

arrives at this conclusion when he considers the probable financial consequences. When he reflects on what the railroad can do to him by future discrimination if he is inclined to make trouble, the inexpediency of standing upon his rights is still more apparent. I have heard it said, and I believe it to be true, that there is no coward who is so great a coward as the shipper in his dealings with the railroad. His business prospects can be made or unmade by the railroad, and if he once incurs the baron's ill will, it is a sad day for him. The plight of the farmers, the gardeners and the fruit raisers is even worse than that of the shipper. The middleman may pull up his stakes and go to another locality; but the men who raise the products of the soil have a permanent investment in their land, and cannot move so readily. The possibility of marketing their products promptly and at a reasonable transportation rate depends upon the grace of the railroad. Without effective government regulation, the railroad can build up or pull down almost whomsoever it chooses in the world of industry. The losses resulting to the American character from this helpless condition of industry, the stifling of the old sturdy and independent qualities, have been terrible in their extent and far reaching in their consequences. Although I appreciate keenly the material advantages which have been brought to the world by the invention of the railroad, I do not hesitate to say that if the evils of which I am speaking cannot be effectively remedied, it would have been better that the railroad had never been invented. Character is worth more than quick transportation, and freedom is worth more than cheapness of travel. The old saying, "a crust of bread and liberty," may be paraphrased by saying, better the old stage coach with independence of character and freedom of action than the twentieth century limited with a servile spirit and the rule of an industrial dictator.

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The voters' vote—from whom they stole!

TRUTHFUL JAMES.



"Mickey, wot's a phill'nt'ropist?"
"Well, it's like this—if I wuz to swipe a quarter from ye when ye wasn't lookin', an' den offer to give ye a dime, if ye'd promise to buy a toot' brush wit it, I'd be one of them things."—Life.



Mayor Dunne of Chicago is not without witty moments between worries over traction matters and an incompetent police force. He recently visited a

strange barber shop, where the barber, failing to recognize him, was very talkative.

"Have you ever been here before?" he asked.

"Once," said the mayor.

"Strange I don't recall your face," said the barber.

"Not at all," replied the mayor. "It altered greatly as it healed."—Judge.



"Yes, I've just returned from a two months' visit in the East," the Portland young lady was saying, "and, oh, I had such a lovely time! Those Easterners are so different from us, though."

"What points did you visit?" inquired the newcomer in Oregon. "I do hope you saw dear old Boston."

"Boston!" the Portland girl ejaculated. "I should say not. I was in Montana."—Portland Oregonian.



It is unfortunately true that the people as a whole are not of great learning or great intelligence. But they have average intelligence and the instinct of self-preservation; and through all their blundering they will tend toward the right goal. What is done by all with the approval of all cannot be hurtful to many or, if so, will be soon corrected. But what is done by a few for the good of a few is sure to be hurtful to many and if the governing power rests with a few there can be no remedy.—C. E. S. Wood.

BOOKS

NEW ZEALAND.

New Zealand Views. By James S. de Benneville. Printed as manuscript. All rights reserved.

This is the title of a little book printed privately by Mr. James S. de Benneville. Statistical works as well as books of travel (not forgetting Mark Train's "Following the Equator") have enlightened us concerning this distant region; but each new traveler recording his impressions has either something new to tell or something old to say in a new fashion, so we open with interest this booklet.

The author is a man of education, traveled and cultured, with special knowledge in the field of chemistry. He is presumably studying New Zealand from the prospector's point of view, but is yet interested in all phases of its life and resources and gives a fair account of all—save its politics.

His travels begin in the North Island upon whose outermost borders lie various cities of greater or less importance—Auckland, Bedford and New Plymouth, jostling their native sister-towns with unpronounceable names: Onehunga and Whangarei and Pukenoana. The interior seems to be the haunt of geysers, hot springs, terrific winds and native Maoris, and one gains the impression that there is little to interest any but geologists and ethnologists. Wellington, the capital, lies at the southern extremity of the island, but is much hampered in its growth by the curvature of the harbor and the close proximity of the hills.

The southern island is undoubtedly more attractive; it has fewer natives and those few more

civilized and better educated, while the white population is chiefly Scotch and English. The interior of this island is largely occupied by lakes and the Southern Alps, full of beauty and interest to those able to make the difficult ascent. For roads are few and poor and ill-defined, while communication from coast to coast is impossible even for pack-horses, save in one narrow pass. Here also, as in the northern island, almost all cities lie along the coast, although between it and the mountains lie farms and the famous grazing grounds.

The cities are as a rule, comfortable, but like their English prototypes, quite lacking a cosmopolitan air. Means of communication are rather unsatisfactory, train service slow and travel by stage liable to great discomforts. Although this latter means of travel is much resorted to, no extra accommodation is provided for an extra number of passengers, and the entertainment at the "rest houses" is uncertain and variable. Road stations, that render travel in Switzerland and Norway so comfortable, are unknown here.

But although possible discomforts are mentioned as a forewarning to the intending traveler, it is only justice to say that there is no carping criticism; on the contrary, there is ready commendation for all commendable things.

Christ church on the Avon, the author finds the most charming of all the cities, while Lyttleton and Dunedin are greater commercial centers. It is interesting to learn that a world's fair is to open at Christ church in April, 1907, at which time the world will no doubt learn much concerning the industries of New Zealand, chief among which are coal and gold mining, the raising of sheep and the export of wool and mutton.

But our author finds all business slow and non-progressive, and his disappointment is almost amusing. Being an American and, we will assume, an interested investigator or an intending investor, his view of business conditions is very discouraging. He lacks the faculty of causality and so at times commends qualities and effects that are the direct result of conditions that he condemns and deplors. He interviewed a naturalized foreigner: "He was not encouraging. All immigration was discouraged. Unskilled labor was paid at the high rate of 8 shillings a day. Skilled labor was no better off than anywhere else. Taxes were high, and rents were high because the cost of labor made the erection of new buildings so costly that the development of new districts was only undertaken long after the demand had overflowed the supply. Money in pocket, the workman took 'a day off' until he needed more. No idea existed of rising out of the laboring class, of ambition to accumulate a little capital and start for himself. 'Take ye no thought of the morrow' seemed to be the motto of the laboring class in New Zealand—the ruling class in New Zealand."

And again: "New Zealand does not want immigration. She offers conditions to the small farmer—limitations as to the extent of his future."

"The control of the government by the trade guilds and the consequent limitation of immigration by socialistic legislation has fallen in with what seems to be an inherent sluggishness of the native workman. Lack of ambition and plenty of work for the limited labor market enables him to 'take a day

Announcement

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off pretty much at will. And the fact that he takes it, accounts for the parks full of substantial workmen on ordinary working days of the week"; and much more to the same effect based upon the bustling employer's point of view. The "day off" seems to give him especial concern.

After reading the book one feels a trifle uncertain. The pros and cons of New Zealand are tolerably evenly balanced, but one of the greatest disadvantages seems to be the climate. There is a superabundance of rain—raw, cold rain, even during their Summer months. It may possibly be a reminder to the British settler of his old familiar English drizzles, but one whose absence could easily be endured, we should think. But yet Mr. de Benneville contends that it is much more satisfactory climatically than is Australia with its hot Summers; that, in fact, the climate of New Zealand is a very healthful one—for those who survive.

MARY HEATH LEE.

◎ . ◎ ◎
THE ANTI-SLAVERY ERA.

The Abolitionists. Together with personal memories of the struggle for human rights—1830-1864. By John F. Hume. Published by G. P. Putnam's Sons, New York.

Mr. Hume, who was an editorial writer for the St. Louis Democrat, both before and during the Civil War, and in his old age retains the democratic ideals of his early manhood, has written an interesting story of the most interesting and vital period in American history. Not an autobiography, but a review of the Abolitionists and their movement at its height, including their relations with the Republican party, his book has the charm that belongs to well told autobiography. It is for the most part a story of personal experience and observation, in which the writer's personality, while always present, is never obtrusive.

The story might have been better told had the second chapter been the first and the first been turned into an explanatory preface. The first chapter was the nest egg, as it were, of the book. Mr. Hume had written it for a periodical article in reply to President Roosevelt's thrust at the Abolitionists in the biography of Benton; but changing his mind as to publication in that form, he added the reminiscent narrative which is the really interesting and valuable part of the book before us.

An Abolitionist from boyhood, and a member of an Abolition family, Mr. Hume has much to tell of the hardships which Abolitionists suffered and of the absurd antagonisms, not unmixed with cruelty, in which their pro-slavery neighbors indulged. He quotes statesmen as talking of Negroes as "on the same footing with other cattle," and distinguished divines as proving by chapter and verse to credulous congregations that Negroes were condemned to slavery by the Bible. "When I spoke of all men enjoying freedom under our flag," said one respected Ohio clergyman in a sermon on a day of national significance, "I did not, of course, include the Ethiopians whom Providence has brought to our shores for their own good as well as ours; they are slaves by divine decree." This was the common pious sentiment of the time. "Science" had not yet seized upon the thinking activities of the credulous, or Mr. Hume's con-

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