  
"Hello, Bill."  
"Everything O. K.?"  
"Yes, thank God."  
"How's 26?"  
"Waiting at Cedarville."  
"Wish me the same luck. Good-night."

Then the train would pull out at forty miles an hour and another man would take the place in the smoking car just vacated by the sleepy-eyed man who has left the train at the division terminus.

When a train carrying a king or emperor leaves one of the great capitals of Europe it is always possible to stop every other wheel on the line and leave the track perfectly free for the passage of the imperial special. But in the United States the railroad manager has also the problem of running the regular passenger trains and keeping freight trains moving with as little delay as possible. This greatly complicates the problem. As a matter of fact few freight trains run on the regular schedules when the presidential train is moving its wheels, and the traffic manager has troubles of his own for a day or two after it has passed. Every train dispatcher on each division knows that the special has passed for several days by the complaints which come in from shippers of perishable goods, even if official notice were lacking. It is his hard task to see that everybody is kept satisfied, even while the demands of the presidential train are complied with. It is safe to say that traffic will be entirely upset on every road which is traversed by the train for at least forty-eight hours.

These same train dispatchers and their assistants have in charge the difficult task of keeping the president and his movable cabinet in constant communication with Washington. Telegrams in the obscure presidential cipher may be thrown from the train at the most out-of-the-way station and there must always be on duty there a man capable of handling the work in an intelligent way. A mistake made by a night operator at Spodunk might possibly result in an international difficulty. The responsibility which every man connected with one of the roads over which the train passes may therefore be imagined.

After all is said and done the man who is chiefly responsible for the comfort, and in a large degree for the welfare, of the presidential party, rides in the last car of the train. He is a colored man, and he is in charge of the culinary department of the presidential train. Before he is selected the whole force of the road is carefully scrutinized. He is chosen as one among a hundred, and as a rule he feels not only the responsibility but the honor of his appointment. It is told of the chief cook on a previous presidential journey that after an especially fine breakfast the president

expressed a desire to see and congratulate the chef on his triumph. Word was taken to the magnate in his special car and he sent back word that if the president desired to see him he could be found in the kitchen.

### Russian State in Business.

"The Russian state, which is the most socialistic one on earth and the one that the world's money power is almost forever fighting, is by far the greatest economic unit on the face of the globe." To ninety-nine readers



### THE AUTOCRAT OF THE PARTY.

out of a hundred this statement will doubtless be startling. The Russian state draws an annual net profit of 45,000,000 rubles from its forests, mines, and agricultural property. It receives annually 80,000,000 rubles from its communities of ex-serfs for the use of land it ceded to or purchased for them. It is building by far the longest and most costly railway in the world, and it owns and works over 20,000 miles of railways, the net revenue on which is equal to one-seventh of the net revenue of all the railways in the United States. In 1898 it received \$800,000,000 into its coffers, nearly one-half of which sum was not produced by taxation. Its budget is greater than that of France by more than \$200,000,000. In 1899, when one of the banks of London was unable to meet its obligations, the Russian government had with it on current account a balance of so many millions of pounds that when the bank of England came to the rescue a request was immediately made to Russia not to dispose of her balance before a certain date, since to do so would be to precipitate a financial crisis of the utmost



### ONE OF A THOUSAND SLEEPLESS SENTINELS.

gravity. Finally, besides being a capitalist and a banker of this magnitude, the Russian state is also a metallurgist and a spirit merchant. In a word the proud claim is made for it that it is the greatest landowner, the greatest capitalist, the greatest constructor of railways and carries on the largest business in the world.



THE SCOTT RESIDENCE, WHERE THE PRESIDENT WILL STAY WHILE IN SAN FRANCISCO.