

CAPITAL CITY CHAT.

LETTER FROM OUR WASHINGTON CORRESPONDENT.

A Whole Cargo of Good Things, Every One of Which Is Worth Reading and Remembering—Republicans Always Gain When National Questions Arise

Metville's Manifest. Special Washington correspondence:

NE of the highest recommendations that the Dingley bill has had thus far—and it has been highly commended from various sections—is the fact that representatives of various foreign governments are entering protests against it. The object of a protective tariff is to take care of American citizens, and when representatives of other parts of the world begin to complain about it it is safe to assume that the purpose of the bill is being accomplished.

Twenty per cent of gain in twenty weeks is a pretty good record for any political party to make in work. This is the gain which the Rhode Island Republicans made in the recent State election over the vote for McKinley in 1896. This is the only spring election in which national politics has cut any figure, the elections in the cities having hinged upon purely local issues which had nothing to do with the growth or otherwise of Republican or Democratic sentiment from a national standpoint.

Democrats Tired of the Pops. The Democrats are getting tired of their bewickered allies in the late election. Not only have a large majority of the party in the House of Representatives respectfully declined to follow the sockless Simpson, but leading Democratic newspapers of the Populist tainted sections are beginning to swear off from supporting Populists. The Topeka, Kan., Democrat, a representative Democratic organ which supported Bryan in 1896, says: "Fusion is dead in Kansas. A united Democracy and no further fusions with the selfish and arrogant People's party. The supreme duty of the hour for Democrats in Kansas is to cut loose from the festering corpse of the People's party. The ranting Populists with full power to act have tried their hands at State government."

Great minds will differ. Mr. Bryan assumed in his utterances regarding the recent elections that his cause and himself have been vindicated. On the other hand, that sterling Democratic paper, the Macon, Ga., Telegraph, which expresses the sentiment of the genuine Southern Democracy, says: "The Democratic success of Monday shows unmistakably that Bryanism and Altgeldism are done for in this country."

Washington had two distinguished people in one day recently—Robert Fitzsimmons and William J. Bryan. Of the two Fitz attracted the far larger crowd and awakened more enthusiasm. He was greeted at the depot by a brass band, while Mr. Bryan's only music was that of his own horn which he never neglects to blow.

Democratic Officials in Trouble. Democratic statisticians whom the Cleveland administration fastened upon the Government through the civil service system are getting themselves into bad odor. Secretary of Agriculture Wilson recently suppressed a "single tax" document issued by one of these gentry, while a correspondent of the Chicago Inter Ocean comes to the front with figures to show that the statements of the chief of the bureau of statistics of the Treasury Department regarding exportations of manufactures are grossly inaccurate. Statistics Ford recently asserted that the exports of American manufactures for the calendar year 1896 amounted to \$256,962,505, and were a considerable increase over those of the last year of the McKinley law. In answer to this the Inter Ocean correspondent asserts, and supports his assertions with official figures, that the exports of American manufactures in 1896 were only \$138,493,637. Figures, it is said, won't lie, but to make this statement accurate, it should be added that the people who deal with them should be truthful.

The Union soldiers fared badly under the Cleveland administration. More than a thousand of them were dismissed from the Government service in Washington city alone by that administration and comparatively few soldiers appointed to fill the vacancies thus created. One of the first things done by the new administration was to set about reinstating these dismissed soldiers. Secretary Wilson of the Agricultural Department reinstated a dozen or more in his department during the first week in April, and the heads of the other departments are following the same plan, so that it is probable that most of the dismissed soldiers will be restored to their positions during the first half year of the new administration.

Democratic Disensions. Sam Randall's famous remark about the wings of the Democracy "flapping together" would scarcely apply to the condition of the remains of that party to-day. In the House of Representatives where Mr. Randall was once so prominent a figure in Democratic ranks, the party is divided into almost infinitesimal factions. The Bailey and Bryan factions are constantly at war as to the control of their side of that body and as to the methods to be pursued. Another factional question is as to whether the alliance with the Populists should be continued, and in regard to this there is a wide difference of opinion and much bitterness. The question of protection and free trade is making a wide breach in the party and the various factions are being again rent in twain by this issue. Add to this the great and incurable division on the financial question and it will be seen that the once strong Democratic party has absolutely lost its cohesiveness or definite purpose of action. Nothing has so alarmed the element which controlled the Popocratic organization of last fall as the prospective dissolution of the partnership which then existed. The free silverites see that without the Populists their chance of success is absolutely

gone and are terrified that the partnership is to come to an end. Mr. Bryan's special organ, the Omaha World-Herald, sounds the note of alarm in a recent editorial in which it urges the continuance of the fusion between Democrats, silver Republicans and Populists, saying: "Get together. That is good advice to the Populists, silver Republicans and Democrats. It means the selection of a silver man to the United States Senate at the next session of the Legislature; it means a solid phalanx of silver followers in all campaigns from now till 1900. It would be worse than folly for the Populists to refuse to fuse with the silver Republicans and Democrats at this time and the disastrous results would extend considerably further than the local campaign." GEORGE MELVILLE.

THE "STRUGGLE" OF 1896.

It Was a Contest Between Honesty and Dishonesty. The "struggle" of last year was not between "the money power and the common people." It was between the mass of the people and a combination of dishonest rascals who wanted to rob millions of the community by means of cheap, cheating silver dollars, to be made to apply retroactively on obligations incurred in honest dollars and for the payment of future wages of labor and—by the aid of retroactive legislation—for the payment of existing debts. The confidence operators whom Bryan headed, in furtherance of this villainous scheme wanted to establish debased silver monometallism—not bimetallicism—so that all who had loaned money, or sold property on time, or had money on deposit in banks might be done out of half their dues. That was the game for which Bryan made his 600 speeches.

Bryan knew that the silver monometallism he advocated and misnamed "bimetallicism" would involve this wholesale cheating all over the Union, but he did not dare to justify or admit it publicly. He made hundreds of harangues during the campaign in all parts of the Union, and he has made still more speeches since his overwhelming defeat, and has written a big book since then, putting them into type, but he has never dared to avow the purpose and effect of his retroactive scheme of wholesale repudiation and violation of existing contracts and pecuniary obligations.—Chicago Tribune.

Encouragement for Farmers. The Democrats all along the line have always, as they do now, insisted that the farming interests of the country never received a benefit from protection. Yet, in spite of these animadversions, and even before the proposed Dingley bill had passed the House, farm products began moving to higher levels of price, and are continuing to move right along because the good effect of proposed protection has stimulated general trade and opened factories that have long been idle, and made of them greater consumers of what the farmers had to sell. Wool, wheat and corn have each advanced in value and are holding their own, with a good prospect of doing still better. Stock of all kinds, horses, cattle and sheep, have greatly improved in price, and it may confidently be stated that the said advance has been the direct and good result of the proposed protection that Congress is going to give the country. The authority for these statements is derived from the standard and recognized commercial agencies which are located in the great commercial centers, and are thus enabled to state in exact terms what the conditions are.—Dubuque Times.

Why We Protect Everything. There is no other nation on the face of the earth so well equipped by nature as our own to make a broad and thorough test of the protective principle. There is not one "raw material" of the first importance within our borders that is not capable of producing within our borders the great bulk of our supply, and sugar, tea and coffee are the only prime articles of food for which we have to depend upon foreign countries.

With these exceptions, America is, or could easily be rendered, absolutely self-sustaining. And Hawaii and Cuba, if they were both within our possession, could be developed to yield all the sugar required for our needs. A vast country like the United States follows an unerring instinct when it endeavors to protect not only its manufactures, but its raw materials. The early tariffs of Washington, Hamilton and Jefferson sought to protect everything which could possibly be fabricated or grown in America. Jefferson, in his fierce protectionist zeal, wished that the Atlantic might be a great lake of fire to cut us off utterly from Europe.—Boston Journal.

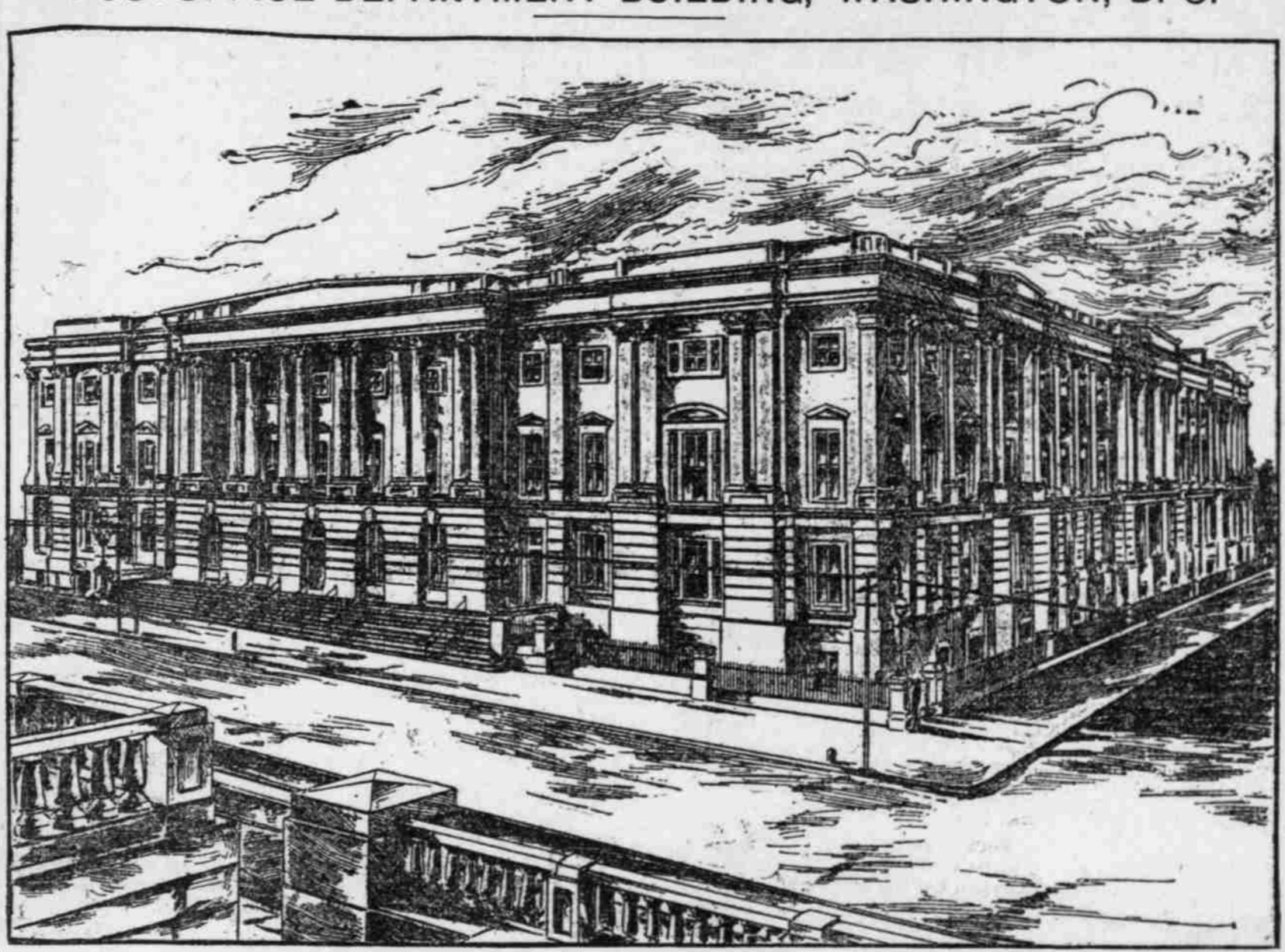
Successful Secretary of Agriculture. Secretary Wilson, the new head of the Department of Agriculture, is demonstrating that he is the right man in the right place. Unlike the Nebraska busybody who preceded him, he does not spend his time in writing theoretical essays on topics which in nowise concern his department. Secretary Wilson believes that he was appointed to his present position to promote the interests of the tillers of the soil, and he is not only devoting himself strictly to these duties, but he is devoting himself to them in a practical and sensible way, which promises to be of the utmost value.

One of the reforms he has inaugurated is to collect new seeds from all parts of the world, and to distribute them, with the necessary instructions, among farmers who are likely to put them to use. His object is to encourage a greater diversity of farm products. Nothing could be wiser, no matter from what standpoint the matter is viewed.—New York Commercial Advertiser.

Dreary Imbecility. "The Democratic criticisms of the new tariff," says the Inter Ocean, "are dreary imbecility." The language is strong, but what else can be said of criticisms that are essentially imbecile in argument and most rapidly dreary in language? No other phrase can so accurately present the exact nature of the attacks which the free trade orators and organs are now making upon the bill which is designed to provide protection for our industries and an adequate revenue for our Government.—San Francisco Call.

No Debauch, This. President McKinley has just returned from a short trip for recreation down the Potomac. It is mentioned that in taking his wife and two other ladies along he differed from the practice of President Cleveland upon such occasions, who was rather convivial in his tastes, and more of a Bohemian in his habits. In manners and morals, as well as in breadth of statesmanship, our present national executive is an improvement upon the one who preceded him, although as a fisherman and duck hunter he may not be up to the standard.—Louisville Commercial.

POSTOFFICE DEPARTMENT BUILDING, WASHINGTON, D. C.



THE Postoffice Department building, a view of which is given herewith, stands upon the site occupied by the building erected for that service when the capital city was located and occupied in the year 1800. The British invaders in 1814, after burning the War Department building, headed towards the Postoffice building, but the explosion of a magazine at Greenleaf's Point, which destroyed the lives of several of their companions, coupled with a tornado and violent rainstorm which set in at that time, checked the progress of the vandals and the building was saved. In 1836, however, it was destroyed by fire. It was succeeded by the handsome marble building represented above. It covers an entire square, being bounded by Seventh, Eighth, E and F streets. From this building are issued the orders and in it is conducted the business which directs the greatest organization of the Government service. There are seventy thousand postmasters, an army of themselves; there are twelve thousand letter carriers, half as many as the standing army of the United States; there are thousands of contractors all over the country who carry the mails on horseback or muleback, by light vehicles over the country roads, by steamboats, by railroads, by lighting express, and now by pneumatic tubes under the rumbling wheels of the busy cities. What will the next step be? Perhaps electricity, a postal telegraph, who knows? The work of the Postoffice Department costs in round numbers a hundred million a year. Yet its receipts almost meet running expenses, and but for the fact that newspapers, especially country newspapers, are carried at far less than the cost of transportation, the departmental service would more than meet its own running expenses of a hundred million dollars a year. The policy, however, of the Government, and it is a wise one, is to encourage the distribution of instructive literature to the people, and for that reason, and that only, is it necessary for the Postoffice Department, with its hundreds of thousands of employees, located in every section of the country, to call upon the general government for a trifle of three or four million dollars a year to meet the slight deficit which now exists in its operations.

CRAMP ON SHIPPING.

VIEWS THE QUESTION AS IT AFFECTS THE NATION.

Protection for American Ships Discussed from Ship-Builders' Point of View—England Straining Every Nerve to Perpetuate Her Sea Power.

Letter to Senate Committee.

A meeting of representatives of the shipping interests was held in the room of the Senate Committee on Commerce at Washington. Among those present were: C. A. Griscom, W. P. Clyde, T. W. Hyde, A. R. Smith, C. H. Cramp, Samuel S. Sevalby, H. P. Booth, E. Bliss, Aaron Van Derbilt, D. C. Mink, F. J. Fish, C. H. Kepp, ex-Senator G. F. Edmunds and Senators Erve, Elkins, Hanna and Perkins. The meeting was held for the purpose of promoting legislation looking to the encouragement of American shipping. There was a general exchange of views. Senator Elkins' bill providing for a discriminating duty on goods imported in American vessels afforded a basis for much of the proceedings, but there was a want of unanimity of opinion upon all of its provisions. Mr. Griscom presided and several addresses were made during the day by those in attendance, one of the most important being the following decidedly interesting and important letter from Charles H. Cramp, Esq., president of the Cramp Shipbuilding Company. It presents the shipbuilders' side of protection for American ships very forcibly:

Sir: We have to deal with real facts and actual conditions. The interests of ship-owning and ship-building are identical, because no nation can successfully own ships that cannot successfully build them. A nation can either build or own ships when unprotected and unencouraged, it is brought in competition with other nations that are protected and encouraged. This is the existing condition of the ship-owning and ship-building interests of the United States. The resulting fact is that the enormous revenue represented by the freight and passenger tolls on our commerce and travel is constantly drained out of this country into British, German and French ports in the order named, but mainly British; while the vast industrial increment represented by the necessary ship-building inures almost wholly to Great Britain.

For this drain there is no recompense. It is sheer loss. It is the principal cause of our existing financial condition. So long as this drain continues no tariff and no monetary policy can restore the national prosperity. It is our duty to make some provision to keep at home some part at least of the three hundred and odd millions annually sucked out of this country by foreign ship-owners and ship-builders, so that legislation can bring good times back again. It is a constant stream of gold always flowing out.

The foreign ship-owner who carries our over-sea commerce makes as pay the freight both ways. For our exports we get the foreign market price less the freight. For our imports we pay the foreign market price plus the freight. No fine-spun theory of any cloistered or collegiate doctrinaire can wipe out these facts.

The fact that so long as the freight is paid to a foreign ship-owner, so long will it be a foreign profit on a foreign product, is fundamental and unanswerable. The English steamship is a foreign product, and its earnings, which we pay, are a foreign profit. No sane man will argue that a foreign profit on a foreign product can be a domestic benefit.

Add to this the fact, equally important, that the carrier of commerce controls its exchanges and the conditions of commercial, financial and industrial subjugation is complete. Such is our condition to-day. Great Britain has many outlying colonies and dependencies. The greatest two are India and the United States. She holds India by force of arms, whereby her control of that country costs her something. She had to pay something for her financial and commercial drainage of India.

Views the Question as it Affects the Nation.

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In the relation of England to India there is something pitiable because India is helpless. In the relation of the United States to England there is nothing that is not contemptible, because it is the willing servitude of a nation that could help herself if she would.

England is wide awake to these conditions and keenly appreciates their priceless value to her. The United States blinks at them, half dazed, half asleep, insensible of their tremendous damage to her.

England clearly seeing that, in this age, more than ever before, ocean-empire is world-empire, strains every nerve to perpetuate her sea power and exhausts her resources to double rivet the fetters which it fastens upon mankind.

Though in 1885 England already had a navy superior to those of any two and equal to those of any three other powers, her new navy, with what remains most available of the old one, overshadows the world and makes the sea as much British territory as the county of Middlesex.

Since 1885 England has expended \$517,000,000 for new ships of war and their armament. During eleven years she has built thirty-eight first-class battleships, three second-class battleships, nine armored cruisers, twenty first-class cruisers, fifty-one second-class cruisers; thirty-three third-class cruisers; thirty-two composite sloops, and seventy-four torpedo destroyers, including the vessels authorized in the current year's program.

The aggregate is 270 vessels of 1,136,575 tons total displacement, 1,674,700 horse power. Of the navy England already had in 1885, there remain available 42 armored ships, 34 cruisers, 11 sloops, 19 gunboats and 95 torpedo boats, which she is re-engining, rearming and otherwise modernizing as rapidly as she can.

In personnel aboard she has augmented her force from 52,800 in 1885 to 100,500 in the estimates for 1897. In other words, England has doubled her navy in personnel and material and more than quadrupled it in warlike equipment during eleven years of the profoundest peace the world ever saw.

Even greater exertions has England put forth in the augmentation of her merchant marine. During the calendar year 1896 she added 1,380,000 tons of new steel steam shipping to her merchant fleet, breaking up meantime 530,000 tons of old and obsolete shipping which could no longer be operated profitably; a net addition of 850,000 tons to the total of her merchant marine by the register, but a practical addition of the whole 1,380,000 tons, because the 530,000 tons broken up had done its work for her aggrandizement and simply passed through the scrap heap and the mills into the new tonnage.

No great fact can exist without a great reason. In recent years Germany, on a large scale and in a systematic way, and this country, on a small scale and in a spasmodic way, have put forth efforts in the direction of sea power.

England instantly takes alarm. To her the growth of any other sea power, even if its scope be comparatively small and its extent comparatively feeble, is a peril second only to the landing of an invading army in Kent.

England is determined that she shall be not only the supreme sea power, but also that except within limits set by herself there shall be no other sea power at all. She will tolerate the growth of any other sea power only so far as the point at which it begins to affect her naval supremacy or dispute the ocean monopoly of her merchant marine. The moment any other national aspira-

tion toward sea power reaches that point England must be prepared to crush it.

She will crush it by intrigue, by cajolery, by treaties, if she can. She will crush it by preponderating force if she must.

Ever since two first-class American ships were put in the transatlantic trade under American management every device of foul play that selfish ingenuity can invent and every resort that unscrupulous rivalry can suggest have been exhausted by the English press and the English administration to defame and discredit them.

English officials abroad, from ministers and consuls down, industriously reproduce in the newspapers of Japan, Chili, Argentina and Brazil the misstatements of the English press about American vessels.

The British postoffice delays the American mails for days in the slower ships of the Cunard line, rather than send so much as one letter by the American line.

Our postoffice responds by liberal allotments of its European mails to all the British lines. The result of all this is that while this country has never known such industrial stagnation and such financial distress, England has never known such industrial activity and financial prosperity as now.

Does it not occur to men who look the least bit below the surface that the warfare for ocean-empire and the strife for commanding sea-power which England forces upon the rest of mankind have reached a stage so acute that her prosperity unalterably means the misery of everybody else, and that everybody's loss is inevitably her gain?

What is the response of the United States to this tremendous exertion of English energy and resource to the aggrandizement of her sea-power? To the English estimates for the current year for further increase of her navy amounting to eleven million nine hundred and five thousand pounds sterling (\$11,905,000, say \$37,324,500) and a program involving 108 new ships in all stages between laying down and completion, the United States responds by a sudden halt in even the comparatively feeble program fitfully pursued since 1885, and a flat collapse of the policy of the new navy as a whole.

To the 1,380,000 tons of new merchant shipping built by England during the past year, what will be the response of the United States? Now the future lies wholly in the hands of Congress.

From that quarter comes no sign. A tariff bill framed to produce revenue, and at the same time to promote and encourage American industries, is to be passed. To greater or less extent this tariff is calculated to promote and encourage every American industry but two—ship-owning and ship-building.

As I have already said, this ceaseless chib of gold without compensation is the tribute this country pays to England, and it is paid through English ship-owners.

The United States has never been able to get any of it back except by borrowing it on bonds.

England is keenly alive to these great economic facts and their results. Is the United States to be forever blind to them and their significance? These are the questions which confront us. Very respectfully,

C. H. CRAMP.

The Sugar Beet in Minnesota.

The report of the Senate Committee on Beet Sugar Industry in Minnesota furnishes the farmers of the State with about all the necessary information to enable them to conduct experiments in beet raising successfully. The report has been compiled for the committee by P. E. Kaiser, A. M., who has evidently given to the subject much time and research; and the chairman, Henry Keller, who is familiar with the operations in Germany, the original home of the beet sugar industry, has contributed much practical information.

The conclusion of the committee is that sugar beet culture and sugar beet manufacturing are perfectly feasible in Minnesota, and that there is hardly any limit to the magnitude which the industry may attain when once started. They quote the testimony of chemists to the effect that any good wheat land is suitable for beets; also Prof. Shaw, of the Agricultural Department of the State University, to the effect that Minnesota could grow more beets than would suffice to make sugar for the whole United States.

Brief Comment.

Bryan is still keeping up his fight on the Cleveland wing of his party. He attacked them viciously in his Jefferson's birthday speech. He knows that the continuation of this war between the factions of his party is the life of his personal notoriety, and is willing to sacrifice party to self every time.

Great minds will differ. Mr. Bryan assumed in his utterances regarding the recent elections that his cause and himself have been vindicated. On the other hand, that sterling Democratic paper, the Macon, Ga., Telegraph, which expresses the sentiment of the genuine Southern Democracy, says: "The Democratic success of Monday shows unmistakably that Bryanism and Altgeldism are done for in this country."

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Twenty per cent of gain in twenty weeks is a pretty good record for any political party to make in work. This is the gain which the Rhode Island Republicans made in the recent State election over the vote for McKinley in 1896. This is the only spring election in which national politics have cut any figure, the elections in the cities having hinged upon purely local issues which had nothing to do with the growth or otherwise of Republican or Democratic sentiment from a national standpoint.

The newspapers of the country are attacking the Populists because they refuse to vote for or against the tariff bill and saying that they show political cowardice by their course in this matter. The fact is that the Populists recognize the overwhelming sentiment of the country in favor of protection and yet do not dare to go back upon their former position, the Democrats, to whom they look for some crumbs of office, should that party ever again be successful.

The Popocrats are scared. There is a rebellion in the Democratic party against further continuance of the alliance between silver Democrats and Populists, and members of both these organizations are wild with alarm. Mr. Bryan's organ, the Omaha World-Herald, is frantically appealing to the old members of the political job lot which failed in business last November to still hang together. It says: "It would be worse than folly at this time for the Populists to refuse to fuse with the Democrats and silver Republicans," and adds that a continued combination of their forces "means a solid phalanx of silver forces in all campaigns from now till 1900."

Encouragement for the Farmers.

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The Divided Democracy.

There are signs of trouble for the Democracy again in 1900. The free silver fanatics now in control of the party organization are doing everything possible to maintain their grip, while the sound money leaders are laying plans to recapture the organization. On behalf of the former William J. Bryan is on the lecture platform again, following up the Democratic victories, so called, in the recent municipal elections. He is proselyting along that line. He is to tour Ohio, and will be in Cincinnati in due time.

On the other hand, the Reform Club of New York, a Democratic organization, is arranging for a two days' conference to precede the annual dinner, at which conference the future of the Democratic party is to be discussed. Grover Cleveland, William L. Wilson, John G. Carlisle, Wm. D. Bynum, C. S. Fairchild and other gold men will be there, and they will determine what is best to be done to rescue the Democracy from the free silver faction.—Cincinnati Commercial Tribune.

Heavy Weight Clothing.

A suit of clothes weighing forty pounds would be a novelty. Yet it is apparently the sort of suit which Prof. Wilson contemplates for the average American individual. He argues, in his newspaper articles at so much per column for the New York Herald, that the tariff placed on wool by the Dingley bill will add at least 20 per cent to the cost of a suit of clothes. Since an increase of 20 per cent in the price of a suit of clothes means an increase of probably \$5 in its cost, and the proposed duty on wool is 12 cents per pound, Mr. Wilson must calculate that forty pounds of wool would be used in the manufacture of a suit of clothes. This is a fair sample of the misleading and absurd propositions upon which the free traders build their theories and sometimes get into office.

Deserting the Silver Cause.

Commencing with this week, this paper will again champion the cause of sound money. It believes in an honest dollar. A dollar that is just as good as any other dollar, and that is a gold one. The people must learn that 62 cents is not a dollar. They must understand the relative values of the two metals before passing judgment upon their stability as a circulating medium. With this end in view the chronicle will labor until a satisfactory result is obtained.—Portland, Ore., Chronicle.

An engineer of the far-seeing sort proposes to utilize enormous water powers, like Niagara Falls, to compress air for transportation, at tremendous pressure, through pipe lines to distant points, there to supply power for all sorts of purposes. Wilder things have been dreamed of—and accomplished.