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NO. 2.

EDITOR'S CHAIR.

THE OPINION OF THE EDITOR ON THE ISSUES OF THE DAY.

Every congressman who claims to be in favor of free coinage, but who agrees to a compromise with the gold standard which provides for the stoppage of silver coinage at a future date fixed in the bill, makes a complete surrender. He surrenders the principle for which he has been contending. He agrees for silver to be sent to the mint and the day of execution to be fixed. When a man has been sentenced to death and the day fixed for the hanging that man is no longer a citizen, before the law he is dead. It is true the Sherman law is a "make-shift," but it is a living make-shift and the day for its death is not fixed. If it is not murdered by the friends of silver it will continue to live until a full free coinage law supersedes it. Keep your eye on the man who will compromise with the enemies of the people and give up even the little that we have. When you swap horses get a better one or don't swap at all.

The Birmingham Age Herald in a leading editorial on last Friday said: "Is it possible that a coalition is formed, and is it true that the car of tyranny is to be pulled by the piebald team of Cleveland and Greenback, Voorhees and Sherman, Hill and Lodge, and Mills and Hoar over and crush the life out of the sacred rights of a majority of the Democratic Senators, and of the Democratic party in the Senate? Are we called upon to condemn and sneer at the men who have always been loyal and brave and true, because they have dared to do what they believed to be right?"

"Where are we drifting? Is it not time to halt, and ask are we Democrats?"

The Democratic party has sold out to the gold bugs and left all true Democrats. If you are really a Democrat you are not with the party. Now what are you going to do about it? Will you give up your convictions and follow along as a tail to the gold bug kite, or will you join the people under the banner of the Populist party and fight for the right?

The leaders of the national Democratic party in congress and the big dailies say that if the Democratic party now in power can not pass the bill to strike down silver "that it will show itself unworthy of the confidence reposed in it by the American people." This is demagoguery. If these congressmen and papers would tell the truth they should rather say that the party will show itself unworthy of the "confidence" reposed in it by the gold trust and monopolies who put up the money to elect Cleveland. Whenever a monopolist has a scheme on foot he always advocates it in the name of the American people. This is forgery and should be condemned by the people at the ballot box.

Senator Allen, of Nebraska, made a speech at Alexandria, Va., a few days since, he said:

"You can't tell the difference between a Democrat and a Republican in the Senate now unless you've got a mark on them," said he. "Senator Sherman and his gang are for gold, and Senator Voorhees and his followers are for the same."

"There never was a stronger or fiercer fight in the Senate than now," he added. "The friends of silver are being held up to scorn as obstructionists and filibusters, but I never rejoiced in such a time more than tonight, for I am filibustering on behalf of the farmers, the laboring man, and never, so help me God, so long as strength is given me, will I surrender to this insolent money power which tries to control the destinies of the Nation."

Our readers will remember our complaint against the Richmond & Danville R. R. for taking off the passenger accommodation on the 5 o'clock afternoon train from Goldsboro. We are glad to state that they have reconsidered their action and put the passenger coach on again.

THE DEMO-REPUBLICANS IN KANSAS.

The Democratic and Republican politicians in Kansas are joining hands against the people. They held a joint convention in Seward county last Friday and nominated a fusion ticket against the Populist. But this is perfectly natural when we see John Sherman, the leader of the Democratic party in congress, and Cleveland returning thanks to Republican congressmen for their loyal support. Such things are opening the eyes of honest Democrats and honest Republicans in the South and West. It is getting time for the people who are opposed to the rule of the gold combine and the monopolies to get together.

We suppose the tariff is not bothering the people much now. We never hear anything about it.

OUR TRIP.

THE REFORM PRESS ASSOCIATION, CHICAGO AND THE WORLD'S FAIR.

Niagara Falls, Watkins Glen, and the National Capital.

No. 2.

(THE FAIR CONTINUED.)

We closed our article by saying that there were over four hundred buildings on the grounds. We went through most of them, but cannot even undertake to describe those that we did examine. There is one building, however, and its exhibit that deserves considerable attention, that is,

THE TRANSPORTATION BUILDING.

This exhibit is not only interesting for what is on exhibition, but also for the mighty issues that it suggests for settlement in the near future. You cannot walk through it and look at the mighty agencies of modern civilization there on exhibition without being impressed with the great transportation question that it is destined to play an important part in future political campaigns. There is an article in the September number of The Cosmopolitan Magazine, that not only discusses and describes this building and exhibit as well, or better, than we can do it, but also expresses our sentiments on the necessity for nationalizing the highways of the country. The ablest thinkers of the country who are not party servers, are beginning to realize and to have the manhood to say, that a monopoly that effects the interest of everybody, should not be private property, but should be for public gain, but by the public for public good. We clip the following article from The Cosmopolitan Magazine:

"At the left of the superb arch which gives entrance to the lagoon to the Hall of Transportation is a relief which shows an ox-cart, its cumbersome wheels dragging slowly along through the heavy sand, and on its seats the most uncomfortable of travelers, who look upon the journey as an ordeal, a forcible picture of the discomforts of travel in ages gone by. On the opposite side of the porch, in strongest contrast, is a luxurious section of a palace car, its occupants reading or looking out through the plate-glass windows, an attentive porter serving their luncheon—in a word, travel made a pleasure and a delight.

"Higher up on the archway are two inscriptions, one from Macaulay: 'Of all inventions, the alphabet and the printing-press alone excepted, those inventions which abridge distance have done the most for civilization,' and one from Lord Bacon: 'There are three things which make a nation great and prosperous, a fertile soil, busy workshops and easy conveyance for men and goods from place to place.' Standing in the massive doorway beneath the inscriptions, between these pictures of past and present, one catches a glimpse of the development of transportation from the ox-cart to the palace car in ten thousand exhibits. He is impressed with the idea that just at the present time this question of transportation is probably the most important of all others to the people of the United States. Neither Bacon or Macaulay thought that methods would so soon be invented which would surpass the wildest dreams of their days and generations, which would be replete with possibilities for human happiness, but which, under the peculiar system of the times, would be used to enslave commerce and almost threaten the existence of free government. They saw only seeds of invention from which would spring great plants of beauty and riches, but containing within the kernel of the fully ripened fruit a worm which, if not destroyed, will consume plant and flower."

What a wide world the word transportation has been made to cover under one roof. A great section of the hull of one of the modern steamships rises up sixty or seventy feet into the air, significant in the strength and perfection of engineering, in the splendor of its furnishings, and in skill shown in the construction of its parts, of every modern art. Everything has been brought into play for the comfort and safety of the ocean traveler, every device, from the most complicated of triple expansion powers down to the tiny electric cars.

A little beyond this stands the exhibit of another kind of transportation, the transportation of energy through a mighty forge hammer from one of the great steel works, which have sprung up in response to the needs of naval construction. Near by, a specimen of the work which it forges, a giant shaft, made

to carry the power from the ship's great engines to the mammoth propeller. Oh, the strength of it! The mightiness of it! And yet, the littleness of it all! The story is told by this piece of crepe on the mainmast of this beautiful model of the greatest of modern battleships, this model which has in place its turrets and armor seemingly so impenetrable, its huge guns, between decks, lighted up with tiny electric lamps, filled with tiny figures of its complement of six hundred sailors; the Exposition gallery overlooking it is crowded with spectators; they wear solemn faces and speak in low tones. "How was it possible?" is the question they ask of each other. The model at which they are looking is that of the Victoria, sent here as the pride of the British navy, the perfection of mechanical skill, the greatest work of the greatest naval artisans of the world, a floating fort, which seemed almost beyond the reach of injury, yet by an experiment—which suddenly has placed the powers of the air infinitely beyond all other modern destructive powers—sent to the bottom of the sea within a short quarter of an hour. What a curious transposition of inventions. This model, sent to convince the world of England's naval power, now that the original lies bottom up beneath the waters of the Mediterranean, serves as an object lesson before which the officers of all navies come to ponder and determine that the development of naval construction has been brought to a reductio ad absurdum.

Under the head of "Transportation" we find in one corner an exhibit of rapid-firing guns, and in unhappy juxtaposition, the complement of this—a magnificent vehicle for the transportation of bodies, gorgeously carved in ebony, splendidly paneled, funerially draped with waving plumes. Near by, an exhibit for the transportation of pleasure, a Russian sleigh, supported on dolphins which are exquisite productions of ceramic art, in appearance too beautiful and too fragile to trust beyond the drawing room. Still another exhibit combines both pleasure and usefulness; these are long galleries devoted to the highway-perpetuating bicycle, the workingman's pleasure vehicle, the most recent step in the progress towards putting the poor man upon an equality with the rich man.

And, by the way, it is worth while reflecting, as a train on the most modern of electric roads rumbles by, that there is a steady advance in this leveling of distinctions between the poor and rich. Long before his death, Mr. Jay Gould had seen the day when he could no longer ride in his carriage from his home on Fifth avenue to his office on lower Broadway. Invention, utilized by his hand, had leveled the distinction in carriage between himself and the poorest laborer of New York. He could not afford to spend an hour in rattling over the rough paving-stones of Broadway, when with a minute's walk to an elevated station he would be able to save two-thirds of his time, to him so precious.

And, while on this subject, I must allow myself to be diverted by another thought. The electric railway which traverses the length of the Exposition grounds, is one of the greatest delights of the entire Exposition. Without smoke or cinders, without the discomfort of closed windows in hot weather, it swiftly glides over a well-constructed road-bed, the breeze fanning the passenger into comfort in the warmest weather, and the ride one of absolute pleasure. It will be incomprehensible if Mr. George Gould, after visiting the Exposition, and seeing the perfect and almost noiseless working of this elevated road, shall not immediately discard the use of engines upon the elevated roads in New York, no matter how many millions may be tied up in them. It is such a question of comfort to the community that its consideration should not be delayed. Two-thirds of the nuisance of these elevated roads would be removed for an open car from Harlem to the Battery would be preferable to a carriage ride in Central Park, and the cars, which now travel without passengers for many hours of the evening, would be filled as completely as are the top seats of the Fifth avenue omnibuses on a very hot summer night.

Another interesting exhibit of transportation power, though not so distinctly in evidence as the elevated railway, is an operating model of an electric car, with a cone-shaped electric motor at either end, resting between wheels which are ten feet in diameter and steadied by pairs of horizontal wheels pressing against third or fourth rails for the sake of

security. This car is intended to cover distance at the rate of from one hundred to one hundred and fifty miles per hour. It may be merely a dream of the inventor at the present, but unless some superior method takes its place, it will be an actuality within a very few years.

Inasmuch as the postal service is growing more exacting in its demands for rapid transportation, a bill will probably be introduced into the next congress, providing for the construction of an electric service between New and Chicago, St. Louis, Cincinnati, Pittsburg, Washington and Philadelphia, providing for the construction of an electric railway, to be used exclusively by the postal service, upon which the mails may be sent through at the rate of at least one hundred miles an hour. Should it pass, the execution of the plan will be an object lesson in the governmental control of public highways. Should it not pass, then inquiries will be made in the course of time as to its fate. The people always wake up and ask these questions in the course of time.

Side by side on the beautiful canals and lagoons, which give access to every portion of the Exposition grounds, are two classes of boats, which represent almost the oldest and the newest form of transportation. Here the Venetian gondolier, standing in the high stern of his craft, a boatman trained by the centuries, picturesque in costume, with the graciousness of a hundred generations of public service. But as he moves his oar in long graceful sweeps through the water, there glides past him the most modern of conveyances, noiseless, with apparent power, with no evidence of steam, no evidence of any human agency, swift, graceful, cleaving the water in lines that are scientifically calculated for least resistance. It is the boat par excellence of the coming race.

Whence comes its motion? It is obtained at night, when it has been put in the dock. A copper wire is attached to the boat, through which, during the hours of darkness, energy has been transfused in the space around its seats and beneath its deck, as subtly as hypodermically injected morphine spreads through the victim's veins. Storage batteries have taken up the energy which has come from this living wire, and with daylight it is ready for man's use. Seventy miles of transport at fifteen miles per hour is put away in these invisible interstices. When day comes the engineer, sitting in the bow, puts one hand on a lever, which a child might operate, so simple is its working, and another on a little pilot-wheel, the invisible propeller turns rapidly upon its axis and the boat is in motion, forging ahead, slowly backing, turning to the right and left, with a very minimum expenditure of human energy.

From the point of interest rather than usefulness, the object which attracts the greatest crowd in the Transportation building are the locomotives of the earliest periods of railroading. They stand side by side with the most magnificent engines of modern building, which tower with their seven-foot driving wheels above the originals like giants. Here are the locomotives of Stephenson, the locomotives used on the Baltimore & Ohio in the early days, with their driving shafts not much larger than that of the bol's used in the modern locomotive; but the passenger cars, which were nothing but stage-coach-beds built on iron wheels, and which by the way, might be a very pleasant form of a car in these days of electrical locomotion. Step by step you trace the whole history of the locomotive and railroad train from their inception through all their rapid development up to the present hour. And when the mind has fully grasped the meaning of this development, the thought suddenly comes that this is the last exhibition that will ever be made, in all human probability, of the locomotive as a mode of propulsion for passenger traffic. At this exhibition we see the most imperfect locomotive in its almost teakettle form, and we also see the most perfect locomotive that will ever be built the beginning and the end of steam railway traffic. Next year, or the year after, or at most in eight or ten years, steam power applied directly to passenger trains will be a thing of the past.

And, while in this mood of prophesy, why not hazard the conjecture that this exhibition will also be the last at which the public highways, so logically belonging to the State, will be found in the control of individuals, using them for private aggrandizement? The railroad upon which the happiness and prosperity of so many depend, which is such a factor in the public safety and com-

fort and in the production of wealth, will, before this country sees another exhibition, pass where the control rightfully belongs. It is a governmental function just as truly as is the function of taking charge of, preparing and distributing mail. We may not have, at the present time, a civil service equal to such requirements, but that is because our civil service has been of no great matter to the public in one way or the other. Such functions of the government as have been exercised by the civil service have been comparatively unimportant. But if we have a necessity for a thoroughly organized and well-appointed civil service, we will find the way to organize and appoint that service.

If I were a holder of a great railroad property to-day, I would be more anxious that the government should purchase that property than the people could possibly be to have sell it. It is an hour of change. No one can exactly predict what the future contains, and railroad properties, which are now very valuable, which cross zigzag in many directions, which have rolling-stock worth many millions, may become almost useless under the demands of new engineering, under the conditions of a new invention, under the possibilities of a new science.

[We will finish with the Fair in our next article.—Ed.]

(To be continued.)

A LOOKING GLASS.

Take a Peep and See Yourself as Others See You.

[National Reform, Hardy, Ark.]

Can a man be in favor of free silver and be a Democrat?

Yes.

Can a man be opposed to free silver and be a Democrat?

Yes.

Can he be in favor of high tariff and be a Democrat?

Yes.

Can he be opposed to a high tariff and be a Democrat?

Yes.

Can he be in favor of national banks and be a Democrat?

Yes.

Can he be opposed to national banks and be a Democrat?

Yes.

Can he be in favor of trusts and be a Democrat?

Yes.

Can he be opposed to trusts and be a Democrat?

Yes.

Can he be in favor of more money and be a Democrat?

Yes.

Can he be opposed to more money and be a Democrat?

Yes.

Can he favor economy and be a Democrat?

Yes.

Can he favor extravagance and be a Democrat?

Yes.

Can he favor an income tax and be a Democrat?

Yes.

Can he oppose an income tax and be a Democrat?

Yes.

Can he vote against the nominee of the party machine and be a Democrat?

No.

What then, constitutes a Democrat, his principles or his vote?

His vote. Principles don't count.

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To contribute to the Polk Monument fund? Send us a club of ten subscribers for one year each and we will give you \$1,000 in place to the Polk Monument fund. In this way you can contribute to honor the memory of our late beloved President, and at the same time help to push on the great work for which he gave his life by extending the circulation of THE CAUCASIAN. You can aid in both of these great objects without it costing you a cent. You can do it by simply following in the line of duty marked out by the lamented Polk. By giving THE CAUCASIAN 10,000 more subscribers you will pile up a fund of \$1,000 for the monument. In short the friends of THE CAUCASIAN can build the monument in this way alone. Let every one put the ball in motion and the work will be done. By the time the monument is built the great principles for which Col. Polk gave his life blood will be ready to sweep North Carolina, if not the whole country.

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A GREAT SPEECH.

THE KEY-NOTE TO THE POPULIST CAMPAIGN—REFORMS MUST COME FROM THE COMMON PEOPLE.

PUBLIC INSTITUTIONS MUST BE NATIONALIZED—THE PEOPLE MUST OWN AND OPERATE THE PUBLIC HIGHWAYS.

WE MUST HAVE NATIONAL SYSTEM OF FINANCE NOT A BANK SYSTEM—THE NEXT GOVERNOR OF IOWA TALKS FOR THEM.

People and Strikes Show Heavy Blows at the Old Parties.

Fellow Citizens: Every man ought to be able to give a reason for the faith that is within him. Under our present government, responsibility for good or bad individual is his duty to his country is a personal duty. No organization of any kind may rightfully keep his conscience or dictate his acts. Fifty years ago Mr. Webster in the great constitutional debate called attention to this primary duty of the citizen. Said he: "This is not a confederation of states nor a government of parties. The people have ordained this constitution, not in any collective capacity, but as individual citizens." A present-day people constantly confronted with new problems, new questions, new adjustment of rights, duties and properties, and the very essence of republican government is this: that each citizen shall make his vote reflect his own personal judgment of conscience and not that of any other person. Each succeeding question that arises ought to witness a division of votes on the merits of the question, and not on mere party lines as we have fallen into the habit of doing. Under the present method of collecting public opinion at the ballot box a few leaders put a party brand upon a question and then expect all who voted that brand on the old questions to vote on the new. Voting the public brand becomes a habit, and the people are divided into contending fractions regardless of common sense, and good conscience. Thus it comes about, the brightest jewel in the crown of popular government is trodden in the mire of mere partisanship.

THE MISUSE OF PARTIES.

A party is only an instrument to be used by the voters, it should never be an instrument to control him. As an instrument it should be cast aside whenever it fails to do the work required.

Parties do what they are compelled to do when the voters control them and no more, but when the party machine controls the voters the machine is kept in good repair at the expense of the voters, and questions that should be considered are ignored, evaded and compromised away. Political parties make no discoveries, either of laws, institutions, or reforms—their is no instance in all the world—these things spring from the people.

Do the voters control the old parties to-day, or does the great machine control the voters? Do either of the great parties this year in this state propose to collect the judgment of the people on either of the three great questions affecting every man, woman and child in Iowa? The question of transportation, of money and of regulating the liquor traffic?

The question of transportation is ignored utterly, the two old parties say by their attitude, the contention of the past twenty years is settled and ended—nothing remains to be done; both have surrendered to the corporations.

On the question of silver coinage they make no issue; both have surrendered to the goldite and credit seller of Europe and America. They have stacked arms and gone into camp together. Gov. Boies says, and says truly, there is no reason why any republican should go to the Democrats or any Democrat to the Republicans on this question."

On the question of regulating the liquor traffic, the Republican party has surrendered the position held for ten years and "raveled up" on the Democratic platform. There is no issue between them.

Thus on three great questions that affect all others affect the interests of Iowa, the two party machines, relying on their power to control the people are substantially agreed. They say practically, the people shall not have even an opportunity to say by their votes how they stand on these questions. We maintain that these questions are issues most vital and pressing for the attention, not only in Iowa, but throughout the length and breadth of the land. And further, it is not only the right of every citizen to have an opportunity to express his opinion by his vote, but it is his duty as a good citizen to perform himself so that his vote may be the reflection of his personal judgment and not a mere mark on a tally sheet with a party brand, that this year at least stands for no principle and has no significance.

THE POPULIST POSITION.

The people's party has declared for the nationalization of the transportation and financial systems, for the restoration of silver to its old place in our monetary system, and state control of the liquor traffic. Briefly then, allow me to lay before you the reasons we have for the faith that is within us.

As a foundation for my argument I wish to lay before you some facts gathered from Poor's Manual, the reports of the Interstate Commerce commission, and of Ex-Gov. Larrabee's new work on the railroad question, relating to the magnitude, the manner of construction, the present status of this great system of highways, and the rights of the people. There are now 170,000 miles of railway in the United States. Enough to reach nearly seven times around the world. This system is composed of 1,700 separate corporations. It requires an army of 800,000 men to run it and keep it in repair. It is wholly the work of this country and

mainly of the past forty years. It is the greatest example of the triumphs of genius and industry in all the history of mankind. Compared with it the seven wonders of the world sink into utter insignificance. Every man, woman and child has aided in its construction and has an interest in its management. In its nature it is a public institution, the successor of the public road; it is itself a public highway. Its magnitude and magnitude makes it national, in the office it performs. It is a public institution, the revenues whereof fall into private hands. It is subject to public control, both state and national, such is its status in the theory of government. From the standpoint of economics it is simply an enormous industrial machine, managed by a creature not made in the image of God, but invented by man and named a corporation. This creature is from necessity destitute of human sympathy or compassion. It acknowledges no responsibility to God, yields only to physical force. To build this system of highways the people have contributed more than two hundred million acres of land, enough to make four states as large as Iowa, enough to make a quarter-section home for every voter in Iowa. This immense system of highways is substantially owned by less than one million of people, mainly by less than one thousand, it is controlled by less than one hundred. In the construction the people have provided both the material and the labor. That is, all the real capital; the corporation has furnished the management, nothing more. The common opinion that corporations have furnished enormous sums of capital is wholly a delusion. The process of construction is very simple. The corporations provide a form of credits, stocks and bonds, with these instruments, materials and labor are brought together; the corporation has paid for nothing, it has simply agreed to pay at a future time. All has been done with credits. The credit is nominally based upon the road itself, but really upon the public who use the road. The public is the ultimate paymaster. The road will never be paid for in fact until the public contribute the funds to redeem the stocks and bonds. So in the last analysis the total cost of construction is transferred to the public. The corporation has contributed no material, performed no labor, paid no bills. It has simply confiscated the public credit, made it into securities, sold them for what they would fetch and invested the proceeds in the construction of the railway. The boasted investment of capital is a fiction and a fraud. There is no such investment as a matter of fact and never has been since the stock and bond system was instituted. Just here the people have lost the road; capital and credit are purposefully confounded. Here in the fog the people have been beating about for a whole generation looking for a safe harbor. Here rights are thrown overboard and wrongs are taken on. If all these stocks and bonds were sunk in the sea the capital would remain. These paper instruments are mere tools of distribution and evidence of rights as between makers and holders, but they are no evidence of any public obligation whatever.

WATERED VALUE AND REAL VALUE.

Bringing together the whole system into one colossal aggregation, we find the nominal capital to be eleven billions of dollars—a sixth part of the total wealth of the nation. This sum is nearly equally divided into stocks and bonds, and stands as a mortgage against the system. Together they amount to \$63,000 for every mile of main line, branch and stub. Railroad experts, testifying before courts, commissions and boards of assessors, as well as standard authorities, but the actual value below five billion dollars, leaving six billion dollars—more than one-half, totally fictitious—an enormous sum—without a red cent in the fund whatever, taking from the industry more than one hundred million dollars annually as revenues, without any returning benefit. Here is a debt twice as great as the debt of this nation when Lee surrendered at Appomattox, wholly fictitious, unjust and unnecessary. Here is a burden upon labor, a tax upon industry, as purely a tribute as ever a military despot wrung from a conquered people. Hundreds of millions of these fictitious securities are owned by foreigners. The products of our fields and mines are justly should be distributed among our own people, are taken abroad to swell the fortunes of a foreign aristocracy. The wreak of rents of Ireland that have driven to hopeless poverty that most industrious and generous race, is no more a trespass upon the rights of that people than are the exactions of railroad corporations upon the people of this country. Ex-Governor Larrabee says:

"The railroads of the United States collect from our people in round numbers a transportation tax of eleven hundred million annually. This tax is equal to a levy of \$17 per head, or \$85 per family; it is about as large as all our other taxes combined. In the State of Iowa it amounts to about \$27 per head, or \$110 per family, and in two and one-half times as large as all the state, county, school and municipal taxes collected within her border."

Just here the supreme question arises. Is it the policy of railways to pay off this debt, or is it the policy of the reasons it increases as the revenues increase. The better the roads pay, the greater the bonded debt, this is the lesson of their own reports.

REFORMS COME FROM THE PEOPLE.

Fellow citizens, it is the history of the human race in all ages, reforms start with the common people, never with those in high places; we shall wait in vain for the leaders of great parties to take the initiative, they are the beneficiaries of the system. It was the common people who, after years of agitation, forced the recognition of the right of public control. That right administered as it

Continued on second page.

DEMOCRATS ON THE RUN.

THEY REFUSE A JOINT DISCUSSION AT HOUSTON, VA.

TWO SPEAKINGS IN THE SAME COURT HOUSE SQUARE.

MARION BUTLER OF NORTH CAROLINA SPEAKS TO THE FARMERS AND LABORERS.

WHILE DANIELS AND LEE SPEAK TO THE COURT-HOUSE RING AND TWELVE DOLLS.

Butler Drew a Majority of the Crowd.—He Arraigned the Democratic Party for its Hypocrisy and Broken Promises.—He Scores Cleveland and O'Ferral and Challenged any one to Defend Them.—Daniels and Lee Flead for Mercy and Another Charge.—The Populists Will Carry Ballot.

[Special to The Caucasian.]

HOUSTON, Va., Oct. 23.—Virginia has been sent you greetings. The cause of the people has been ably protected to-day by your editor-in-chief, Hon. Marion Butler. Our county court met to-day but all business was suspended and the day given to politics. Senator J. W. Daniels and ex-governor Lee were present to represent the Democrats—two of the biggest men of their party in the State.

Our friends were delighted when they found that the farmers of North Carolina, our sister State, felt that sympathy in our cause to send one of their young and gifted sons into our midst in this hour of our country's peril. In order that all the people might hear the living issues discussed and decide on the 7th of November in the calm light of judgment and reason, we challenged the Democrats to a joint discussion with a fair division of time, which was positively declined. Two meetings were then held. The Democrats upon one side of the court green and the Populists upon the other. Mr. J. B. Storal introduced Mr. Butler to the vast throng. When he referred to the ties that bind Virginia and North Carolina, and our interests and hearts as one, and presented Mr. Butler to our people the applause was deafening. Mr. Butler's fame as an orator had preceded him and well did he sustain it. The lateness of the hour of writing you makes it impossible to give you more than a synopsis of his arguments. His telling points and irresistible logic carried the crowd by storm. The Democrats made the most, perhaps, of defending a bad cause and soon found that they had made a mistake in not dividing time since the people wanted to know the cause of our financial distress and the remedy to be applied. They do not yet know how Senator Daniels could make so able a speech for the money of the people and stand up here to-day and tell them to vote for Cleveland's gold basis standard by voting for O'Ferral whose election would go out to the world as triumph for Cleveland's policy.

Mr. Butler arraigned the Democratic party for its hypocrisy and broken promises in a bold and fearless manner that sent a thrill of enthusiasm and determination through his audience. He quoted Senator Daniels' speech to prove that the gold trust of England was trying to strike down the people's money through the repeal of the Sherman law, and then asked the audience who were the agents of the gold trust in America and Virginia. When he answered the question by calling the names of Grover Cleveland and Charles T. O'Ferral the audience went wild with applause.

He then asked Senator Daniels why he was giving aid and comfort to this gold trust by asking the people to endorse Cleveland and O'Ferral. At this point a man in the audience cried out: "He can't answer this question and that is why they are opposed to dividing time." As soon as the applause following this hit died away a democrat who had come over to listen cried out "we will carry the county anyway." Mr. Butler retorted instantly "if you do you will have to steal it, and that you had better not dare to attempt." This timely retort brought the applause of the audience to high water mark.

Mr. Butler is doing a great service in our State. Long may he live to serve the people.

Yours etc.,

C. T. B.

THE OLD AND THE NEW.

The Old Democracy was opposed to National Banks and the Internal Revenue, and demanded the free coinage of silver. Modern Democracy is owned by the Banks, has fastened Internal Revenue upon the country permanently, and has declared for gold monometalism.—Virginia Sun.

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