

## BRYAN AND CROKER.

I am dying, Croker, dying,  
 Flits the White House vision fast,  
 And Expansion's coming shadows  
 Gather on the wintry blast;  
 Let thine arms, O Croker, clasp me,  
 Hush thy sobs and bow thine ear;  
 Listen to my great heart-sorrows,  
 Thou, and thou alone, must hear.

Though my Pop and Anarch legions  
 Bear their red flags high no more,  
 And my wreck'd and scatter'd platform  
 Strews dark Philippine's fatal shore,  
 Though Stones and Jones surround me,  
 My ambitions to fulfill,  
 I must perish the true fakir,  
 Die the great jaw-boner still.

Let not William's brave adherents  
 Mock the Silverite laid low;  
 'Twas no gold man's arm that felled me,  
 'Twas your Ice-Trust struck the blow;  
 I who worshipped on thy bosom,  
 Turned aside from Western ray,  
 And who, drunk with thy orations,  
 Madly threw my gold away.

As for thee, thou Boss of Tigers,  
 Thou enchanter of the Thugs,  
 Guard my path back to Nebraska,  
 With a bench full of your Pugs.  
 Give McKinley golden crosses,  
 Let him in the White House shine;  
 I can scorn e'en Teddy's triumphs,  
 Basking in a love like thine.

I am dying, Croker, dying,  
 Hark! the exultant Patriots cry.  
 They are coming! Quick, my jaw-bone,  
 Let me front them ere I die!  
 Ah! no more amid the campaign  
 Shall my voice exulting swell;  
 Tammany and Altgeld guard thee!  
 Croker, Washington, farewell!

## THE CONSERVA-

**THE HENRY FUND.** TIVE is pleased to receive a letter from Mr. W. R. Corwine, together with his report made to Hon. Cornelius N. Bliss, relative to the fund raised for the family of the late Gen. Guy V. Henry. It is very satisfactory to observe that the fund netted Mrs. Julia Henry, widow of the general, \$19,468.96.

## AUSTRALIAN FAILURES.

### PART II.

New Zealand in 1886 to 1891 lost by excess of emigration about 18,000 people; and since then the net increase due to immigration has been but 3000 a year. In the cities the labor problem is so prominent that industrial arbitration has been made compulsory, and old age pensions are given to one-half of the people sixty-five years of age. In the country districts labor is so scarce that the area of land cultivated per inhabitant—2.2 acres—has remained stationary since 1881. The average yield of wheat is twenty-four bushels to the acre, yet the area under wheat has fallen from 366,000 acres in 1881 to 316,000 in 1898. The raising of mutton for export has become the mainstay of the colony. In New Zealand the railway department scarcely thinks of competing with the coast vessels, but is content to act as a feeder to them. The average length of haul of railway freights is only thirty-five miles. In 1895 the total tonnage

carried upon the railways was 2,050,000 tons; in the previous year the steamers and sailing vessels entered coastwise and cleared coastwise had a capacity of respectively 4,600,000 and 4,500,000 tons.

The significance of the failure of the Australian railways to meet the demands of the new era ushered in by the crisis of 1893 can be brought out in striking manner by a brief review of the services rendered to the people of the United States by the American railways in 1873 to 1880. The close of the Civil War was followed by the absorption of the huge armies of the North and South in the industries of the United States. Scarcely had that readjustment from a war-footing to a peace-footing been effected, when there came a wave of immigration which contributed about forty per cent of the increase of population which occurred in 1867 to 1873. Then came the crash of 1873. The extent of the depression which followed that disaster is indicated in the course of the imports, which fell from \$663,000,000 in 1873 to \$466,000,000 in 1879. In the readjustment of population and industry made necessary by this long period of liquidation, the ten great agricultural states of the Ohio and Mississippi valleys, together with the state of Texas, played the most prominent part. Those states contributed seventy-eight per cent of the increase in the area under crops effected in the United States in 1867 to 1880. Furthermore, they absorbed forty-five per cent of the total increase in population, the equivalent of seventy-five per cent of the immigration in the period in question. And it may be added that while the proportion of the emigration from the United Kingdom—British subjects and foreigners—that went to the United States fell from the highwater mark of eighty per cent in 1871 and 1872 to sixty-two per cent in 1873 to 1879, it jumped again to respectively seventy-seven per cent and eighty per cent in 1880 and 1881.

By 1873 the westward movement in the United States had reached districts five hundred and a thousand miles from the Great Lakes, and not a few persons of no mean authority believed that the cost of transporting the heavier agricultural staples from the more distant districts would almost or quite prohibit production for export. But under the stress of depression and tremendous competition between the rival railway lines leading from the agricultural regions to the rival export harbors on the Atlantic seaboard, transportation charges fell even more rapidly than the farm prices of agricultural products. There was not even a temporary hitch in the solution of the great problem of enabling the farmer in the interior of America to compete in Liverpool with the farmers of England and continental Europe. The huge armies of the North

and the South, the unprecedentedly large number of immigrants of the years 1867 to 1873, and the vast bodies of men forced by a period of drastic liquidation and readjustment to find new avenues of employment—all were absorbed with an ease and absence of friction that are without parallel.

If one leaves out of account the entire area which has a rainfall of less than twenty inches annually, Australasia still has a population of only 4.4 people per square mile, as against 9 people in America, the arid region included. And yet, since 1885, the problem of the unemployed has been a chronic one in Victoria and New South Wales; and ever since 1884 it has, in New Zealand, called forth legislation as well as measures of administration. It is true that the main difficulty lies in the unwillingness of the people to go on the land, but it is equally true that under the present costly and inefficient management of the railways, no considerable body of people could go upon the land. Only the rapid decline in the increase of population, which began even before the great "boom had spent itself," has kept this fact from being demonstrated in such a manner that even those who run might read.

The population of Australasia consists almost entirely of emigrants from England, Scotland and Ireland, and the descendants of these emigrants. And yet, parliamentary government in Australasia works as in France, rather than as in Great Britain. Party ties are loose, and the legislatures tend to break up into small groups, for the purpose of securing what members of parliament are pleased to call "justice for the interests which they represent." Sir Henry Wrixon, late attorney-general of Victoria, and one of the most judicial speakers in the public life of Australia, has summed up the situation admirably as follows: "The many functions undertaken by our governments, and the large measure of assistance that they render to districts out of the general revenue, enfeeble the position of the representative, and impair the public spirit of the constituencies. Each locality (and each class interest) naturally seeks to get as much as it can, and for this purpose wants rather an agent to look after its interests than a statesman to take care of those of the country at large. The forbearance of many constituencies toward a member whom they respect upon public grounds, and the sense of duty to the state of members of parliament, have so far done something to mitigate the worst results of this principle. But it remains true that the representative is harassed by a divided duty; and that I take to be the greatest impediment to statesmanship in our ranks; and the more socialistic governments become, the greater is the danger that Burke's prophetic fear may be realized, and national representation de-