

THE DAILY FREE PRESS.

W. S. HERBERT, Editor and Prop'r.

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National Democratic Ticket.

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McKinley's wave of prosperity has struck the New England cotton mills, and as a result they are working on what the Franklin Times terms rag time. The Republicans will find it an up-hill job trying to convince hungry men that their stomachs are full.

If any Republican tells you that the Trust is a good thing, ask him why the Republican platform denounces the Trusts. If the Republican says that the Trust is a bad thing, ask him why a Republican administration allowed more Trusts to be organized than were ever organized in all the previous history of the country.—William Jennings Bryan, in a speech at Laporte, Ind., Sept. 1.

In the course of an address in Chicago Monday Mr. Bryan commented upon the administration's course in the Philippines which permits one class to rule another, whereupon one of his auditors, interrupting him, asked:

"How about the situation in North Carolina?"

Mr. Bryan instantly replied: "Let the race question which has brought us so much trouble be a warning to you not to bring another race question into this country; and we do not have to go to North Carolina either, for we have had it right here in Illinois and in Ohio."

John Sherman, former secretary of state in President McKinley's cabinet, in a recent interview said: "The wealth we are taking out of our own country now to fling after those Philippine islands is fabulous. We have taken away the miners and agriculturists to subdue the Filipino natives. Depend upon it, the other nations do not envy us, but think us foolish.

"I see not the slightest sense in our long excursion to the Philippine islands, 12,000 miles away. There we have no acquaintances or affinities, or anything which gives promise of a happy solution of a most foolish undertaking. The natives show that they do not want us by the courage with which they fight us. I fear that perseverance in this imperial policy will ruin the Republican party."

The world power which the imperialist invites us to become would be a power based on conquest and violence, a survival of barbarism, a world power consistent with the darkness and ignorance of the tenth century. The world power which we are is a light of civilization and progress, gilding with splendor the dawn of the twentieth century. What patriot would prefer for his country an eminence of force, of violence, or barbarism, to an eminence of peace, of progress and of civilization.

This novel, un-American policy of imperialism should be opposed, because the grounds on which its advocates support it are puerile, inconsistent and dishonest; because it involves the existence of a standing army to menace liberty and to oppress labor by diminishing wages; because it is cowardly to invade the rights of the weak while respecting those of the strong; because it would divorce the American flag and the American constitution by sending the one where the other cannot go; because it is a policy of inconceivable folly from a material point of view, and a policy of unspeakable infamy from a moral point of view.

A Good Excuse.

"You wish to be relieved from jury duty, but you haven't given a good reason," said the judge.

"It's public spirit," said the unwilling juror. "On the score of economy, I have dyspepsia, your honor, and I never agree with anybody. If I go on this jury, there'll be a disagreement, and the court will have to go to the expense of a new trial."

"Excused," said the judge.—Tit-Bits.

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The soothing and healing properties of this remedy, its pleasant taste and prompt and permanent cures have made it a great favorite with people everywhere. It is especially prized by mothers of small children for colds, croup and whooping cough, as it always affords quick relief, and as it contains no opium or other harmful drug, it may be given as confidently to a baby as to an adult. For sale by J. E. Hood, druggist.

THE TRAIN SPOTTER.

AN OFFICIAL WHO IS WELL PAID BY THE RAILROADS.

The Work Which is Performed by This Class of Detectives and the Qualities For Which It Calls—Methods of the Woman Spotter.

A little over three months ago there alighted from an Oakland ferryboat a demure little woman, who passed along with the crowd, with scarcely a glance to the right or left. Her pettiness attracted some attention and her modesty more, but no one who observed the air of confidence with which she made her way to the public carriage stand would have imagined that she was a stranger and that for the first time in her life she was visiting San Francisco.

Giving a few quiet directions and entering a cab, she was whirled away from the hustling throng and driven to a hotel. Later the register contained an unassuming "Miss Waller, Chicago." Her room was No. 11. Calling a private messenger, she dispatched a message to a firm of lawyers, and that evening, promptly at 8 o'clock, a prosperous looking, well dressed gentleman entered the hotel, glanced at the register, and, ignoring the clerk's question, "Do you want anything?" passed by the waiting elevator and walked up the stairs.

That was Tuesday evening. On Wednesday morning Miss Waller might have been seen boarding a Market street car bound for the ferry, where she purchased a train ticket and crossed to the mole. She returned late on Friday evening, and Saturday morning the same messenger took a sealed letter to the same lawyers, but this time there was no evening caller. Saturday evening she left town again for a few days, and these trips were continued until one day last week, when, by the merest chance, the object of her repeated outings was discovered. On this occasion she was the possessor of a ticket to a city near the Missouri river, and she smilingly confessed that she was bidding goodby to San Francisco for some time to come.

As an illustration of the care which she must exercise in order to enhance her value to the big railway corporations in this country it is only necessary to state that in the ten years which she has devoted to the business of spotter, or, as she would probably prefer to have it called, private detective, she has doubtless made fewer friends than any one else in the country. And while she will not allow any one to get thoroughly acquainted with her, she does not make enemies. That would be ruinous.

It is an unwritten law of the railroads that every employee is open to suspicion until he has been proved guilty, and the people who take upon themselves the task of separating the two classes—those who are found guilty and those who are as yet merely under suspicion—are objects of the greatest contempt with the army of toilers who seek a living on the trains. To offset this unpopularity, however, they have the inducement of large financial returns. There is no ironbound rule governing the amount of money which they receive, but the more proficient of the class probably make from \$2,500 to \$3,000 a year.

At times a railroad will have an important case on its hand, and the services of a first class spotter will be invaluable to the company, and on such occasions, if successful, the financial returns increase wonderfully.

There is a much greater demand for this class of detectives in the east than there is here, and several reasons are given for this condition of affairs. In the first place, traffic being heavier, there are more trains run there, and more men are employed by the companies. Besides, that section is more thickly populated, and way trains are in many instances run hourly, if not oftener, but probably the truest cause for the increased dishonesty among railway conductors in the east is the low rate of salary which they receive.

There is a well defined belief among eastern men who travel extensively that any man who has reached that degree of prosperity where he can afford to wear creased trousers is hopelessly extravagant if he pay more than one-third fare after crossing the Mississippi river. I once heard a popular actor giving his reasons for this assertion in a resort on the Atlantic coast, and, after enlightening his audience with a dissertation on the almost utter worthlessness of money in the west, so far as railroad traveling was concerned, he continued:

"Take any train on any road west of Kansas City, St. Louis, Chicago or St. Paul, and the rest is easy. Assume an air of indifference and smoke a cigar. If your conductor be seedy looking, have a beard, an old uniform with threadbare elbows and a hopeless expression on his face, pay your fare. He is an honest man. A thousand dollars wouldn't tempt him, and you are out a whole stack of dollars for getting on

When you want a pleasant voyage try the new remedy, Chamberlain's Stomach and Liver Tablets. They are easy to take and pleasant in effect. Price, 25 cents. Samples free at J. E. Hood's drug store.

his train. Had you waited for the next one things would have been different. There you have a prosperous looking fellow, who spent his last hour before leaving time in a barber's chair and who, but for his uniform, would pass for a drummer or even a banker. He looks as well fed and as well groomed as a king, and you need have no fear that he will decline your invitation to divide the cost of your ride to your destination or at least to the end of his division."—San Francisco Chronicle.



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