

IF THE TOILERS WOULD UNITE.

The cry of hard times would be heard never more. If the toilers would unite. The people could banish the wolf from the door. If the toilers would unite. Tramps would be scarce, and the poor-houses, too. Would be vacant, and folks would have plenty to do. Oh, what would become of poor Chauncey Depeu. If the toilers would unite! Eight hours would be counted a full working day. If the toilers would unite. By the week all the firms in the country would pay. If the toilers would unite. The miners would weekly be paid off in cash. No more would their friends fall under the lash. And the pluck me store system would go with a crash. If the toilers would unite. Emigration of paupers would cease right away. If the toilers would unite. Evictions, you'd find, would not happen each day. If the toilers would unite. Transporting would be under public control. The name of Jay Gould would be scratched from the wall. Dr. Green could not bother a telegraph pole. If the toilers would unite. Our senate would not have such a wonderful thirst. If the toilers would unite. As they did at the funeral of Senator Hearst. If the toilers would unite. Lockouts and strikes would be things of the past. And Pinkerton thugs into dungeons be cast. And we'd have a land of the people at last. If the toilers would unite. —The Tennessee Tocsin.

The Churches and Monopoly.

The subject of the attitude of the Christian churches on the great questions that are now attracting so wide attention is one of much importance, and is rapidly coming to the front. Popular thought is taking such a form that they will be obliged to define their position, and either relinquish the worldly honor of being the bulwarks of wealth and privilege, or cease to claim Jesus Christ as their great exemplar. The merits of this question are so ably presented in the following editorial from The New Nation, that we publish it whole:

Our Christmas Editorial Attacked. The editorial in The New Nation for Dec. 26 in which we pointed out the glaring contrast between the precepts of Christ and the principles on which society and industry are organized in so-called Christian lands, is sharply criticized by the Christian Advocate. It says: "That Christian principles are but little recognized in the constitution and order of society is too true. It is even true that the churches are organized and administered on too low a basis, and that the spirit of Christ does not completely control them. It may be admitted that even the best Christians have not entered fully into the spirit and life of Christ. But to say that the teachings of Christ have produced no effect on society, that all men repudiate his precepts in practical life, is to speak blindly, ignorantly and foolishly, if not maliciously."

The words of the Advocate might possibly give a wrong idea of what we said. So far as the precepts of Christ may be considered as referring to the cultivation of personal saintliness and the practice of Christian graces in the family and other intimate relations, they have had much effect upon society. What we characterized as utterly un-Christian was the social organization as regards the relations of men in general to one another, as illustrated by the inequalities of wealth and the course and principles of business. It is in these things of importance and one on which we intend saying more and more, we will make our position clear by quoting what was said in our Christmas editorial, which was as follows:

What would be the amazement of the visitor from another sphere, on the theory that the churches and making inquiries among the people, to learn that the teachings of Christ were not only ignored in the organization of society, but that the latter was, in all its important respects, based upon principles in radical and deadly hostility to the Christian doctrine. For example, the fundamental teaching of Christ was that men should love their neighbors as they love themselves, to explain in a parable that he meant all men as well as they loved themselves, and treat them accordingly. Because it would be manifestly inconsistent with such love that some should live in luxury while their neighbors suffered want, he declared that the rich might enter his communion only as they let their riches behind or devoted them to the good of others. Recognizing the inequality in men's natural powers he taught that the stronger must use their superior force to gain advantages over their neighbors, but should consider themselves bound to serve their weaker neighbors in proportion as they were stronger than they. That these principles were the basis of Christ's ethics, the visitor from another world would find no need to deny, but how was the structure of society would be found there accorded any serious recognition. He would find society organized upon the theory that no one owed anybody, not of his family, any duty except not to assault, or (violently) rob one another. He would find that the rich, instead of being regarded as disqualified for the Christian communion, chiefly controlled and administered the churches. He would find, instead of the strong holding themselves bound to help and serve the weak, that it was regarded as a sufficient reason why one might properly have better things than another, that he was able. If, indeed, the superior visitor from another world pushed his researches far enough, he would find it hard to avoid the conclusion that if a social system had been expressly contrived for the purpose of repudiating and pouring contempt upon the teachings of Jesus, it could not have been more successful than the existing arrangement among nations which celebrated Christmas yesterday with such beautiful ceremonies.

Will the editor of the Christian Advocate carefully read over the above and make answer wherein its statements are not notoriously and absolutely true? Is it true or not that Christ taught and indeed made it the main tenor of his teaching that men should love their neighbors as themselves? Is it or is it not true that he taught that the possession of riches in a world of poverty was inconsistent with the acceptance of his doctrine, and is not the manifest reason of this that any one enjoying luxury while his neighbors are in want gives indisputable proof that he does not love them as he does himself, and thereby repudiates the fundamental Christian duty? Is it or is it not true that Christ's teaching as to the relation of the wise, and keen and strong to the ignorant, dull and weak, is that it should be one of service and helpfulness, and that they should not use their superior faculties in any way to take advantage of their weaker brethren?

So much for the teachings of Christ. Now as to the contrast to them offered by the actual state of the so-called Christian world. Is it or is it not true that society in this world is made up of rich and poor and that the misery of the poor is mocked on every hand by the ostentation and luxury of the rich? Is it or is it not true that in a thousand cities the rich are to be found feasting

SCIENCE AND PROGRESS.

behind their elken curtains while the bazaar, the prostitute and the outcast child jostle one another upon the pavement without? Is it or is it not true that so far as all the comforts, refinements and decencies of life are concerned, the contrast of heaven and hell is to be found in any of our towns within the distance of a couple of blocks. Is it or is it not true that the rich, instead of being regarded in the way Christ regarded them, as disqualified for the Christian fellowship by their self-indulgence in the presence of misery, are diligently sought for to be the pillars and administrators of Christian churches? Is it or is it not true that the strong and weak, instead of helping and protecting and serving their weaker fellows, take advantage of them selfishly, and seek to make servants of them and tools for their own enrichment? Is it or is not this practice what is called "business," and as such is it or is it not the accepted rule of conduct for practical men in the carrying on of commerce and industry generally?

It is possible, indeed, that we were extravagant in saying that "if a social system had been expressly constructed for the purpose of repudiating and pouring contempt upon the teachings of Jesus, it could not have been more ingeniously contrived than that existing among the nations which celebrated Christmas yesterday with such beautiful ceremonies." Possibly a social system might be constructed that would mock Christ and his teachings even more pointedly than that we are living under. We merely meant that we were not clever enough to imagine what such a system would be like.

The Advocate said that in our Christmas editorial we spoke "blindly, ignorantly, and foolishly, if not maliciously," of these are hard words, and unless they can be justified should be apologized for and retracted. We ask the editor of the Christian Advocate either to justify or retract his words. The statements which the Advocate declared to be made "blindly, ignorantly, and foolishly, if not maliciously," are of two classes. The first class consists of statements as to Christ's teachings. We would have given chapter and verse for them, but that such a course might seem offensive, as imitating that of the editor of the Advocate had not read the New Testament. We will, however, gladly furnish them if the Advocate has not or mislaid its copy of that volume. The New Testament is on file at the New Nation office.

The other class of statements characterized as "blindly, ignorantly and foolishly, if not maliciously made," referred to the actual condition of the world in which we live. Anybody who looks on his hat and goes out for a walk, or if too feeble to go out, will take the trouble to glance through a daily paper, can verify this class of statements for himself. Will the editor of the Advocate look up his New Testament, take an afternoon's leisure, and read the New Testament, and then either justify or retract his charges? And meanwhile, since he has brought against us in his paper the injurious accusations he has, we ask him in fairness to print in his column a reply to them. The New Nation has established a reputation for accurate statements which it is somewhat jealous of, and there are a great many nationalists among the Advocate's readers, before whom we should be sorry to be placed in a false light.

Whether or not the Advocate shall at the present time feel disposed to continue this discussion, it will not be long able to avoid it. The New Nation and those in sympathy with its aims, including a great company of Christian ministers, are of one accord in the determination to press home upon the conscience of Christian men and women everywhere, their peculiar duty above that of any others, to join with us in seeking immediately to reorganize the present wicked social and industrial system, in accordance with the spirit that was in Jesus. We are sure that we shall be able to make our plain to them that they have no other choice save either to abjure the present social and industrial system, or to abjure Christ.

Pawnee County Alliance.

The Farmers' Alliance for Pawnee county met in Pawnee City January 9th at which an election of officers for the ensuing year resulted as follows: J. M. Orsborn, president; Wenzel Gybra, vice president; Salem Anderson, secretary; W. C. Gilbert, treasurer; J. L. Clark, chairman executive committee. Rev. J. E. Darby was recommended for county organizer. The next regular meeting of the county alliance will be held in Pawnee City the first Saturday in April, 1892, at 10 o'clock p. m. SALEM ANDERSON, Secretary.

Suffering Indians.

A sealing schooner that stopped at one of the villages of Attu Island, the most westerly of the Aleutian group, in the North Pacific ocean, was able recently to give a little relief to the suffering natives, numbering about 150. Several years ago it was a great place for sea otters and when a fur company established a trading post there many Aleuts were attracted to the island, but when the company moved its store the natives were left there. The island is barren and the natives must live on fish and sea lions. They drink the oil from the sea lions, but they have neither boats nor hunting outfits the supply is small. They make clothing from anything they can get, being thankful for gunny bags that may be left by vessels that pass occasionally. One woman was found who had been on her back for three years on account of a broken leg the bone not having been set. The Indians cannot get away and must soon perish unless relief be sent.

She Knew the Difference.

The Boston papers continue to report anecdotes which show that the children of the city are not likely soon to lose their reputation for superior taste and intelligence. A four-year-old girl created a laugh the other night in one of the public parks. The band did not arrive so promptly as she expected, and she began to fear that it would not come at all. "Never mind," said her father consolingly, "if it doesn't come I'll sing you a song." "I don't want you to sing," persisted the discriminating child, "I want some music."—Boston Transcript.

An Illinois farmer thinks that sweet apples are better for hogs than any root crop. He says a hog will leave a clover patch to eat sweet apples, and he thinks apples will make more fat and muscle than corn. It puts the hair in shape, cools the stomach and intestines, regulates the bowels, and makes them voracious feeders, and he thinks it tends as much to fatten them as any other portion of the ration.

USEFUL INFORMATION FOR ENQUIRING MINDS.

The Tunnel at Niagara--Nature's Telephone--Just Like a Bird--A Warlike Clock.

The Tunnel at Niagara. To cut through seven thousand feet of solid rock which has held back the torrents of the Niagara river is the task that the Cataract Construction Company has undertaken. Last week a total advance of 262 feet was made, bringing the total excavation up to 4,733 feet in 13 months. This leaves only 1,967 feet to complete the work as originally intended, but in all probability 300 feet more will be excavated, bringing the total length of the tunnel up to an even 7,000 feet. This is not the first attempt to utilize the power of Niagara Falls. The early French settlers built a mill below the rapids just above the falls. In colonial times the British put up a saw mill there and used it to cut timbers for their fortifications. Later the Stedman and Potter mills were built, and still later two raceways were built, supplying power to numerous factories.

About 40 years ago the Hydraulic Canal Company cut a channel through the rock about three-quarters of a mile long from the river bank above the falls to a point on the deep gorge below. Standing on the suspension bridge just below the falls the visitor sees on the American side a score or more of miniature cataracts, the water in some cases dashing over the brink of the cliff, and in others pouring with terrific force from holes cut in the bank. They are led by the hydraulic canal, and before the water dashes over the precipice it does its work in the mills that line the bank.

The hydraulic canal was a white elephant. It was expensive work, and it was finally sold to satisfy a mortgage some three years ago. It is 100 feet wide, nearly a mile long, and its estimated force is 170,000 horse power.

All that, however, is only a drop in the bucket to what the immense water power hurled over the cataract daily is capable of, and capitalists have studied ways and means to avail themselves of its possibilities. Finally the present gigantic work was conceived. It was determined to run a tunnel from the surface of the water tunnel below the falls to a point on the river bank above. This tunnel is really only a waste weir for the water which will be drawn from the river freely, through short surface canals, wheel pits and cross tunnels, after performing its service for man will pour out through the tunnel into the river again, having merely been diverted from its course temporarily. The tunnel has three sections. Shaft 1 was sunk directly opposite the New York Central depot, and after getting down 200 feet the men began forcing their way eastward and westward through the solid rock with drills, dynamite, and picks. Shaft 2 was sunk about half a mile to the eastward, and there the tunneling was pushed both ways. Simultaneously a great reef was made in the face of the cliffs in the deep gorge just below the new suspension bridge. On an average 1,400 pounds of dynamite are used every day, or a car load every 10 days.—New York Sun.

Nature's Telephone.

A marvelous story comes from Dakota of a discovery which has been accidentally made in the mountains northwest of Rapid City. It is stated that there is a natural telephone line between two mountains in the Black Hills range.

On each side of a valley, 12 miles in width, stand two high peaks, several thousand feet high, which tower above the other mountains and have long been known as landmarks. They have only on rare occasions been scaled, so very little is known of their topography. Some little time ago two parties started out, one for each peak, taking with them heliographs for the purpose of signaling to each other across the valley. The ascent was made, and when the top was reached one of the party on the north mountain was surprised to hear voices which apparently came out of the air.

By changing his position he discovered that at a certain spot on the mountain he could hear the voices, but that in other positions he could not hear them. He called the attention of his party to the phenomenon, and when the attention of the other party had been attracted it was found that an ordinary conversation was plainly heard from one mountain top to the other.

This may be considered a rather tall story to foist upon the intelligent reader of the day, but Electricity offers the following as an explanation: The form of the mountain might be considered as serving the purposes of elliptical reflectors of sound, the speakers placing themselves in the focal at each end of the ellipse. The low density of the atmosphere at the altitude at which the observers were would also tend towards intensifying the sound. The various whispering galleries in England and the continent can be quoted as showing how sound is magnified under certain conditions; another instance may be found in the Mormon Temple in Salt Lake city. This the last is of enormous dimensions, is built in the form of a true ellipse, and a person standing in the focus at one end can carry on a conversation in a whisper with another person who places himself in the focus at the other end.

An Electric Freight Locomotive.

The Thomson-Houston Company, which the observer were would also tend towards intensifying the sound. The various whispering galleries in England and the continent can be quoted as showing how sound is magnified under certain conditions; another instance may be found in the Mormon Temple in Salt Lake city. This the last is of enormous dimensions, is built in the form of a true ellipse, and a person standing in the focus at one end can carry on a conversation in a whisper with another person who places himself in the focus at the other end.

pull on a level for six to eight heavily loaded freight cars, weighing from 200 to 300 tons.

The exhibition was a complete success in every way. The piece of track used was a curve and an upgrade, so that drawing a given load over it was equivalent to drawing three times that load on a straight and level track. Two freight cars weighing eight and one-half tons were first attached to the locomotive. They were drawn easily around the curve and up the grade, started, stopped and backed without difficulty. This experiment was in itself practically a complete demonstration of the success of the new machine. But several tests were applied. Two more cars, bringing the weight up to ninety-seven tons, and finally two more still, making a weight of 163 tons, were added to the train. Again the locomotive drew them back and forth without any apparently added difficulty whatever.

Some data of the locomotive are given below: Voltage of locomotive, 500 volts; horse power at draw bar, 100; speed on level track when developing above power, five miles per hour; wheel base, 6 feet 4 inches; diameter of wheels, 42 inches; speed reduction between armature and axle, 1 to 25; gauge, 4 feet 8 1/2 inches standard; wheel base, 6 feet 4 inches; greatest length of locomotive, at cowcatcher, 15 feet 7 1/2 inches greatest length of platform, 7 feet 1/2 inch; weight of locomotive, less trolley pole, 42,525 pounds; approximate weight of motor, 5,400 pounds; double-acting sand boxes, spring draw head, standard link coupling, band brake on brake drum on intermediate shaft.

Rainfall and Population.

The distribution of population relative to mean annual rain fall indicates not only the tendency of people to seek arable lands, but their condition as to general healthfulness. The average annual rainfall in this country is 29.6 inches, but the variations range from zero to perhaps one hundred and twenty-five inches. Gauging the distribution of the population in accordance with the annual average rainfall in different localities, some interesting points are observable, not only as to the number of inhabitants in the areas calculated, but as to the density of population. The greater proportion of the people of the United States are living in regions in which annual rainfall is between thirty and fifty inches. Mr. Gannett calculates that about three-fourths of the inhabitants of the country are found under these conditions; and, further, that as the rainfall increases or diminishes, the population diminishes rapidly. The density of population in regions where the average rainfall is between thirty and forty inches is 43.1 per square mile; in regions where it is from forty to fifty inches annually, the density is 25.1, and in the arid regions of the West, where the rainfall is less than twenty inches, being two-fifths of the entire area of the country, less than three per cent of the population finds its home. The population has increased rapidly in the regions having from thirty to forty inches average annual rainfall.—The Popular Science Monthly.

Just Like a Bird.

The new flying machine, or "aviateur," recently brought before the Academic des Sciences, Paris, by M. Gustave Trouve, is highly ingenious, and a new departure in aeronautics, but is only in its experimental stage. M. Trouve believes that none of our existing motors—whether of steam, electricity, or compressed air—are capable of propelling a vehicle through the air, without the support of balloons or aeroplanes such as Mr. Maxim is now working at. In order to devise such a motor, he took up the principle of the Bourdon tube, which is employed as a manometer or pressure gauge. This tube is of a horseshoe form, and when filled with the gas whose pressure is to be measured, the points of the tube approach to or recede from each other according as the pressure of the gas falls or rises.

M. Trouve saw that he could transform the tube into a motor, by filling it with an inflammable mixture of hydrogen gas and common air, and exploding the mixture with proper cartridges fixed on a revolving barrel. At each explosion the pressure of the gas in the tube would fall, and the points of the tube approach, while on refilling the tube with gas between the explosions the points would recede. In this way a reciprocating motion of the points would be obtainable as long as the supply of hydrogen and the exploding cartridges lasted.

A Warlike Clock.

A novel clock is now being exhibited by the Watchmakers' Union in London. It is of wood, beautifully carved, and stands six feet in height. The case is a perfect fort in miniature, and, instead of a bell and striking hammer, the hours are announced by a bugler, who emerges from a door at one side of the fort and blows the call to assemble and march.

Almost instantly the doors open on all sides; a regiment of automatic soldiers, six abreast, march out, wheel to the left, stop a few seconds to "mark time," and then march through another part of the fortress to the barracks. These marches and counter-marches occur each hour, says the Chicago Press.

Ice Made By Natural Gas.

An inventor in Buffalo, N. Y., has devised a process for making ice by utilizing the intense cold created by the explosion of natural gas when liberated from the high pressure at which it issues from the wells. In the experimental plant, the gas is used at its initial pressure of from 150 to 200 pounds to drive a small engine. After use in the engine the gas exhausts into a closed box, and the expansion generates sufficiently cold to form slabs of three-quarters of an inch in thickness. It is claimed that the principle can be applied economically on a large scale.—Philadelphia Record.

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