

PUBLIC SERVICE.

The following appeared recently in the Boston Herald:

"His fortune massed while serving the public."

"The death of Mr. George H. Norman, which occurred in Florida, whither he had lately gone for his health, removes a remarkably interesting and resourceful man from the business activities of New England, wherein he had played an important part. Although a citizen of Newport, his large business interests in this vicinity made him practically a Bostonian, where he was well known and recognized as a prominent factor in the development of important enterprises that make Boston a great commercial centre. He was best known in connection with the building of water and gas works, in the establishment and development of which he displayed great skill and foresight, as well as practical knowledge of engineering, which enabled him to overcome obstacles that would have discouraged a less resolute and energetic man. He accumulated a large fortune in this way, which was still further increased by his shrewd business sense."

The above is worth a moment's study. Just what the Herald means by "serving the public" is open to question. The Herald is quite prone to condemn a man who dies leaving millions to his family and none to the public as an unworthy citizen. It did so in the case of the late Mr. Blair, of New Jersey, and in other cases, yet it gives no evidence that this Mr. Norman served the public any more than Mr. Blair, Jay Gould, Cornelius Vanderbilt and many others. In one sense this man served the public no more than the dirt-digger who worked on public works and was paid by the public. We see no evidence of beneficence in such a service. The laborer was paid according to his work, the engineer according to his. It is a question of quality, not quantity. It is the question of difference in ability.

But there is another question of far greater importance. This example shows that he who serves the public to its material benefit, that is, fills its material wants, prospers thereby. He makes the public of service to him. On the other hand, he who serves the public with one great idea that benefits the race may die in the poor-house as far as the public is concerned. It is the great discoverers of material benefits only who have any hope of compensation therefor. What would have become of Darwin if he had had to depend on the public to live? Virchow would have died of starvation in this country unless he had turned a practicing physician. No man did nobler service to humanity than Thomas Paine, yet what was his fate? If the newspapers are going to talk so much about service of

the public is it not about time to say a few words about solid material service on the part of the public? Monuments to dead men and post-mortem gratitude do not feed widows and orphans nor make up for ignominy in life.

FRANK S. BILLINGS.

Sharon, Mass.

A NATIONAL PARTY.

Pittsburg, Pa., Feb. 24, 1900.

EDITOR CONSERVATIVE.

With your permission I will call Mr. Frank S. Billings' attention to a platform adopted by a convention held at Braddock, Pa., September 1, 1894, called by the writer and a few other patriotic citizens desirous of arousing the people to the danger to our municipal, state and national governments, from pothouse politicians, who are prostituting them to their own avarice and greed. Well may Mr. Billings, call it "the great danger." It is not only a great danger to civil institutions, our government of the people, by the people and for the people, but the lives and liberties of the industrial classes are in constant danger from the woeful lack of true patriotism, from the prostitution of all our governments as is seen in the state of anarchy which for the past four months has kept the state of Kentucky on the verge of civil war, and on a smaller scale in nearly all our municipal elections more or less of riot and scenes of strife are witnessed. Not only so, it is the quintessence of fanaticism for an individual corporation, state or nation to talk of maintaining a sound standard of credit or monetary system, while conducting their business on the most inflated system of corrupt abuses possible to conceive of.

Bryanarchy, as you are pleased to call it, fiat money or fifty cent silver dollars, are far more in keeping with equity and decency (when applied in payment for such services as the pothouse politicians render, who are drawing the salaries our public officials receive) than that of paying them in gold coin. Is it possible to conceive of a greater travesty upon our American manhood suffrage than that which compels wage earners, mechanics and farmers (whose earnings do not average \$500 per year) to be taxed to pay an official aristocracy of pothouse politicians from \$5,000 to \$50,000 per year? Imagine brave old General Putman, who aided in throwing overboard the cargo of tea in Boston harbor rather than submit to being taxed to support a royal aristocracy, as he looks down from his star-lit home in the skies, and covers his head with shame as he beholds the pusillanimous spirit of the degenerative American sons tamely submitting to be taxed and pay \$50,000 to a man who was incapable of managing a business of \$10,000, and was forced into bankruptcy. Yes, Mr. Editor and Mr. Billings, McKinleyism which is boodler-

ism is even a greater danger than Bryanism. Indeed, if the boodlerism is to continue, Bryan's free silver cheap money is a panacea for the corrupt abuse and will stave off the evil day of bankruptcy awaiting the pusillanimous Americans who tamely submit to the abuse. Let Mr. Billings trot out his new party and test the degree of American patriotism.

J. B. COREY.

THE HANNA
SYNDICATE.

The Hanna-Frye-Payne syndicate, promoters of

republican larcenies to foster tariff-made trusts and other infant industries, has recommended a measure to afford aid to ship builders. The motive is thoroughly unselfish and patriotic; the preamble speaks remarkable devotion to country:

"A bill to promote the commerce and increase the foreign trade of the United States and to provide auxiliary cruisers, transports and seamen for government use when necessary."

So excessive was their patriotic inspiration and so intense their desire to express it in the preamble that the senatorial syndicate neglected the trifling matter of embodying, in the bill, means "to promote the commerce and increase the foreign trade." The bill provides for an insignificant subsidy for freight-carrying vessels and an excessively large bounty for the fast steamers transporting exclusively the leisure class passengers and tourists to and from Europe. Though the bill would not promote commerce, the nobility of purpose back of it should make the Payne-ful compound of greed and patriotism immune as to criticism.

It is also a lamentable circumstance that about the time Hanna and his co-patriots were inspired to build ships, a number of mercenary merchants listed orders for the construction abroad of forty-five ships, all eligible to the American subsidy while foreign labor and capital derive all the employment and benefit of their construction. This is unfortunate. Carping critics will meanly mix up the Hanna brand of patriotism with the hoggishness of ship builders.

THE ONE
LESSON.

Froude says:
"If there be one lesson that history

clearly teaches it is this, that free nations cannot govern subject provinces. If they are unable or unwilling to admit their dependencies to share their constitution, the constitution itself will fall in pieces from mere incompetence for its duties."

The president of the United States, his cabinet and their partisan blind and bigoted supporters in congress ought to read Froude and ponder upon the lesson he so tersely tells. This republic cannot deprive others of their natural rights of life, liberty and property and preserve those of its own citizens.