

MY POPULIST FRIEND

DOMESTIC DISCUSSION CONCERNING LABOR STRIKES.

His Wife Draws a Contrast Between Conditions of the Labor Market Today and Those Which Existed Under Free Tariff Tinkering.

"There is some of your boasted McKinley prosperity," said my Populist friend, as he came into the house, sat down upon the couch and threw his hat upon the stand. "I saw great gobs of it hanging around the street corners. Men, idle men, miners not working, on a strike—all they had to do was to vote for the advance agent of prosperity and everything would be lovely, plenty of work, wages would go up—beautiful, beautiful, beautiful. Strikes! You can read of them just any time you want to. Every miner in Burlingame is out. Why don't you talk? Why don't you say something, eh?"

"Did you order your corn harvester when in town today?" meekly asked the little wife.

"Corn harvester! Corn harvester! Pumpkins and squash! That's it," he exclaimed. "That's it; eternally trying to change the subject when you're cornered. Strikes are touchy subjects with you Republicans. I don't wonder, for you have so many of them. It's a sore spot."

"The men of the mines in town have quit, have they?" she asked.

"Quit!" ejaculated my Populist friend, "I should say so. They are out in every town in the county. You could see them hanging around on rock pile and street corners. I suppose they were dilating on the beauties of a protective tariff for the benefit of the wage earners."

"I suppose, then, that you will not buy that corn harvester?" she suggested.

"Come, stick to the subject," he answered impatiently. "Don't be always flying the track when you are getting the worst of it."

The patient little woman only smiled as she asked: "Many idle miners been along here hunting a job of corn cutting this fall?"

"N-n-o-o; none," he replied.

"Oh, I only remember hearing you say," she asserted, "that if they were as plenty this year as they were four or five years ago, you would give them a job cutting the big corn crop and would not buy a harvester, so I thought that as they are idle now you'd probably change your mind as to the harvester and let them do the work."

"Now what are you getting at, anyway?" he asked. "You are the hardest woman to understand."

"Oh, I think not," she answered, good naturedly. "Four or five years ago, when we were under Cleveland's blessed policy of buying many manufactured goods abroad, mills were closed, factories idle, transportation light, demand for coal slack, mining dull, times hard, and how often we used to see the miners from town along here hunting corn-cutting jobs? Haven't seen any of it this fall, have you?"

"No, but we have strikes," he retorted.

"Didn't have any then," she answered. "It was pitiful. It was all the same; strike or no strike, there was little for them to do."

"But if times are so dreadfully good," he demanded, "I'd like to have you account for this strike, right here at our home town."

"Account for it? Why, of course. Be patient. Have you read their resolutions?" she inquired, and as he did not reply she proceeded with, "Note the commencement of them. That is a whole chapter in itself. 'Whereas there is a widespread business activity, and then they demand a 20 per cent raise of wages. The operators offer them a 10 per cent advance.'"

"That's it. Try to argue out of it," interrupted my Populist friend, almost sneeringly.

"What sort of resolutions were laborers passing 'four years ago?' she proceeded, not noticing his interruption. "Wouldn't they have commenced, 'Whereas, there is widespread business disaster; or 'whereas, we are on the verge of moral, political, material and several other sorts of ruin; therefore we demand a remedy.'"

Why, husband! The 'Whereas' alone ought to convince you of the difference between the times that follow the free trade and those of McKinley prosperity. Then the miners here were so anxious to get a little work that they took what they could have at what wages they could get without thought of protests, thinking only of an opportunity to change so that they could get old times and wages again. That opportunity came. The laboring men of the country joined the business interests, voted down Bryan and his free-trade, free-silver theories, voted in McKinley and his protective policy. Mills open, factories start, smokestacks belch forth, railroads busy, demand for coal great, miners ask an advance in wages. If the mine owner isn't as lively about giving it to them as they think he ought to be, they lay off to hurry him up a little, and so we have a strike. But you will notice that strikes in these times are always for an advance of wages. The coal operators will give an advance; they have already said they could. They must have the men back at work to fill orders, orders which they did not have and could not get under the tariff reform administration."

"There it goes again," he growled. "You always run it into the tariff."

"That is where all interests of American labor naturally lead a discussion," replied the good little woman; but he answered her not.

E. G. Pipp, in American Economist.

HE WILL BE AN EASY WINNER.



PRESIDENTIAL CANDIDATES.

Active in Their Hatred of Protection and Their Friendship for Agualdo.

In its search for light on the trust question the Civic Federation of Chicago lately sent out letters to a large number of writers and thinkers, without regard to their party predilections, inviting an expression of their views as to the most effective manner of dealing with capitalistic combinations in the United States. Here was the American Free-Trader's chance. One would have thought that our domestic Cobdenites, who never cease to worry over the wrongs suffered by foreign producers, would have tumbled over each other in their haste to take advantage of such an opportunity to ventilate their pet theory that the more money a country sends abroad for the purchase of foreign commodities and the less money it spends for articles produced at home, the richer that country will become.

But they did not spring to the front with anything like common accord. Far from it. Out of 155 letters received by the Chicago Civic Federation only three prescribed the removal of protective duties as the proper way of dealing with trusts. Why only three? Is the American Free-Trader growing scared at the effect already produced by the proposed abolition of defensive duties at a time when the beneficent effects of the prevailing economic policy are so vividly impressed upon the public mind? There is, to be sure, some reason for the exercise of caution. In the presence of phenomenal prosperity of a tariff system which furnishes abundant revenues while at the same time piling up huge trade balances which threaten the world's financial equilibrium by transferring the financial center from Europe to America, the American Free-Trader may properly pause in his assaults upon the general welfare of his countrymen. Has he paused, and will he stay paused?

Probably not. Certainly the New England Free-Trade league shows no such signs. It is still in the saddle, booted and spurred. One of its most warlike members, Mr. William Lloyd Garrison, has just been firing himself off to the following effect:

"Each tariff must be more drastic than its predecessor, calling for increased stimulant. Its purpose is constantly neutralized by the active law of freedom, which it disregards. The Dingley tariff, the latest and most outrageous of the despotic acts of a democracy, early develops signs of failure, and a foreign war was precipitated largely to cover high tariff shortcomings and justify new edicts for revenue. But the higher the tariff wall, the more internal monopolies are fostered."

"The active law of freedom" is not a happy phrase in this connection. Formerly it had a vastly different significance. An ancestor of this same Garrison used it to some purpose in his warfare against free trade in human flesh and blood. Then the principle was invoked in the noble effort to strike from 4,000,000 blacks the shackles of slavery. Now we find a degenerate scion advocating "the active law of freedom" as a means of placing shackles upon 20,000,000 of American wage earners. Times have indeed changed when a man bearing the name of William Lloyd Garrison divides his time about equally in shouting for free trade and Agualdo—for industrial slavery at home and for the uncurbed revolt of semi-barbarians in the Philippines. However, it must be confessed that the combination is homogeneous. The two things go together extremely well.

Foreigners Understand.

Mr. Elvinton R. Chapman, of the prominent stock exchange firm of Moore & Schley, who has recently returned from Europe, reports that there has been a decided improvement during the last twelve months in the sentiment in England in regard to American investments. "The investing public in England," he says, "is again looking to this country for safe and profitable investment of capital." As illustrative of this, Mr. Chapman tells of a broker on the London Stock Exchange who showed him his memorandum book of the day's transactions on "Change. He had executed over thirty orders for American stocks.

The increasing confidence shown by foreign investors in the value of American securities is merely a reflection of the great industrial prosperity of this country. The American people don't need any information as to the confidence of foreigners in American stocks to tell them that we are in the midst of great national prosperity. Every one in this country has had personal experience of prosperity since the passage of the Dingley law. But the investment of foreign capital in American securities is a not unwelcome indication that our prosperity is so extensive and of such a character that even the conservative British public has confidence in its stability and in its lasting qualities. Free-trade fanatics may talk of making a winner of the free-trade issue, but men who deal in the practical affairs of life, either here or abroad, don't have much idea that the American people will throw away prosperity again as they did in 1892.

Democratic Campaign Failures.

The Democratic campaign in Ohio, Iowa and Nebraska has fallen flat. In 1892, when there had been thirty years of prosperity with scarcely a break, it was easy to delude people with the idea that they were not as prosperous as they ought to be, and by promises that free trade would benefit them, to get them to vote the Democratic ticket. The free-trade plea was a very plausible one. It was not hard to make people believe that wherever a tariff was imposed on any article the consumer had to pay it. It was apparently beyond a doubt that such was the case. It was more difficult to show the influence of home competition, the effect of increased work on wages and prices, and so the play "went." The cry "the tariff is a tax" won the election of 1892.

A Democratic tariff was tried, and every one knows what a magnificent failure it was. Its failure thoroughly convinced the people, for a generation at least, that a calamity cry was simply an election dodge, and it will not work again. The attempt to convince the people that the country is on the verge of dissolution because there is a Philippine war, or because the United States is enlarging its border, is worse than useless. Iowa, Ohio and Nebraska will all give good Republican majorities this fall.—Moline (Ill.) Dispatch.

Typical Columbus.

We should not be surprised to find that the American superiority lies in the national mastery of detail, which is their note also in manufactures.—London Daily News, Oct. 21, 1893.

This is a British newspaper's comment on the victory of a Yankee boat over a British boat in the international yacht race which ended Oct. 20, 1893. "National mastery of detail" is only another way of saying "national supremacy in mechanical arts," the product, as the British free-traders now acknowledge, of the American policy of high wages. Steady and constantly increasing employment at what foreigners have called an extravagant rate of compensation has developed in the United States a degree of skill and efficiency far beyond anything to be found in the Old World. We show it in everything we produce, from a steel rail to a \$350,000 sailing yacht. The "Columbia" is a true type of the land whose name she bears and whose flag she floats.

What Brought It About.

A lake steamer that cost \$210,000 to build last year cannot be duplicated now for less than \$300,000. But there is no trust in the shipyards of the Great Lakes. The difference in cost is due to the scarcity of materials and the general advance in wages. The rate per ton for freight has about doubled since the beginning of the season and vessel owners are prosperous. Neither the tariff nor trusts cut any figure, but Republican "prosperity" has brought it about.—Warren (Ohio) Chronicle.

What Does This Mean?

"Every wool grower of the country should ask his congressman or senator whether the customs authorities throughout the country are collecting the duty on wool as intended by the Dingley tariff." This is the statement of a reliable authority in close touch with domestic wool interests. What does it mean?

It means that the wool growers of the country are suffering from the effects of the Dingley tariff. The tariff has raised the price of wool, but it has also raised the cost of production, and the result is that the wool growers are not getting as much for their wool as they should.

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DETAILS OF ZEPPELIN AIRSHIP

For many months visitors to Lake Constance, on the German side, have wondered at a huge and curiously shaped building which has floated about one half mile from the shore off Friedrichshafen. The structure is over 500 feet long, 75 feet wide and 65 feet high. In the front the queer building comes to a sharp point like the wedge-shaped ends of the locomotive that have been built recently to attain high speeds by being formed so that there shall be little resistance to the air.

The building has been guarded night and day and none was allowed to approach it. Whenever the doors were open for any length of time the entrances have been covered with heavy curtains, so that even the most curious of the inhabitants of the surrounding towns have failed utterly to find out what was going on in the mysterious place. The only thing that could be guessed was that some government matter was concealed in the floating house, for what little communication there was with the mainland was by means of government vessels.

A correspondent for the Sunday Press has discovered what has been under way in this building. It is the mammoth dirigible airship of Count von Zeppelin, which is being constructed under the supervision of the German government. This is the great balloon to which Major Baden-Powell, brother of Col. Baden-Powell, the Brit-

peror William has been enthusiastic over the matter, and Count von Zeppelin has had ample and ready aid in the last two years during which the balloon has been under way.

The idea of building the airship in a floating building was adopted for many reasons. One was that it made secrecy easy. Another, the more important one, is that it will enable the makers to launch the balloon readily and to make trial trips with it at will. Therefore, the building was erected on ninety-five exceedingly buoyant pontoons, and so anchored that it can swing with the wind, always turning its rear end to the breeze. It will be possible, therefore, to launch the balloon in the direction of the wind at any given time. In addition, the building is so arranged that the part which holds the airship can be hauled out like the drawer of a deck, and when it is so hauled out it floats on separate pontoons. This will give to the balloon a free start at any time, and will make it easy to return it to the building.

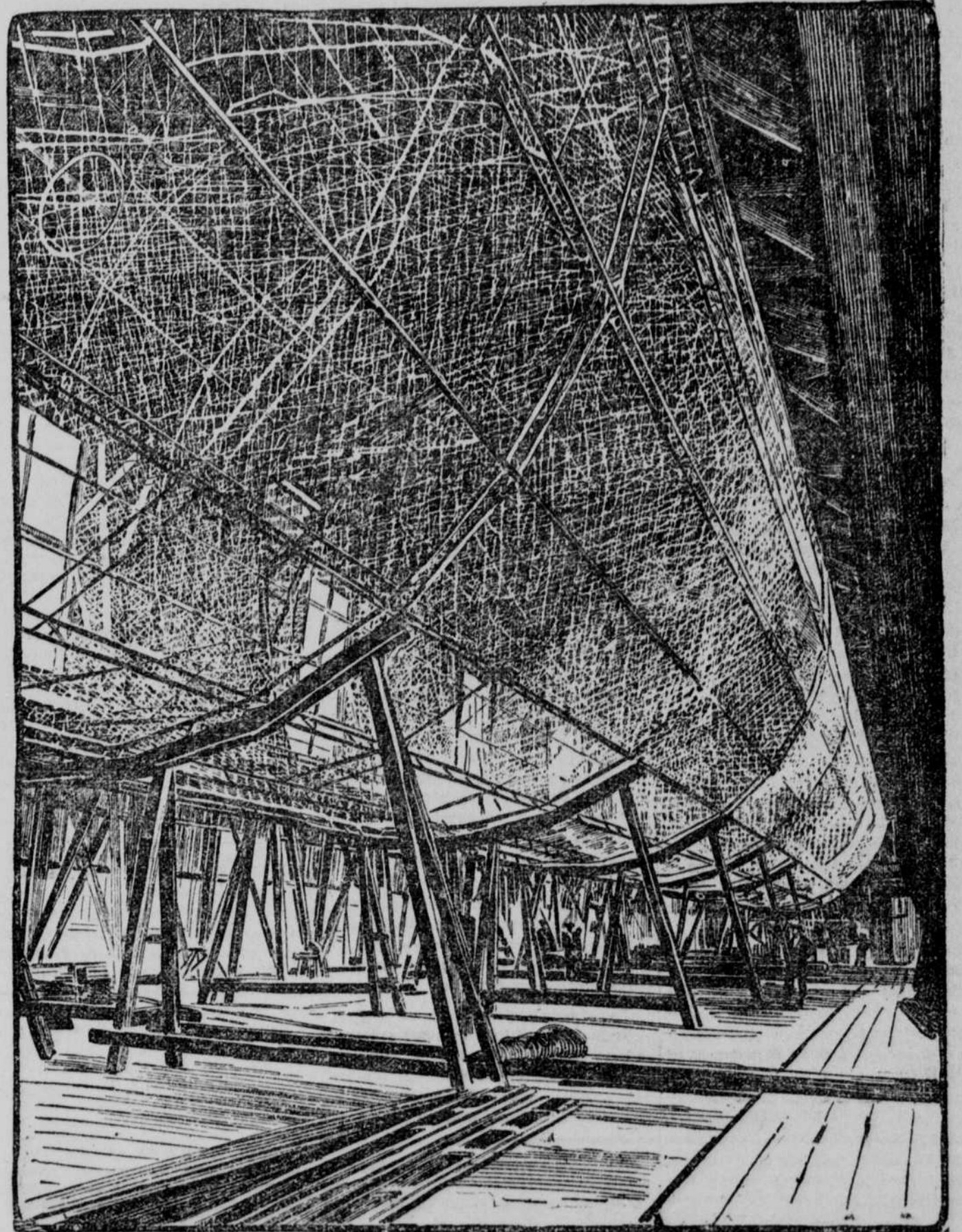
The balloon is 375 feet long, shaped like a torpedo, and its diameter is 36 feet. The skeleton is of aluminum, and its base consists of sixteen ribs of aluminum shaped as polygons, with 24 angles. They are fixed and braced in their positions with aluminum wires, which radiate from common centers like the spokes of a wheel. This skeleton is separated into seventeen sec-

engineers and two machinists. They will be enough to handle the engines and the weights which are to determine the position and direction of the craft. These weights are suspended under the gondolas on a cable which permits them to be moved from one end of the balloon to the other. When they are hauled to the stern the airship will point upward. If it is desired to sink the craft the weights are sent to the bow. This arrangement takes much unnecessary work from the engines, and enables them to devote their entire power to the great propellers, of which there are four. They are made of aluminum and made like the screws of a ship, and they are attached to the sides, not the ends, of the airship. The ends are given up to immense rudders.

It is known that great sums of money have been furnished from official sources for the work, and the king of Wurtemberg as well as the emperor of Germany has visited the building often in the last year. The first trip is to be taken before the end of November.

Perfect Confidence.

From the Philadelphia Record: Perfect confidence is desirable between couples engaged to be married, but it is not always that the young woman has as fine an opportunity to establish it as did a Norristown belle, to whom



VON ZEPPELIN AIRSHIP UNDER CONSTRUCTION.

ish commander at Mafeking, has just drawn his government's attention as the most important efforts of recent years. He describes it graphically as saying that it resembles the slender skeleton of a huge battleship made of aluminum, containing a large number of balloons.

Its total capacity is about ten tons. About \$350,000 have been spent in the construction, the plans having been approved by the German government. Major Baden-Powell says it is hoped to drive the vessel at the rate of twenty-two miles an hour.

Rumors have been heard from time to time about this airship, but details were lacking and none of those connected with its construction could be induced to say a word. The picture and description of the balloon which are printed here make the first authentic and detailed news to reach the world about this the most ambitious attempt of modern times to solve the great problem of navigating the air.

Count Von Zeppelin is a German soldier, famous for his desperate ride into the heart of the enemy's country in the Franco-Prussian war. He has been working on the plans for the airship for years, and long before he began the building of his monster he had examined and acquired every patent that seemed to him at all available. Thus, when he was ready to begin building he had at his command hundreds of improvements and appliances without the embarrassment of having toicker with their possessors. En-

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