

Our ostrich farms are profitable. Birds are worth \$100 apiece and a good specimen yields about \$25 worth of feathers at a plucking.

Fifteen thousand two hundred and sixty feet is the height of the snow line on the equator. It is about 5,000 feet in the latitude of London.

To the kid glove trade of the world France is the undisputed center, and the beautiful city of Grenoble, 400 miles south of gay Paris, is the veritable cradle of this most interesting industry.

A road is being built in the high Alps which passes the Great St. Bernard and also the hospice of that name. This great engineering feat will be finished and opened to traffic in July of next year.

The total annual production of timber and firewood of the German forests is estimated at 38,000,000 tons, and this is supplemented by an import of 4,600,000 tons. The material progress of the country would not be possible had it not the large home production to fall back upon.

The roof garden at the Merritt building, Eighth avenue and Nineteenth street, New York, has been crowded every night since it was opened, July 1. The admittance is free, and religious meetings, with much music, are held every evening. Although the garden holds 1,500, the crowds were so great last week that hundreds had to be turned away.

The Foreign Tract society has translated Bunyan's "Pilgrim's Progress" into no less than ninety-five different languages and dialects. Some of these, as might have been anticipated, are of a jaw-breaking character. So much so, indeed, have the compositors of the Oxford University Press found the Eskimo language to be that they have demanded a higher rate of payment in regard to it.

A comparative statement concerning the importation of pork, bacon, and lard into the Philippines during the calendar year 1900, as compared with the calendar year 1899, has been prepared in the division of insular affairs of the war department. The total importation of these commodities for 1900 was valued at \$233,523, as against \$144,569 for 1899, showing an increase of 61 per cent.

That concrete is to take the place of brick and stone as a building material is the hopeful belief of Mr. Edison, who has discovered a cheap method of making Portland cement. Before many years, he says, a contractor will just take his wooden form—one of twenty or thirty standard shapes—and go out and "pour a house" which will cost very little and will be fireproof. Hall the happy day! Such a structure should be almost as imperishable as the bill for the rent.

The Oriental maxim that nobody should run if he can get along by walking, or stand if sitting will answer, or sit if it is possible to lie down, finds many adherents in days of extreme heat. Telephone offices are unusually busy because so many people resort to them to save making a trip, and street-cars are filled with those who would otherwise walk. In short, all easy ways of doing things are at a premium, with the result that those persons who are employed in the occupations that save physical effort on the part of the public are worked harder than ever.

Public attention has been centered of late upon the Chinese in their own country; but the position of Chinese in the United States now demands consideration. The act of 1882 suspended the immigration of Chinese laborers for ten years, and the act of 1892 continued the exclusion for ten years more. This part of the law will expire by limitation next year. A bill will be introduced in the next Congress to extend its provisions for another period of twenty years. On the other hand, an effort will be made to repeal the act. Thus the whole question of the treatment of Chinese immigration will be reopened.

In the smaller places in England horses have to be borrowed for the fire engines. Often thirty to fifty minutes are wanted in getting horses, which, when an alarm of fire was given, were at work at their daily duty. A considerable amount of time is also lost in finding the proper harness for them. The harnessing of steam fire engines in country districts is a very difficult problem. There is hardly a town of any size in the United States which does not have one or more fire engines, and they can be got under way with a delay of from thirty seconds to a minute and a half, while in the larger cities over thirty seconds would be considered slow work.

One of the most notable exemplars of pennywise custom is an American premier officer of good physique, who, in several years of exacting service at an out-of-the-way western post, subsisted entirely on "manned goods." It was his custom to open each can of highland, a single can for each man; whether the contents were fish, beef, or fish, vegetable, or fruit, he ate that and nothing else, and he ate the bones to boot. He was always very healthy, and he was never sick.

THE GAME OF GRAB.

IN WHICH THE POOR MASSES HAVE NO SHOW.

Transportation Combine to Squeeze "All That the Traffic Will Bear" Out of Producer and Consumer—Republican Made Trusts Rule All Industries.

From Philadelphia comes the news that the meeting of Messrs. Morgan, Hanna, Griscom and Cassatt in New York lately had behind it a much greater combination than the bituminous coal combine. The new combination, it is asserted, is nothing less than a combination of the Pennsylvania railroad, the American Steamship Line, the Chesapeake and Ohio, with the fleet of ocean steamers sailing from Newport News, and the bulk of the shipping on the great lakes.

The combination of interests thus forming in conjunction with the Leyland line deal, will put into the background even the gigantic billion dollar steel trust. It will give to the promoters and to the new combine the control of transportation from the lakes and the west practically to Europe.

The deal is so gigantic in its conception as to be almost beyond belief, and would be so were it not for the organization of the big steel trust with such ease and the rumors which reached this country from Europe while Mr. Morgan was abroad. This transportation trust will have the foreign trade of the United States almost at its mercy, owing as it will nearly all the wharves at the great ports and with a community of interests with the other lines of transportation that reach the seaboard, it will be able to raise the foreign rates on wheat, corn, cotton and the other products we export to the old tune of "all the traffic will bear." This of course will mean that the price to the farmer and producer will be accordingly decreased.

THE REPUBLICAN CRY FOR REFORM.

The Republicans are in great fear of a coming storm; they feel they are losing the confidence of the honest people. Hanna and the men who have control of the party machine are great bluffers and ruthlessly override any that raise even a faint cry for reform. The enormous patronage at their disposal has so far been able to stay revolts in all quarters but the stopping of the mouth of a politician does not satisfy the people who are paying the piper, but who are not allowed to name the tune to which the dance is set. Republican editors all over the country are urging reform, they are in touch with the people and know their unrest. Independent newspapers are more outspoken and see the coming storm, the Indianapolis News, for instance, says: "Republicans themselves are beginning to see the necessity of doing something to set things to rights. So we have Republican protests against the ship subsidy, republican demands for the lowering of our tariff duties, republican denunciation of the corruption in Pennsylvania and Maryland and republican arguments in favor of still further strengthening the gold standard. A member of the president's cabinet has declared himself against the robbers in Pennsylvania. It will be well for the men in authority if they read the danger signals."

This cry will not be heeded by Hanna and the machine that controls Congress, they are intent on ship-subsidy steals and legislation of similar atrocity. The small honest element of the republican party in Congress will be put down with a high hand and their efforts to legislate against the trusts will be laughed at.

This is the Democratic opportunity and they will show their hands by giving the few honest Republicans aid to reform the corruption that rules the party in power. There will not be enough of them to legislate in the coming Congress but the Democrats will give them a chance to stand up and be counted and then appeal to the country for a new deal in 1902.

THE TRUST AND THEIR ALLIES.

That trusty Republican organ, the Boston Advertiser, whose breath of life is through protection, is quite disturbed about the reciprocity trust. It denounces that it was the trusts, or some of them, that headed off the reciprocity trust during the Fifty-sixth Congress. The Advertiser declares that the plans of the administration were completely blocked by certain large opponents who were making large amounts of money in the trusts in Washington; that these interests gave notice to the President that they were unwilling to have any change, of whatever nature, made in existing tariff rates, and that when

the friends of the administration pointed out that the desired change would do no hurt to American industries and would rather be of benefit to many important lines of trade, the lobbyist simply retorted that they did not care to have the experiment tried. The Advertiser further states that the President "is now considering the advisability of making some appeal to public opinion, which may be aroused sufficiently to compel the Senate into disregarding the orders of the trusts." This proves the contention that the trusts are in control of the Republican party and dictate to the administration, which seems to be helpless in their hands.

There is no doubt that a number of senators such as Aldrich, Allison, Fairbanks, Platt, the pair of them, Hawley and others are friends of the trusts, but there are a number of senators who are not controlled by them, oppose the reciprocity treaties on constitutional grounds that all laws for taxation must originate in the house of representatives and cannot therefore be a matter of dicker between the executive and foreign countries.

TAXATION OF RAILWAYS.

In every state in the union the railroads pay much less taxes in proportion to the property they own than the farmer or the business man. In Ohio this evil has become so great that Tom Johnson as mayor of Cleveland is making a fight to equalize taxation and of course the railroads and other corporations are fighting him bitterly. The Democratic state convention has backed up his efforts by a plank in the platform on this reform, which reads:

"The acceptance of free passes or other favors from railroads by public officers or employes shall be made adequate ground for vacating the office held by them.

"All public service corporations shall be required by law to make sworn public reports, and the power and duty of visitation and public report shall be conferred upon the proper state and local auditing officers to the end that the true value of the privileges held by these corporations shall be made plain to the people.

"Steam and electric railroads and other corporations possessing public franchises shall be assessed in the same proportion to their salable value as are farms and city real estate.

"The proceedings of the Republican majority of the state board of equalization are a scandal. Property values instead of being equalized were increased or diminished at the dictation of political bosses pursuant to corrupt combinations and conspiracies."

The Republican convention declared in favor of a revision of the revenue laws of the state so that all classes of property will bear their just burdens of taxation. As the Republicans have had control of the legislative and executive branches of the state government for several consecutive years one is impelled to wonder why they have not long since accomplished the revision.

That the trusts rule the Republican party is getting to be well understood by most of the people. In return for the special privileges that have been granted the trusts they find the money to elect Congressmen and thus continue to bleed the people. In this connection the New York Times says: "Whatever opinion our statesmen and our economists may hold, it is plain that the beneficiaries of Dingleyism are not prepared to dispense with the blessings of a system under which they have found it delightfully easy to get rich. Congressman Daxell is one of the spokesmen of this class of wide-awake Americans. He thinks that the granting of tariff concessions even to the products of Cuba will raise 'serious questions.' We should say so. Porto Rico is smaller than Cuba, yet the howl that went up when it was proposed to establish free trade with that island, our own island, was so terrifying that it frightened the President from his 'plain duty.'"

The Standard Oil people have bought another little trust, only a matter of about \$50,000,000, known as the Lined Oil Company, and the price of linned oil has been on the jump ever since. This advance in price does not agree with Republican predictions that the formation of trusts results in cheapening the product. There is a tariff on linned oil of 30 cents a gallon, which allows the trust to raise the price at least that much and not experience any competition. When you paint your house or barn you pay the trust a large tax approaching 60 per cent of the cost of the oil used and this tax is collected by the trust by adding to the price over what the same product could be imported for and by the protection granted the trust by the Republican tariff.

The trusts have lawyers employed in and out of Congress. Perhaps this was what the Omaha Bee was thinking of when it said: "Congressman Grosvenor, who has developed the unfortunate faculty of saying the wrong thing at the right time, has again attracted attention to himself by a Fourth of July oration devoted largely to a defense of the trusts. Congressman Grosvenor is evidently oblivious of the fact that the trusts constantly keep the ablest lawyers of the country on their pay roll for that very purpose."

Since the Republicans captured Nebraska they are running things wide open, even bull fights being permitted at Omaha.

AGAINST THE UNIONS.

TRUSTS ENDEAVORING TO OBLITERATE LABOR UNIONS.

The Fight on the Steel Workers Only the Opening Wedge of a War of Extinction—Yet the Labor Leaders Keep Their Eyes Almost Closed.

The strike of the steel trust workers is said to have been brought about by the trust to once for all settle the labor question. The labor organizations are in the way of the plans of J. Pierpont Morgan and for some time he has been preparing for a gigantic war on trades unions. The leading Republican newspaper of Ohio, the Cincinnati Commercial-Tribune which is controlled if not owned by the trust, foreshadowed the opposition to organized labor in its issue of June 26, when it said: "The declaration of the Reading Railroad company against the unions really masks the intention of J. Pierpont Morgan to begin a fight for death against American organized labor. Mr. Morgan is a man who believes in combines for American prosperity, as well as private profit."

"As a matter of principle, one of the things he is against is the labor union. It is his conviction that it retards the industrial development of the people. In the union he sees the lack of progress in an industrial way in England. He says that the unions have prevented the introduction of labor-saving machinery there."

"Of all the investments, Mr. Morgan has the strongest grasp of the Reading railroad corporation. It is the basis of his real strength. It reaches the great coal beds, touches the outer limits of the steel business, tempts the grain carrying interests and greatly insinuates submission to the great opposition carrying companies. In its shops, in its train service, along its tracks, in its contributing mining fields, the unions have been supreme. Until recently Mr. Morgan has been disposed to rather encourage this. He is fond of dealing with organizations. That is his way of doing business. He prefers to make his deals with the principals rather than to bother with a herd of units. That was a convenience."

"Now he is confronted with something greater than an expediency. He is convinced that the unions are in the way of the supreme development of his enterprises and the full growth of his own industrial America. As he shakes away the hindering tethers of Rockefeller, Vanderbilt and other financial princelings, he feels that he should assume the full imperial power which belongs to the enthroned money king of earth. That sounds rather grandiloquent, but it is within the limits of the facts. Americans are doing the producing for the whole world. That is the call which he makes to the money lenders and money investors of the whole world. It is taking, it is successful. In his mind, he sees the unions in the way of complete success of his plans."

"Along with many other gigantic things which he is trying to do, he sees it worth his while to try to break the unions. To a man of his strength and power this does not seem an impossible task. The unions are in the way of American development, in his mind. Therefore they should be gotten rid of."

"An order is issued to the Reading railroad president that a war is to be waged against unionism, and that this war is to gradually extend to such other corporations as the Morgan influence dominates or influences. Summed up, he believes that a union of capital cheapens production and that a union of labor is expensive."

"This information is the result of knowledge of conferences of various Morgan men as to the best way of getting at the union problem. It is not intimated that this is the only way. It is one of them. It is the beginning."

This should open the eyes of the laboring man and teach him that the trusts are his enemy and the Republican party cannot, if it would, aid or befriended him as long as it is furnished by the trusts with the money to debase the people in exchange for the special privileges and protection granted them.

MODERN FEUDALISM.

The feign of the present trusts and combinations and the agreement amongst the railroads to keep up rates and allow no competition is another form of the feudalism of the dark ages. It has not yet entirely perfected combinations in some lines, but is rapidly approaching that state of perfection when everyone will have to give of his labor or income to support the barons of the trusts. The oil barons, the steel barons, the sugar barons, the coal barons, the railroad barons, the money barons and the hundred and one lesser lords who control some necessity of the people, who under the special privileges and protection granted them by subversive legislators, tax the nine hundred and ninety-nine out of a thousand to support themselves in castles and palaces that far surpass the lordly domains of the barons of the middle ages. As then so now, this extortion is practiced under the form of law and the people are helpless unless they rebel. The barons of the olden time were scorn of their power by the sovereign people. To accomplish this will require patience and courage and persistent effort to elect representatives to Congress and legislators who will undo the work that has been brought about by the

trusts and corporations through their subversive friend and conductor, the Republican party.

The Republican party machine is entirely dominated and controlled by the modern barons in every state in the Union, but fortunately the party of the people, the democracy, is rid of them in most of the states, and may be relied on to bring about the reforms needed if placed in power.

The effort to control the Democratic party by reorganizing it, so that the trusts and corporations can also dictate its policy, will not prevail if the people are true to their own interests. It is now the only barrier to the complete domination by the few, and it is a good sign of victory that many newspapers, who left the cause of the people in the lurch, are seeing the trend of the Republican rule of plutocracy. One of these, the Ohio State Journal, says: "None of the barons of the feudal times possessed such power as these men." Another, the Memphis Commercial-Appal, says: "Modern feudalism is not coming. It has long been here. It is a much more painful system than the ancient feudalism, which meant the paying of an annual tribute from three grains of pepper to something of great value in cattle, corn, wine, oil, or money, for the use of certain lands and hereditaments, and when the payment was made the tenant was practically supreme lord of the domain for the time being. The other style of feudalism consisted in rendering personal service of some sort, in peace or war, after which the tenant was free to go and do as he pleased. But in modern feudalism the lord who lives in baronial splendor is not satisfied with moderate tribute or occasional service. The poor man can pay no tribute, directly, because he has no money, hence he is required to render continuous personal service for the poor privilege of living on plain food, breathing foul air and wearing plain clothes. He is given no 'castle' save such as he rents and pays for in the steaming, sweaty tenement district, or in the suburbs, where the ramshackle cabin burds by the feeble stream or the stagnant and putrid pond. He has no rights of fire-bote, wood-bote, chair-bote, house-bote, wain-bote, or any other bote; he has no rights at all more than a Mexican peon. He has what he can buy with the remnant of his beggary wage after he has rendered unto Caesar the things that Caesar claims, and before rendering to God the things that are God's. Modern feudalism is the basest form of slavery. It does not crush out hope. While the claims and gives are riveted to the limbs the victim foolishly imagines that some day, sometime, something or some one will strike them off. Doomed to perpetual toil in the service of some one else he dares be buoyant at times and actually rejoices over the fact that he has employment—that he has been given leave to toil. The feudalism of organized capital adds to the ancient feudalism the despotism and savagery of supreme power and unquestioned sway and subtracts from it the bond of sympathy that existed between the lord and his client in earlier times. From present day feudalism every element of humanity has been extirpated, and the effort to rescue the cost of living on the one side and to reduce compensation to the cost of living on the other side is perpetual conflict."

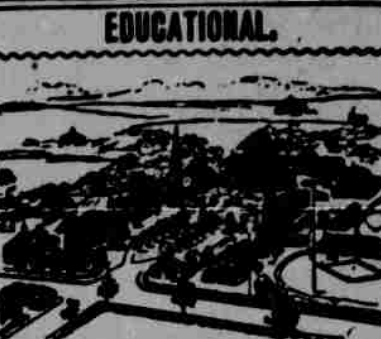
"The increase of railroad fares and freight rates has been systematically going on ever since the combinations were effected. The freight rates have generally been increased in the round-about way of raising the classification. The Buffalo Times says: "The Pan-American is now complete, but the railroad rates keep the crowds away." This is corroborated by the managers of the Pan-American Exposition, who give out the following information: "We can cite many instances where the railroads have put up their rates far in excess of what the fare was before the exposition." This is pretty good proof that trusts and combinations do raise prices, notwithstanding the efforts of General Grosvenor and other Republican leaders to prove they are an advantage to the people.

There would seem to be another factional fight in progress amongst the Republicans about the future of Cuba, and the tariff on her productions. One side represented by the New York Press would repel and impoverish Cuba, the other side, of which the Inter-Ocean is the spokesman, would pave the way for "manifest destiny" which, in this case, means annexation. The beet sugar and tobacco combine may yet disrupt the Republican party, and if they do they will be blessings in the disguise of cormorants.

Just as was expected, Representative Grosvenor is trying to explain why American goods are sometimes sold abroad for less than they are sold at home. He declares that this was sometimes done at a loss and for the purpose of "subjugating foreign markets," but he does not explain why some of the trusts keep on doing this or how they can afford to do so and pay the freight into the bargain. But then Grosvenor is merely an echo of the Protective Tariff league and not a very reliable echo, either.

Ferry Heath's bank, the Seventh National of New York, that failed recently, will, after the stockholders have been assessed 100 per cent only pay 30 cents on the dollar to depositors. Banks with a political pull don't seem to be delectable investments.

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