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WORST ELECTRIC CAR ACCIDENT IN HISTORY AT ALANTIC CITY

70 Die When Pennsylvannia R. R.'s Third-Rail Train Runs Off Bridge Into Arm of Sea.

CAUSE OF ACCIDENT UNKNOWN

One Women Rescues Four Men --- Guard Shows Great Presence of Mind.

MOTORMAN DIES

Conductor Goes Crazy and Remembers Nothing—List of Dead and Injured.

[Scripps-McRae Press Association.] Bulletin. Atlantic City, N. J., Oct. 29.-The latest estimate of victims in the drawbridge wreck places the number at 80. Nearly 60 bodies have been recovered

Atlantic City, N. J., Oct. 29 .- Yesterday afternoon saw the most horrible electric car wreck in the history of the

At Atlantic City, N. J., at half past two o'clock in the afternoon, a train of three electric cars belonging to the third rail route of the Pennsylvania railroad company, which connects Atlantic City, N. J., and Philadelphia, ran off a railroad bridge and into the sea.

About 100 people were on the train. Seventy of these perished.

The rising tide completely submerged two of the cars, which now rest on the bottom of the bay.

The third car is wedged in a diagonal position between the bridge and the

cars beneath.

The cause of the accident is as yet milnown

[Scripps-McRae Press Association.] Atlantic City, N. J., Oct. 29.-Only today did there come a full realization of the awfulness of the calamity when

the three-car electric train of the West Jersey and Seashore Electric Railroad plunged from the drawbridge spanning the Thoroughfare, a tidewater stream separating Atlantic City from the mainland

With the bringing to the surface of scores of bodies of those was had died so miserably at the bottom of the creek and the heart-rending scene attending their identification came the appreciation of the extent of the great disaster. What has most horrified ex eryone on the scene is the awfulne of of the fate of the victims Caught in the cars, locked in by lever-moved which they could not open, the helpless pleasure seekers were drowned miscrably.

Death Came Quickly

Only one thought relieves the horror of their fate, that the death agony was not prolonged. The cars sank quickly and in a few moments the last of the entrapped victims had yielded up the struggle. Estimates of the number who perished in the disaster are based on a comparison of a list of survivors with the conductor's statement of his complement of passengers. Nincty-two passengers are believed to have been in the three cars. Over a score of these have been accounted for, most of them having

been rescued suffering from severe] injuries. A few may have escaped without any report being made of the fact. But it is feared that all others met the fate of those whose bodies have been removed from the submerged cars. Third Car Not Entirely Submerged.

To one fact is attributed the escape of as many as did get out. This was the failure of the third car to go completely off the drawbridge. The front of the car went over but the rear trucks held on an abutment. Those in the rear of this car had a chance to make their way out and to assist others who were thrown to the forward end of the car and found themselves in the water which rose rapidly in the coach. Practically all of the survivors were passengers in this

Wreckers Work all Nigh

All night by the light of electric globes quickly rigged up to give assistance to the wreckers men toiled, trying to get out the bodies of the victims. Scores of river men in their boats assisted in this work. Divers also were requisitioned and assisted It is expected that it materially. will take all day, however, to clear the coaches. It may be two or three days before the complete list of the casualties is compiled. Those who ould have identified the victims themselves met a similar fate.

57 Bodies Recovered.

Efforts are now being directed to raising the submerged cars but the task is proving a hard one. The coaches, by the force of their fall, were sunk deep into the mud of the bottom. Several times the chains passed under the cars broke when cranes attempted to lift them. Divers have dragged many bodies through the windows they broke, but several still remain inside. Fifty-seven bodies were reported this morning to have

A few persons escaped from the forward cars by breaking the windows and crawling out, to float to the surface where they were picked up bleeding and unconscious.

[Scripps-McRae Press Association.]

Bulletin, Atlantic City, N. Y., Oct. 29.—Sixty six persons dead and two score injured is the estimate made this morning of the fatalities in yesterday's electric railway borror. Most of the dead are still buried in the submerged cars and it will be impossible to give an accurate list of the dead until the bodies can be removed by divers.

This catastrophe at the Thoroughfare, while it depressed and shocked every body, was not a great surprise to railroad men acquainted with the condition of affairs.

Diver's Story.

John W. Cooney, formerly a diver, donned his old diver's suit and helmet in response to a hurry call in order to attach a cable to draw the first

"There were fully twenty-five bodies in the rear end of the first car, which lay in the mud at an angle of forty-five degrees," he said. "The first one I saw was a man in uniform who lay on one of the long shelves for luggage just beneath the roof, as if he had tried to escape through a ventilator just above.

"On top of the mass of bodies was that of a baby with a great gash in its head, clutched tight in the arms of its dead mother. The baby looked as if it was just sleeping peacefully, but the expression on the face of the mother was something terrible. Right beneath her was an old woman, whose face I couldn't

Diver's Efforts Are Futile

"I only stayed in the water at the end of the car a couple of minutes the first time to get my bearings, and when I went there the second time I attached th With a hand pump and an old diving suit that had not been used in six years I could not do much at pulling up bodies. There was no sign of life among the victims, or, of course, I would have

The only ones on the train who were rescued were those who managed to cling to the seats and shelving in the front of this half-submerged car. The only bodies taken out to-night were those that Cooney saw in the other end.

Conductor Curtis Crazed.

Perched on the roof of the last car the rescuers found Conductor Curtis almost crazed with terror and fright. He was bleeding from several cuts on the head and was otherwise injured. When asked how the accident happened his only reply was: "Good God, what is it?" When finally induced to talk he could give no clear story.

Makes Statement.

Coroner Gaskill declared late to night that he would probe the cause of the wreck to the bottom and place the responsibility where it belongs.

"The bridgeman said he was pos itive the tracks were perfectly locked. My investigation shows this not to My investigation shows this not to have been the case. There are no guard rails of any kind on the bridge Had there been they might have pre-vented the train plunging into the GREATEST WRECKS IN

UNITED STATES HISTORY Locality. 1856-Camphill, Pa. 1876-Ashtabula, Ohio..... 1888-Mud Run, Pa .. 1896-Atlantic City, N. J. 1904-Eden, Colo. 1904-Newmarket, Tenn.....

Thoroughfare. I will find out if the law requires protection of this kind.

Cars Called Death Traps.

There were three cars in the trainlight, rigid steel cars, with double doors which opened by means of a patent handle, and once they were closed the passengers were made prisoners as effectually as though they had been fastened with a padlock. Only the crew of the train, who knew the combination, could operate the handles, and even they could do nothing once the cars were sprung or bent. It was these patent doors which gave rise to the rumor that the cars were socked and thus prevented many escapes which might have been possible

-According to the conductor's statement there were-seventy-seven persons on board, exclusive of the crew, making eighty souls all told, but this is believed to be considerably under the proper number.

Scott was taking his train through on time. He was an experienced motorman and has been working on the new third rail electric line ever since it re placed the Pennsylvania railroad's West Jersey branch a month ago. He knew every foot of the rails and the alarming lightness of his train did not terrify him in the least.

Blame Lightness of Train.

Past crossings and round curves the three steel cars leaped and swayed at a speed sometimes reaching a sixty-mile an-hour rate. It was, according to railroad operatives, th', lightness which made the electric trains dangerous. They needed the massive weight of a locomotive to hold them steady on the rails

Be that as it may they held to the rails until they arrived at the drawbridge over the Thoroughfare. The Thoroughtare is a narrow neck of tide water which separates Atlantic City from the main land. The railroads cross it on draw bridges which are guarded by watchmen in signal towers.

The drawbridge of the new electric line is fourteen feet above the water. A few minutes before the electric express was the cit had been opened to allow a small vessel to pass and the watchman had closed it again,

Make 30 Miles an Hour.

Scott could see no danger and he brought the express down to the drawbridge, on time to the minute, at 2:27. As the rules required, he reduced his speed somewhat, but even at that the train was going at a rate which could not have been much less than 30 miles an hour.

As soon as they felt the grinding of the brakes the passengers began to get their wraps and parcels together preparatory to alighting. It was a regular holiday crowd and there were many family parties on board. Most of the passengers were Philadelphians who were going for a day's outing. Men were helping wives, sisters and children

on with their coats. You could hear wondering youthful queries like "Is this Atlantic City?" and broken off short with "Here we are." The disjointed talk which you always hear at the end of a milroad journey was going full blast with all the accompanying bustle.

Then came a wrench that threw every passenger off his feet, a crash, a brief ound of ripping as the wheels tore over the ties of the trestle, and then the first coach whirled off the side of the draw bridge, turning over as it went.

Motorman Silcks to Post.

Railroad men describe this sort of an accident as "stubbing the toes," for the reason that its effect upon a train is exactly the same as upon a runner whose foot strikes against an unseen obstruc-

his controller and threw on the air brakes. Survivors say that they felt the grip of the iron shoes on the wheels and the second and third cars slowed up. If the couplings had let go it is probable that only the first coach would have fallen off the bridge, but the couplings did not I go.

They held the train together firmly

and where one car went the others had to follow. More slowl; than its predecessor, the second car rolled over into the Thoroughfare. The third car actually stopped for a moment on the brink and the watchmen and longshoremen could see its occupants struggling to get out at the doors and windows before it, too, toppled over on its side and dropped into the swirling tide of the

Experts Expected a Wreck.

This catastrophe at the Thoroughfare, while it depressed and shocked everybody, was not a great surprise to rail-

oad mer, acquainted with the condition of affairs on the Pennsylvania railroad's new electric line from Camden to Atlantie City.

It is a significant fact that Walter S. Scott, motorman of the wrecked train, had a quarrel with his father and mother a Camden this morning before he started on the trip. The lather, who is an old fireman, insisted that the trains run over the electric railway were not safe and that they were sure to ome to grief sooner or later.

Mrs. Scott hung on her sou's neck and begged him not to take the train out, but the young man brushed his parents aside and said: "That's all foolishness, The trains are safe enough to suit me and I'm going to take this one to the

With Scott at the controller the train left Camden at I o'clock in the afternoon, due to arrive in Atlantic City at 2:30. James L. Curtis was the conductor in charge and R. B. Wood the brakeman. Both of these men escaped, Scott is at the bottom of the Thorough-

Brakeman Hero.

Conductor Curtis also perished. The third trainman, Brakeman Wood, proved himself a hero. When his train left the rails and was bumping over the ties, Wood ran to the rear door of the last car, threw it wide open and held it for the passengers to escape.

Trainman Fills Hero's Role.

He held the door open until the car slid off the bridge and went into the water with it. He then swam to the shore. His action in holding the door open probably saved many lives.

When the third car dropped into the water. Henry Roemer was in the act of crawling from a window. Freeing hunselw with an effort and being a strong swimmer. Roemer set about to help others. Swimming along the side of the fast sinking car, he kicked out the glass and thus gave several passengers an opportunity to escape. One man was caught in a window and was drowned before he could extricate himself.

Motorman Dies.

Motorman Scott perished. As soon as the train ran off the rails and began bomping along the rails, he applied the air brakes, but the mome tum of the train was too great, and the cars could not be stopped-

Woman Har Awful Experience.

Stories of terrible experiences are told by those who escaped death in the submerged coaches. A Mrs. McDonald of Philadelphia, who was in the third car, said:

"When the cars went overboard I was looking out of the window. It was terrible. I saw that we were all doomed and my first thought was of my busband. The cars plunged over and the water rushed into the windows and doorways. Fortunately I am a good swimmer. The Lord only knows how I broke my way through a window, but I did it.

"As I rose to the surface I thought o my husband and dove down in the faint hope that I could reach him. I went down and down and finally grabbed hold of a body. I came up with it, but discov ered that I had re-cued some other man and he got safely ashore. I dove twice more and each time I brought up strange man. The fourth time I went down I reached my husband and succeeded in landing him safely ashore."

Mrs. McDonald is now at the home of Mr. and Mrs. T. V. Townsend, on Pennsylvania avenue, in this city, and her hus band is with her. Both are pretty well bruised and suffering from shock.

Cigar Saves One Man's Life.

One of the few bright spots in the gloom of the tragedy was the story of U. F. Wood of 4419 Germantown ave-

"No smoking cars are run upon these electric trains," said Mr. Woode "And I am exceedingly fond of a cigar, so as we began nearing Atlantic City I thought I would slip out upon the rear platform of the last car and have a few whiffs The train had been making fast time, but had seemingly slowed up a bit as we approached the shore.

"I had hard work opening the redoor to get to the platform, but finally got the combination of the knob and stepped outside. Just as I had placed a cigar beween my teeth and lighted a match I saw the forward cars of the train toppling over the edge of the

Leaps to Trestle; Escapes.

"By pure instinct I threw myself off the rear of the train, preferring what injury might come that way to being buried alive in the train. I fell off and was severely bumped and bruised, but managed to stick upon the bridge trestles without falling through the tresties and without breaking any Pones. "I never knew I was hurt at first, for

as soon as I found myself alive I tried to do something to rescue the poor vic tims in the cars that had plunged under the water. It was the most awful sen-sation imaginable. From the first two the rear of the third coach, however, men began to appear, swimming or force ing their way to the surface from th front part of the car, which was sub-

merged. I did all I could to help two

List of Dead and Hurt.

Atlantic City, N. J., Oct. 28.-Partial ists of the dead, missing and injured in the catastrophe are as follows: The dead:

ANNIBILA, Vincent, New York, cornetist, Royal Italian band. BENCKERT, Clarence, boy, Philadelphia.

BENCKERT, Harry, boy, Phila-BENCKERT, Mrs. May, Phila-

delphia. BROWN, Mrs. Cora Piddle, Eastport, Me., niece of Mrs. W. S. Brad-

CARTER, W. L., detective, Phil-DE SACESNO, Frank, Kimball

dish

treet, Philadelphi NEECE, Miss, daughter of Ernest Neece, Philadelphia.

VINCENTE, Donnelli, Royal Italian band.

Anguroso, P., member of Tosca's band.

Albertus, Charles, Norristown, Pa. Brodish, Mrs., identified by her niece. Dompsey, J. P., and wife, Camden. Egan, Jan.es, Pacific avenue, Atlantic

Fried, David, New York City. Field, Samuel L., 72 years old, West Washington lane, Philadelphia.

Laurence, Mrs. Laura, Eleventh and Brandywine streets. Philadelphia Mazello, Pasquello, Philadelphia, meni-

ber of Tosca's band. Scott, Walter, of Atlantic City, motor-

Saceseno, Fran De, bandman of Royal Artillery band. Womfer, Mrs. Sclina, 316 Federal

street, Camden, N. J. UNIDENTIFIED bodies recov-Woman, partially gray hair, three

rings, one ring with initials "R. B. gray cloth suit, watch with no initials, handkerchief with "J" on one end and "F" on another. One member of Royal Italian band

5 feet 6 inches, 180 pounds, black hair, black mustache. Woman, sixty, gray hair, 120 pounds, green waist, black kirt,

black shoes, white gloves. Young woman, black hair, about 20 years, 110 pounds, light waist and black skirt, one gold tooth, wedding ring with initials "I. P. D. to I. M.

G. 12-21-'04." She d'ed in hospital.

Man, black hair and mustache, white sweater, black short coat, about 40 years, 5 feet 10 inches. Man, about 60 years, '5 feet 7

inches, black coat and trousers, black hair and mustache, bill in name of Klemm, account with Shapiero, Phil-Young woman, about 22 years,

brown hair, black silk skirt, white waist, eton coat. Aged woman, dressed entirely in black

Middle-aged man.

Wontan about 30 years of age, wearing a wedding ring with initials "I. P. D. .o L M. G.;" also inscription "Sain Rachel, until death do us part.' "The missing:

Albertus, Mrs. Charles, Norris-

Albertus, child of Mrs. Albertus, Norristown Burch, Fr.

Fidicott, A. R., Camden

Endicott, Mrs. A. R., Camden. Reitenmeir, chief of construction of electrical railway, expert of gen eral electric company, Schenectady was in first car-

Vellend, Frank, assistant chief of construction, also of Schenectady,

The injured: Colona, Camillo Vita, Philadelphia; laceration of hands and face; went home D'Annizo, Carl, Philadelphia; shock;

Devilo, Joseph, manager of Royal Artillery band; severely injured about head Dougherty, John, 2239 Brandywine

street, Philadelphia, employed in John Young's rink; severely injured; broke his way through the window and escaped after being in the water.

Deceri, Frank, 921 League street,

Fanzein, Angelo 720 South Clifton street, Philadelphia

Fortunato, John, real estate and insurnce man, Philadelphia. Joseph. H. B., 211 South 4th street Camden, N. J.

Mastragelo Nicholas, Philadelphia laceration of hands; went home Malielo, Oreste Roy, Philadeiphia, Morgan, Edward, Scranton, Pa.

Orestes, Roy, 1024 South 8th street, Philadelphia. Reese, Al. 59 Archibald street, Scran-

Stewart, W. H., Weenonah, N. J. Taylor, Andrew, 807 Princeton street, Camden, N. J. Taylor, Andrew D., electricien, Camden, N. J.; injured severely.

JUNGLE LORDS TOY WITH MONKEYS

Then Monkeys Toy with Horse Show Hags.

WHILE JURGIS PAID THE FREIGHT.

During his recent visit to Chicago, Sir Thomas Lipton was gorgeously entertained by Mr. and Mrs. J. W. Morris, oung members of the family of Nelson Morris, the packer.

The dinner for the English knight was of such fermidable proportions that it might almost have been called a banquet, although it was not at all one of those painful affairs with speeches and toasts but a cosmopolitan gathering at small

Monkeys Cause Excitement.

The most exciting part of it was a vandeville given late in the evening in a tent built in the library, where a troupe of monkeys did the iselves proud on tight ropes and bicyclettes. Each monkey was neatly barbered to resemble a different national type, the Irish monkeys being the handsomest, and the whole show was very original, although the most original part of it happened outside in the stable. It seems that the monkey stock company was unpacked in the Morris stable, where a couple of dozen horses were having their nerves quieted for the forthcoming horse show

Doings in the Barn.

Once loosed, the simian curiosity got the better of all the little vaudeville actors and they swarmed into the stalls and over the horses, giving the high strung, blooded animals the frights of their lives and raising a furmoil beside which a monkey and parrot time was not

MACHINERY CRIPPLES BOY

Poverty and Loneliness Drive Two to Suicide.

Mabel Sterling, a housekeeper at 449 West Randolph street, growing despondent over her conditions and surroundings, took carbolic acid early this morning. She is now at the County Hospital in a critical condition.

While young Sweeney, 17 years old. living at 3433 Marshfield avenue, was working around dangerous unguarded grachinery for the Chicago House Wrecking Company at 35th and Iron streets, he was caught in a machine. His knee and right arm were broken, his car laccio ed, and it is thought his skull frac-

Gottlieb Hoppke, living at 2948 4th place, feeling that he had passed the age limit and there was no opportunity for him to get a living, committed, suicide by drinking carbolic acid.

SNOW STORM HELPS STRIKERS

Clerks Unable to Do Switchmen's Work in Bad Weather.

The railroad company now shows signs of weakening. They say, that if the men will only waive the eight-hour demand, they are willing to talk about increase of wages. The heavy snow storm has underbitedly helped in bring ing about this change of front, since the clerks and office men either refuse or are unable to do the work in the yards, owings to the difficulties which arise at such a time. The ranks of the men have shown no prospects of any breaks and it is evident that in case they strike they will present a solid front. This fact has also undoubtedly and much to do with the change of attitude on the

TAX CLEANLINESS

Beef Trust Devises a New Way to

London, Oct. 28.-England is aroused by the news of the formation of a \$60, 000,000 soap trust to control the English market.

American stock yards' money is behind the project. The Standard comments on the irony of fate which allows the Amer-ican beef trust which had been Ricked out of Britain for its filthy methods to retaliate with a tax on the personal cleanliness of Englishmen.

THRIFTY STEEL COMPANY MAKES WAGE REDUCTION

PRICE ONE CENT

Bricklayers Locked Out and Cheap Men Hired. Big Thing in Boy Labor.

GRIM HARVEST OF LIFE

Poverty Drives to Suicide. Boy Crippled in Factory and Lonesome Woman Takes Acid.

The Illinois Steel Works deal summarily with labor organizations. The Union brick layers working in the steel mills, 600 strong, carning 60 cents per hour, were shortly ago locked out by the company. This was an easy matter, since a 10-foot fence surmounted by barbed wire surrounds the works. The men were replaced by brick layers working for 35 cents per hour.

The only effective union organization of men in the Steel Works at present is the structural iron workers. These men receive 60 cents per hour and in fact belong to the north side mills.

The general impression has code abroad that the steel workers receive fair wages. A few years ago there was a cut of between 20 and 30 per cent in the wages of men engaged in the steel industry.' Machinists receive 29 cents per hour; machinists' helpers 15. Handy men work for \$2.00 to \$2.50 for a 10-hour day. These handy men are constantly called on to

do machinists' work. Risk Lives for Magnates.

In the null where Beardmer steel is made men called "heaters" work by tonnage. These men by working 12 hours a day in a most dangerous occupation, in the midst of burning sparks and great heat, make from \$5 to \$8 per day, but the number of these men is very small. All around these half dozen are numerous helpers exposed to equal dangers and

working for \$1.80 a day. Low Wages the Rule.

In the plate mill the "charging car" is used to reach into the furnace and take out hot plates for making iron plate. The man who operates this machine works 12 hours a day for

\$2.75.

This is the wage scale in the Illi-Helpers

All "shift" men work 12 hours with no regular time for lunch.

Wherever possible machinery has displaced men. 650 men, employed to unload boats were discharged one morning. The system of unloading by "grabs" was instituted and one man now unloads the steel ships that always lie at the docks.

Boys, hundreds of them, are employed all over the mills, acting as messengers, operators and appren-

Over twenty different nationalities work in the steel mills. In case of accident the employers have a great advantage in dealing with these foreign employes. After an accident no man is allowed to go tack to work without signing a release exonerating the company from all damage suits. In numerous cases a man-Lithuanian or Russian Pole-will sign a release for no compensation what-

Gives Leg to Industry.

Iago Salvona, an Italian, had his leg broken. It was so badly set at the hospital that he will remain permanently lame. He received nothing for the injury. This throng of na-tionalities that cannot talk with each other make any organization of labor difficult. In case of accident it is practically impossible for the employe to prosecute the company, as the evidence is all in the rands of the com-

[Continued on Third Page]

"AN EYE FOR AN EYE" BY C. S. DARROW

The Story of a Condemned Man's Last Night on Earth.

(Jim Jackson, who has been condemned to death for killing his wife, asks his old friend, Hank Cleary, to visit him in his cell, and they talk over the crime.

Jim, who was born Chicago, went out on the stockyards strike, was blacklisted and found difficulty in getting a job. When he finally secured work he married and bought furniture on the installment plan. With the birth of the first child he was plunged heavier in debt. With the increase of trouble he began to quarrel with his wife. His home becoming unpleasant, drink and the saloon as a club was the next step. Jim is still telling his story.)

"When I made up my mind to quit the railroad I looked 'round for s thin' else to do. It was kind of hard times just then and a good many men were out of work and I couldn't find anything that suited me. Of course I never had much schoolin' and t'want every kind of job I could hold anyhow. went back out to the stock yards, but they was layin' off men and there wa'n't anything there. One mornin' I went over to see Sol Goldstein. He was a nice old man that we used to buy potators of. He told me that he gettin' so old and kind of sick that he thought he'd have to give up peddlin and let his boys take care of him the rest of his time. He said he didn't think it would be very long anyhow, and they could do that much for him so long as he'd done so much for them. He said as I hadn't any job why didn't I buy his horse and express wagon and go to peddlin'. I could take his license that hadn't run out yet, and go right along over his route. I told him I hadn't any money to buy his horse and wagon with, but he told me that didn't make any difference, I could pay for em when I earnt the money. So I made a bargain; got the horse wagon and harness and two old blan kets for fifty dollars. Of course they wa'n't worth much; the horse had a ringbone and the heaves and kind sed in one of its hind legs. Goldstein said that was on account of a spavin, but he told me there was an Ther one comist on the other hand leg and as quick as that got a little bigger he'd stop limpin because he coulon't favor both hind legs to once. Goldsaid the ringbone had been killed and the heaves wouldn't bother han much. All I had to do was to wet the hay before I fed him. So I bought the rig. I didn't know nothin' about horses but I knew what Goldstein said was

"I went down to Water street and bought a load of potatoes and went to work. I haven't time to tell you all about my peddlin'; anyhow it ain't got much to do with the case, not much more'n any of the rest. My lawyer lways said any time I told him anything, 'Well, what's that got to do with your killin' her,' and the judge said about the same thing whenever weasked and questions. He couldn't see that anyng I ever done had anything to do with it except the bad things. He let em prove all of them and they looked a good deal worse when they was told in court and in the newspapers than they seemed when I done 'em. I guess there ain't nobody who'd like to hear every bad thing they ever done told right out in public and printed in the newspapers. I kind of think t'would ruin any one's character to do that, 'specially if you wa'n't allowed to show the good things you'd done.

all right for we'd been friends a long

"I hadn't been peddlin' very long until an inspector asked me for my license and I showed it to him, and he said that it wa'n't any good, that I couldn't Goldstein's license; that it was just for him, and that I must stop peddlin until I went down to the City Hall and paid twenty-five dollars for another one. I didn't know where to get the twentyfive dollars; anyhow I don't see why one should have to pay a license ddlin'; nobody but poor people peddles and it's hard enough to get ng without payin' a license. Anyalong without payin' a license. Anybody don't have to pay a license for
aellin' things in a store and I don't
think it's fair. But I went and seen
the alderman and told him about it, and
he said he could get it fixed and to go
right on just as if nothin' had happened and if any one bothered me again
to send 'em to him. So I went right
ahead. I don't know what he done but
anyhow I wa'u't bothered any more until Goldstein's license had run out.

"Peddlin' is kind of hard work. You've got to get up before daylight and go down and get your potatoes and and go down and get your potatoes and veg't'bles and things, then you have to drive all over and ask every one to buy, and most people won't take ampling from you 'cause you're a pedidar and they're 'fraid you'll cheat 'em. Of causes we do cheat a little sometimes. We get a load of potatoes cheap that's 'been froze, and then again we get a lot of first that's full of worms and roll em in flour and then sell 'em out, but all figs is full of worms, and I guess most everything else is, even water, but it's all right if you don't know or think anything about it. And of course, half of the year it's awful hot drivin' round the streets and the other half it's awful coid, and sometimes it rains and snows ain't very healthy either. Most pedand you get all wet and cold, and it diers have the consumption, but then there's lots of poor people has consumption. It's funny, too, about where you can sell stuff; you'd think you ought to go where people has got money but go where people has got money but go where people has got money but this ain't no use; they never will buy nothin' of peddlers and they won't even let you drive on their high-toned streets, even after you've paid a license. If you want to sell anything you've got to go among the poor people. Of course they can't luy very much, but then they pay more for what they get. It's queer, ain't it, the way things are fixed; them as works hardest has to pay the most for what they eat, and gets the poorest stuff at that. Did you ever go and look at one of them meat-markets on the south side? Do you s'pose that they'd take any of the meat that's in ours? take any of the meat that's in ours? They might buy it for their dogs and cats but they wouldn't eat it them-

"Once in a while I used to take the kid along with me when I was sellin things, and he always liked to go, but if it commenced to rain or turned cold I had to go back with him, and then he always got tired before night. So I didn't take him very often. I kind of laid out to take him when she done the washin, so he'd be out of her way, and he used to kind of like to drive and I amused him a good deal that way.

"I think niebbe I made about as much peddlin' as I did on the railroad, but not any more, after I paid for my horse iced and the rent of the barn and gettin' the wagon and harness fixed outer in a while. Anyhow I didn't get out. of debt any faster, and the furniture men kept threatenin' me until I went to one of them chattel-mortgage fellers and borrowed the money and mortgaged all I had and paid five dollars for makin' out the papers and five per cent, a month for the money. This didn't seem like so very much but it comits tip pretty fast when you come to pay it every month. Then one day my horse up and died. I didn't know what was the matter with him. He seemed all right at might and in the mornin' he was dead. I didn't know what to do at first so I went and seen the titles are the seemed. mornin' he was dead. I didn't know what to do at first so I went and seen the alderman. He gave me a letter to the alderman. He gave me a letter to some men who run a renderin'-plant and I went out there and bought an old and I went out there and bought an old horse for five dollars. It was one they was goin to kill, and it seemed too bad to make him work any more; still I guess he'd rather work than he killed; that's the way with people and I guess horses is about like people. I always thought that horses had about the worst time there is: they can't never do any time there is; they can't never do any-thing they want to, they have to get up just when you tell 'em to and be tied in a stall and eat just what you give 'em and depend on you to bring 'em water. Even when they're going along the road they can't turn out for a mud hole but have to go just where you want em to and never have a chance to do anything but work.

"This horse wa'n't much good but I managed to use him in my business. The boys wor'd holler at me and ask me if I was goin' to the bone-yard or the renderin' plant, and once or twice one of the humane-officers stopped me and came pretty near takin' it away and killin' it, but nobody ever saw me abusin' it, and I fed it all I could afford. I remember one night in the winter, about the coldest night we had, I heard stampin' and I couldn't go to sleep. knew it was stampin' because it was s cold. We didn't have any too mucl cover ourselves, but it worried me much i got up and went out to the barn and strapped an old blanket on the torse and then came back and went to bed. I guess this was the other horse, though, the one that died, for I didn't have this last one over a winter. But I don't know as it makes any difference which horse it was.

"Well, I can't tell you all about my peddlin', it ain't worth while, and I must go on and tell you about how it happened. It was on the 26th day of November. You remember the day. There's been a lot said about it in the thinkin' of Thanksgivin', for we'd been thinkin' of I hanksgivin, for wen been livin' pretty poorly, not very much but potatoes, for it was a rather hard fall on all us poor folks. I always hated to take the money for the things I sold but I couldn't help it. You know I couldn't give things away as if I was Rockefeller or Vanderbilt. Well, I Rockefeller for Wanderbilt. couldn't give things away as if I was Rockefeller or Vanderbilt. Well, I knew we was goin to get a turkey from the alderman Thanksgrini, just two days later, and I should have thought that would have cheered me up, but it didn't. That mornin' it was pretty cold when I got up. It was the first snow of the season, one of them blindin', freezin' days that we get in November, and then, of course, I wan't used to the cold weather and wan't dressed for it either. I didn't have much breakfast far we didn't have much breakfast far we didn't have much stuff in the house. She got up and fried some potates and a little pork and that was about all, and then I hitched up the old house and drove away. No one clse was on the street. There wan't senterally, when I started after my loads in the mornin'. The old horse didn't like to go either; he kind of pulled back on the hitch strap when I led him out of the barn, the way you sometimes see horses do when they hate to go anywhere or leave the oarn. I spose horses is just like us about bein' lazy and sick, and havin' their mean days, only they can't doe anything about it. Well, I went down and got my load. In the is just like us about bein lazy and sick, and havin' their mean days, only they can't do anything about it. Well, I went down and got my load. In the first place I had some trombe with the Dago where I got the potatives; they were pretty good ones but had been nipped a little by the frost in the car, and he couldn't have sold em to the stores, at least to any of the stores on the north side or the south side. They was just such potators as had to go to us poor tolks and most likely to peddlers, and he wanted to charge me just about as much as if they was all right. I told him that I'd have some trouble in sellin 'em and I ought to make somethin' off'n 'em. He said I'd get just as much as I could for any kind, and I told him that I might possibly, but if I was goin' to pay full price I wanted my customers to liave just as good postatoes as any one got, and besides I might lose some of my customers by sellin them that kind of potatoes. Then the diamed me for what Sowed him and threatened not to trust me any more and by the time I left with my load I was worried and out of sorts, and made a poor start for the day

[To be continued]

[To be continued.]

CHICAGO DAILY SOCIALIST

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EDITORIAL ANNOUNCEMENTS.

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YONDORF'S HALL, Halsted Street and North Avenue-S. Stedman, John Collins and Robt, Saltiel.

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2. Better-World Philosophy. A Sociological Synthesis. By J. Howard Moore. Cloth, \$1.00.

The author of this work is the instructor in zoology in the Crane Manual Training High School of Chicago and approaches his problem from the point of view of biological monism. He studies man as a "being of desires," traces the process by which he has conquered his environment, first in the tooth and claw struggle as an animal and then later with all the mar-velous ctools which distinguish him from the rest of the animate uni-verse. Slowly man has come to realize that the universe is arrected by law and that in it there are no acci-dents or causeless happenings. "The ideal relation of the inhabitants of the universe to each other is that relation which will aid most actively in the satisfaction of the desires of universe." Bearing in mind universe." Bearing in mind that principle, he then proceeds to discuss the possibility of attaining his ideal, with the various problems which arise in connection with man's relation to his inanimate environment and to mankind. His chapter on "Race Cul-ture" is especially suggestive to those who have become impressed with the idea circulated in the conventional world and clustering around the con-cept of race suride. He shows how by the application of biological principles of selection through alteration of the environment any sort of race desired can be produced. Those who are cast out by present society was or may not be the fittest to survive in the sense of being the most desirable for

race purposes:

"A very large percentage of criminals are the victims of industrial conditions. They were driven to their deeds by economic impalement. Unable to conquer a livelihood on account of the pre-empted condition of opportunities and the finiteness of their own powers, they chase violence as a lost horrible resort. If they had not been endowed with as easinet to live, they might have lain down peacefully and passed away, if they could live, they might have lain down peace-fully and passed away, if they could have found some monopolist gracious enough to allow them six feet of his dominions as a ceasing-couch. But being like other sons of mortals, too fastidioris to rot, they did the only thing possible to avoid it. When men, capable and eager, traverse the land in sad-cyed armies, season after sea-son, seeking opportunities to earn an in sad-cyed armies, season after sea-son, seeking opportunities to earn an honest nutrition, and seeking in vaiu for even the ravelings of existence, the marvel is, that they are so patient —the marvel is, that they are so pa-tient that they do not in an epileptic of despair leap at the throat of so-ciety, and exact from its rich ingulars that which the simplest justice adjudi-cates to them."

The work is written in a delightful-ly clear and simple style, which makes it a strikingly agreeable centrast to most works dealing with this subject

matter. "This is a study of human relations. The author is instructor in zoology in the Crane Manual Training High School, Chicago, and beings to bear on his studies of mankind a knowledge of biology. The book is a protest. The author is dissatisfied with the egotism and injustice that it is short-sighted, mischievous, and unnecessary, He believes that the future is to see better things. He sketches the present unsatisfactory ture is to see better things. He sketches the present unsatisfactory conditions, and shows how they came to be through the operation of the laws of selection and evolution. He pleads for the social recognition and control of these laws through a scientific race culture in himanity. He believes that 'the ideal relation of the inhabitants of the universe to each other is that relation which will be most addful in the satisfaction of the most aidful in the satisfaction of the desires of the universe. He missis that prevailing systems of education are fundamentally wrong, in that they the Henry George idea of land nationization is one. "Considered as to the manner and style in which the author presents his peculiar views the book is logical, sin that educational agencies should put forth the same syst matic effort to

equalize the impulses of egotism and altruism as is now put forth solely to inculcate facts.

An Moore feels strongly. His work is exceest throughour. His style is his own, and is marked by a bold use of words in striking and nover relation. His thought is forcible and original. While the book is addressed to scholarly readers, it is delightfully simple and clear."—Prof. Starr.

"I am glad that you are to publish

"I am glad that you are to publish Professor Moere's 'Better World Philosophy. I know of no book that so truly begins at the beginning of things, determined to know the truth, however harsh or naked it may appear, and then to build thereou an honest and effective optimism. I think that all one future histography. think that all our future philosophy will have to begin where Professor Moore begins; not with metaphysical speculations, like the philosophers of old, but with the fearful facts of our old, but with the fearful facts of our life, and out of these fearful facts, out of the human tol and chance and struggle, forecast principles and prophecies that shall make the facts of life more beautiful than our most beautiful dreams."—George D. Herron.

The generalizations are broad, his method of treatment most scientific, his style of presentation clear and concise.—Chicago Daily News.

3. The Universal Kinship, By Howard Moore, Cloth, \$1.00. A powerful work, tracing for the time systematically and from the standpoint of evolution the kinship of all the inhabitants of the earth. "Whether they came into existence among the waters or among desert sands; in a hole in the earth, in the hollow of a tree, or in a palace; whether they build nests or empires; whicher they swim, fly, crawl or walk, and whether they realize it or not, the inhabitants of this globe are all related, physically, mentally, morally—this is the thesis of this book."

The work is divided into three parts. The first part deals with the physical kinships of animals, or with man's place in the animal kingdom or in the universe. It contains an excellent discussion of the factors and evidences of evolution, and traces the genealogy standpoint of evolution the kinship of

of evolution, and traces the genealogy of the animal kingdom in the order of its development on the earth from the simplest one-celled forms to man.

The second part is devoted to men-tal kinship. It contains a summary of the evidences of mental evolution similar to that on physical evolution in part one, and shows with much wealth of argument how the great trunk feelings and processes found it man began far down among the humbler forms of the earth and only gradually after long evolution have at-tained the strength and perfection ex-hibited in man and other higher animals. The third part opens with a discus-

sion of the origin of human nature, tracing it back to natural beginnings in jungle and wave. Man is held to have obtained his moral habits and his institutions just as he has obtained his mental and physical characteris-tics, by natural bequest from ante-cedent generations and forms of life. This part contains also a survey of the historic evolution of moral feel ing in man from the time when it was sectionalisms of today, and closes with a passionate plea for "The Great I 2". Act toward others as you would not tow d a part of your own self, as the all a clusive rule of conduct for associal d beings

This is an unusual book. It is written in a brilliant style, and is char-acterized throughout by intense feel-ing and great power and originality

of thought. "I do not know of any book deal ing with evolution that I have read with such keen interest. Mr. Moore has a broad grasp and shows masterly knowledge of the subject. And withat the interest never flags. The book reads like a novel. One is constantly haved up and expectant. Mr. Moore keyed up and expectant. Mr. Moore seyed up and expectant. Mr. Moore is to be congratulated upon the magnificent way in which he has made alive the dull, heavy processes of the big book.

"It is the humanization of Darwinism."—Reynolds' Newspaper, London, "No abler vindication of humanitarian principles than this book has anneared for many a long day. Mr.

appeared for many a long day. Moore combines a first-rate pr sional equipment with a brilliant style. He is always terse and incisive, trenchant in epigram, picturesque in cepithet, ruthless in logic. His book is one long, close-packed appeal to evolutionary science. —Manchetter (Eng.) News.

The book is not only scholarly

the book is not only scholarly thro. ghout, but extremely fascinating, both in mainer and style. . . The reading of his strong, live passages will reach the moral nerve in anybody, if he has any moral nerve."—Advocate of Peace, Beston.

4. Principles of Scientific Socialism.
By Charles H. Vail. Cloth, \$1.00.

By Charles H. Vail. Cloth, \$1.00. This is by far the most successful summary of Marxian socialism ever written by an American author. Opening with a brief sketch of industrial evolution in Europe and America, it proceeds to an analysis of value and surplus value, and then enters into a very full discussion of the advantages of socialism. It is shown how a co-operative organization of industry would hasten production and improve distribution, would abolish of industry would hasten production and improve distribution, would abolish waste, give woman her proper place in society, while at the same time really simplifying government. Other subjects discussed are "Wage Slavery versus Chattel Slavery," "Rent and Interest," "The Problem of Labor Saving Machinery," "Industrial Depressions and Commercial Crises," and the law of wages and progress. An interesting portion of the book is the chapter on some "Popular Economic Frrors," where many of the objections to socialism are met and answered. As a first book for those who are willing to do a little solid reading, this work must always take a prominent place in American Socialist literature.

nent place in American Socialist literature.

"Principles of Scientific Socialism' is the title of a treatise by the Rev. Charles H. Vail in which he expounds the doctrines of the system which he thinks will revolutionize the industrial and social world. The following are some of the heads under which Le presents his definitions and views of socialism and its advantages. The Industrial Evolution, The Analysis of Value, The Origin of Surplus-Value, Advantages and Evidence of Moral Strength of Socialism, Wage Slavery vs. Chattel Slavery, He devotes one chapter to the explanation and exposure of what he considers certain popular economic fallacies, including not only such views as openly oppose socialism, but some that are rather thought to be allied to it, of which the Henry George idea of land nationization is one.
"Considered as to the manner and

IS GEORGE HARVEY A SOCIALIST?

North American Review **Emits Extrardinary** Doctrine.

"The railroads take from the people each year for dividends on fictitious capital \$350,000,000, a tax of about \$4 for every man, woman and child in our country. It is an open secret among those within the railroad cliques that the masters propose, by means of consolidation of railroad corotions, to increase the capitalization of our railroads by some five or six billions and so filch from the people an additional \$300,000,000 per annum. These masters go on the assumption that capitalization should be fixed by earnings, and not on the basis of proper and adequate returns upon investment of actual capital. Rates to be fair and reasonable must be made upon fair and reasonable valuation of railroads.

Figures Mastodonic.

"The present capitalization of our railroads is in the aggregate about \$13.800,-000,000. The cost of these railroads with all changes of line, roadbed and equipment properly chargeable to capital accounts, does not exceed \$6,000,000,000; so we have in the capitalization of our railroads almost \$8,000,000,000 of fictitions capital. This water-capital the railroad masters propose to increase by further consolidations of companies and in other ways well known to railroad lawyers by another six billion dollars. It would be wrong to make such state ments if they were not based upon solid foundations. But no one competent to discuss the subject can or will question them. I overestimate cost when I put cost of our railroads at \$6,000,000,000."

The foregoing is an extract from at article by Wharton Barker entitled "Capitalization of Railroad Corpora tions" in the latest number of the North American Review, a staid, sober publication in its ninety-second year. In the editor's diary in the same magazine, under the heading, "Are We Unconsciously Becoming Socialistie?" appears the statement:

Old N. A. R. Stood for This!

"Can it be possible that appreciation of individual achievement and acquisition has been supplanted so quickly by determination to enforce a distribution of the results of the endeavors of others? If so, surely the brink of SOCIALISM is not far distant, and the subject is one which should engage the earnest attention of serious minds. Whether the plainly discernable tendency, fomented by demagogy and self-seeking, prove to be temporary or lasting, there can be no doubt that we are face to face with a condition such as confronted Germany twenty years ago, and is surely making headway to-day even in conservative England. Unlike Continental Europe, we have no autocracy with which to combat heresies; but unless the fathers and sons of the republic, even to the present generation, have been grievously mistaken, the spirit of patriotism is not dead and cannot be killed. The living questions are whether it has not been permitted to lie dormant too long, and in what way it can be aroused to the necessity of recognizing and solving, with wisdom and tolerance, the immediate problems involved in the guidance of a posterity to be counted by hundreds of millions

Gay Talk for George.

Editor George Harvey of the North American Review, who for years has worn the capitalistic yoke of J. Pierpont Morgan, and is one of the men who 'views with alarm" the growth of anything radical and calls all radical movements socianstic, has blundered here in a ludicrous manner. Either what Wharton Barker says is not justified or else Editor Harvey should have no objection to the "railroad clique" going ahead with its "individual achievement and ACQUISITION" of \$350,000,000 dividends a year on the \$8,000,000,000 of fictitious capital of the railroad corpora-Editor Harvey speaks of the tions. "immediate problems involved in the guidance of a posterity to be counted by hundreds of millions' and then allows a contributor in his soher capitalistic organ to estimate the robbery by the railroads as "a tax of about \$4 upon every man, woman and child in our country," to say nothing of posterity.

What Water Brings.

This is quite the customary line of argument by those who shut their eyes and then say they cannot see. Mr. Barker could have said a good many more things in his at icle on railroad capitalization. These are some of the things which stock watering by the rail-1. The railroad manager is told by

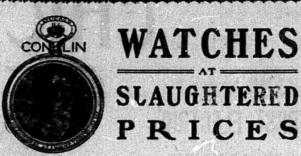
the Morgans and Hills and Harrimans and Vanderbilts and Goulds and Cassatts and Frieks to conduct the business of the roads so that dividends shall be earned on the capital stock of \$100,000,-000, though the road may have cost only \$35,000,000. If the manager does not carry out this program he is fired, just like any one of you workingmen.

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Farewell! but not forever farewell! Chey cannot kill the spirit. We will rise on the field where we fell more boldly to fight out another. -Carl Marx and Frederick Engels.

What Well Dressed Women Wear SLAUGHTER PEOPLE

Being a Series of Letters from Mrs. Peyton Scudham to Her Niece Josephine, in a Country.

IV.

DEAR CRIED:—I have been looking over my old things this morning, deciding what to throw away and what to keep.

That is always such a tedious and

such a discurraging process. One so loses faith in one's self, loses confidence in one's own judgment.

Why did I ever get that! I have asked myself over and over as I have



Gown whose claborate trimming of knife plaitings show return to the early Victorian style.

come across veils, gloves, hats, and some gowns that I forgot before I had ever worn them, and now they have passed out of vogue.

passed out of vogue.

I came acro.s several suits of white linen that I got last summer abroad. They have velvet or cloth collars and cuffs set in, some red and some a sporty green. I think they are very ugly, but they were expensive.

I certainly must have been talked into buying them.

buying them.

I will tell you what I find here that

I can not use just at present, what I have that you could probably find some one to use to save throwing them away. They are perfectly new, but I have been seen in them enough.

There is a white net evening gown,

There is a white net evening gown, embroidered in violets and forgetmenots. The waist has a bertha of the net with the embroidery about the edge, and the upper half of it—the bertha,—run with tiny ribons of frayed taffetas. Where it edges the neck, there is a small double frill of valenciemes. There are straps of velvet over the tops of the sleeve, crisscrossed also, and ending in tiny bunches of violets and for-get-me-ands.

It ought to be worn with amethysts set in silver in some open graceful design.

set in silver in some open graceful design.

Then there is a calling gown of pour colored broad cloth made with shap dieces overlapping on the waist and skirt, and a tiny waistcoat of suede, with touches of burnt orange and black. With it is a hat of burnt orange, black and enamel green.

The gloves were a bit too large and I have never worn them. I got them in Paris and can not exchange them. They might as well go along too. They are nice long ones, the \$5.00 a pair kind.

There are several pretty little morn-

kind.

There are several pretty little morning gowns, one of mauve taffetas, shot with gray—it seemed a little old for me,—one of a lovely wine color soft silk, trimmed with val lace and bands of the same, and one practical gown of white with hair line black stripe made

very plainly with black pipings and color and cuffs of eyelet.

And a couple of parasols, one an eyelet embroidered dress parasol I am quite fond of. I paid \$30.00 for it made to match an embroidered dress of simple design that I had last summer, and one of hand tucked mull over pink silk. The last I am sure some one with a poor complexion ought to have. It makes any skin look so soft and pretty.

I am sure that you in your charity work, and especially in the country where they are far from the aesthetic upportunities we enjoy, know many who would like these gowns?

Isn't there some deserving working woman who would find the white net and the morning gowns, at least, useful, even if she didn't have time for the parasols?

I just made up my mind I would not give them to the maids. They have so many things given to them they don't appreciate it. Not that I am looking for thanks. But one likes to have those on whom one confers a benefit, realize hittle.

I have spent so much time foday on the rag-bag, that I cannot give more to my sweet child. Forgive me dear, and I will write more at length another

Ever your devoted aunt,

P. S.-I enclose small skuch of the

P. S.—I enclose small sketch of the frocks and parasols.

P. P. S.—I see I have not, as I promised voit, imished telling you about the string of pearls they are getting together, birthday by Firthday, for the little Einmett girl.

It seems they have been divided about it, her mother wishing to give her the pearls, and her father to get her something which would "be there for her to enjoy" as he said.

as he said

sing which would be there for her to enjoy" as he said.

So he went down and paid \$250.00 for a toy. That birdcage with the most lifelike birds in it you ever saw. They were feathered and danced from bough to bough inside the cage (of course it was "made in Germany.") And when it was wound up they would sing and twitter and chirp, not all at once, but one at a time, or in twos and threes, for all the world like real birds.

Of course the child was charmed.

When her mother came back and found that the father had done this and had evidently spent some of the money.

sound that the father had done this and had evidently spent some of the money she intended for a pearl, she said not a word, but went straight down, bought the pearl, and then bought an automobile large enough to hold Ethaline's doll, which will go by itself without a track to run on, and uses real gasoline and



Toilette from a French dressmaker, Elephant gray relieved with pastel blues and greens in chemisette and hat.

has a chauffeur in uniform. She paid \$300,00 for the auto and ten dollars extra for the chauffeur.

I asked her whether she wasn't afraid of spoiling Ethaline, she laughed and said:

said:
"I guess l.r dad isn't going to win
her away from ME!"
So Ethaline is having lots of fun out
of her parent's jealousy.

AUNT C.

What To Have To Eat Tomorrow

Conducted by Mile. de la Sauce Mayonnaise.

Nothing is a greater bore to the workingman than to be obliged daily to choose from a long menu card the different things he wishes to eat. Everything on the eard begins to look alike. So the Chicago Socialist has determined to run occasional selections from the bills of fare of downtown restaurants, merely as a help in the choice of appropriate and enjoyable restaurant meals.

Sliced peaches and cream \$.50	Clear green turtle
Eggs with chicken livers	Soft shell clams. Mariniere 1.00 Sweetbreads, Cheton 1.50 Wine
Potators, chiffonade	Sirioin steak, planked 4.0 Broiled sweet potatoes
\$2.70	Saratoga chips 2 suparagus, Franch 10 suparagus, Franch 10 suparagus, Prunelle 25 Canvas Back duck 25
Aspic de fele-gras Lucullus\$ 1.00 Stuffed apples	Saind, Macedoine
Pepes Berdelaise	Demi Tasse
Compe St. Jacque	Tips
\$ 3.20	Total

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THE CALL OF THE WILD

Library Edition......75c By mail......85c CHICAGO SSCIALIST, 163 E. Randolph Street, CHICAGO, ILLINOIS

WITH MACHINES

Casualty List of the Battle of Automobiles.

Milwankee, Oct. 25 -- Glen Derduby a boy living at 96 30th street, was struck by the automobile of Dr. J. J. McGovern. He was taken to the Knowlton Hospital.

Brooklyn, Oct. 25 .- John Hobel, 56 years old, was struck by an automobile belonging to Frederick Miller, Mr. Hobel was a letter carrier in the Brooklyn postoffice. He received severe contusion on his head and hip. , Detroit, Oct. 24.—Jacob Sly. 69 years

old, died in Grace Hospital this morning of injuries received when he was run down by an automobile in Highland Parl:

Essex, Oct. 25.-While driving his brother from Wheatley to Windsor this afternoon, Benjamin Goodison thrown from his rig and killed. His horse was frightened by an automobile standing on the road. Saginaw, Mich., Oct. 23,--Glenn Ryan,

driving the big touring car of Jack Morley, ran down August Kulson, age 50, on Warren avenue this afternoon, probably fatally injuring him. Peoria, Ill., Oct. 24.-E. J. Crutchfield,

75 years old, died from injuries received from being thrown from his buggy when his horse was frightened by an automobile a week ago.

Detroit, Mich., Oct. 25 .- Mrs. Sarah Horn, age 20, was run down by an automobile driven by B. Hatch, Miles, Mich., and badly injured.

St. Louis, Mo., Oct. 23.—While waiting in front of 3201 Olive street yesterday morning, Frank Seidler of 3146 Pine street, was struck by an automobile and knocked to the pavement. New York, Oct. 25 .- Adolph Lands

berger, a painter, 72 years old, was knocked down by an automobile and killed at Southern boulevard and 72d strect. New York, Oct. 21.-Morris J. Kehoe, a fireman, of 1068 Westchester avenue,

died this morning in Lebanon Hospital

from internal injuries received when he

was run over by an automobile last Sun-Minneapolis, Oct. 22.-The 4-year-old daughter of Fred Johnson was run over

by an automobile and badly injured. Minneapolis, Oct. 23.-David Bell, 50 years of age, in very feeble health, was going to a hunch wagon at the corner of 8th and Cedar streets in St. Paul last night when lie was struck by an automo bile and hurled nearly across the street,

Chillicothe, Ill., Oct. 22.-Jefferson Crutchfield died this morning at 10 o'clock as a result of injuries received when he was thrown from his buggy because of his horse being frightened at an automobile

Springfield, Mass., Oct. 24,-William Kelly, 12 years old, was run down by Charles Killeen in an automobile.

Springfield, Ill., Oct. 24.-Miss Ethel Neuman, 14 years old. was severely injured by being run down by an automobile. She was just returning from school, when she was struck and was thrown violently to the pavement and was badly bruised about the body.

Alden, Iowa, Oct. 22 -- As Clint Bar hite, a farmer living southeast of here, was driving into town about noon Saturday, his borse became frightened at an automobile, and, turning round, threw buggy and driver over an embankment bruising the latter and almost demolishing the vehicle.

Portland, Me., Oct. 22.—John M

Stevens, 77 years of age, a well-known citizen, was run down and killed at the corner of Congress and High streets at about 6:30 last night by an automobile driven by Percy A. Mills of Vesper

FARMERS PLAN UNION

Topeka, Kan., Oct. 29.—Plans for op-posing the packing companies and the fruit commission dealers were discussed at the meetings of the farmers' national co-operative congress. Two schemes to be used to break the force of the packing trust were decided upon and probably will be put into execution.

One is that the members of the congress will try to cure the majority of the meat which they use themselves and will also cure meats for the markets. The other plan will be to have an agent in each county to handle all the stock of the members and ship to another agent at the market who will seek direct to the packing houses. There is no intention to build a co-operative packing house.

Another grievance which the farmers have is against the fruit commission dealers and an effort will be made to organize the union in fruit-growing sec-

Plans were also formulated to unite the various farmers' organizations that have shown such remarkable strength throughout the southwest. Many of these are oraginzed on strictly union plans and in several instances have united with local federations of labor. Throughost Oklahoma and Texas these bodies are co-operating with the Socialist party to a considerable extent.

ANOTHER FREAK WEDDING THRIFTY STEEL

Rich Couple of Columbus Plan to Banish Boredom.

(Scripps-McCrea Association.) Columbus, O., Oct. 28.-To-night is the night.

That is, it was to have been the night of the Splash if the naughty public had not displayed such vulgar curiosity and spoiled all the plans. The "splash" was to have been a swimming party for the bride and her friends.

But toright's the night, and Mr. Robert Lindenberg is determined to have a novel "stunt" of some kind. So he has hit upon the idea of a "de-gressive" dinner at which to entertain his fiancee, Miss Adele Woodworth, and the mem bers of their bridal party.

To Banish Boredom,

At seven o'clock the members of the party, chaperoned by Mr. and Mrs. Instin Woodworth, will leave the Woodworth house at 29 South Monroe avenue, in several automobiles for the Ohio club, where the first course of the usual dinner will be served. In this instance it will be the last course of the usual dinner, desert consisting of cordial, cheese and bic a la mode.

From there they will be whisked across country to the Columbus County club for the salad course. Thence back to town and to the Columbus club for the meat course. Off again, on again, to the Arlington club for the soup and hors d'oeuvres and reminiscences of the splash party that was to have been.

"Oh, we wouldn't have minded what the Columbus papers had to say about our swimming parts," said little Miss Woodworth Thursday, "if it hadn't stirred up such a fuss elsewhere."

CAPTURE RIVAL MEETINGS

Chance for Socialist Congressman in the Pullman District.

For the first time in many years Congressman Mann, in the Second congressional district, has a fight on his hands. Barney Berlyn, the old war-horse of Socialism, fresh from his campaign in Colorado, is giving Mr. Mann the run of his life. It is only a day or two ago that the Repub licans of the district woke up to the fact that they will have a fight on their hands.

Mr. Mann and his managers had supposed that all that was necessary for the congressman to do as a follow-up of his great seed campaign of last spring was to make one or two speeches, appear at a few church festivals and go back to Washington, where he could forget the misery and grime of his constituents and comfortably look after the interests of the steel company and the other big concerns that make his district one of the world's great industrial cen-

Socialist Sentiment.

The activity displayed by the So cialists in the past few days has dispelled that dream. Within the confines of this district are the two hunger cities of Pullman and South Chicago, as well as the big flat belt of Woodlawn and Hyde Park. Most of the embryo capitalists who are living temporarily in flats until they can save enough out of their \$25 a week to move to the Lake Shore drive are all right and still solid for the grand old party that has brought them such fine and large prosperity, but in the working-class sections farther south, where the capitalists have generously filled the air with smoke, so that it will be more nourishing, there are mutterings of discontent.

In this congressional district, in

which is located the thirteenth senatorial district, in which the election of Vind is now assured, the Socialists have taken courage and are going after still larger game. Union after union has decided to cast its vote for the working class candidate, Berlyn, the union man of forty years'

Socialist Captures Democratic Meeting.

Knowing that there was a strong working class sentiment against Mann, the democratic candidate for congress started in early to gather it to himself. He held one meet-ing in West Pullman, which was crowded to the doors with laborers. Here was a fine chance to make himself solid in that end of the district and, after shedding much sweat and eloquence, he sat down, well satisfied with his effort, for the audience, though not demonstrative, had been attentive. Then a rough laboring man got up, dressed in the garb of the shop, and after a few sentences, had the crowd shouting for Socialism. As the democratic candidate faded away a very enthusiastic Berlyn meeting was in progress with no dissenting voice.

"A flirt," says "the Dyspeptic" in the New York Herald, "is a woman who gives a man the key to her heart, know-ing the lock is rasty,"

COMPANY MAKES **WAGE REDUCTION**

[Continued from First Page.]

ployers. A photographer of the company appears on the scene of every accident and immediately photographs it. The Steel Works are entirely policed by private police belonging to the company, and at short distances along the company's fence men are posted as watch.nen. Every gate throngs with company police.

The Steel Mills favor the employment of single men. Great numbers of these are housed on "the Strand." This street faces the Steel Works. The first floors are saloons. The remainder of the houses are lodging rooms. South of "the Strand" lies the "red light" district.

No Sewers for Workers' Homes

Sanitary conditions in this locality can be judged by the fact that everywhere ducks were seen swimming on puddles of water in the back and front yards of houses. These ponds are covered with a thick, green slime. On one street a sewer was being dug a week ago. The people expressed much pleasure and revealed the fact that sewers are rare in South Chicago. The children of the steel workers reflect these conditions. Pale, dirty, ragged little babies confront one at every turn, and the whole settlement bears the marks of the "iron hand."

The local interests of the Steel Works have always been protected in the City Council. No city administration during the years the Steel Works have been filling in Lake Michigan has ever attempted to either make them pay for the land or pay rent for it. Republican Jones, a for mer-"boss" brick layer in the mills has represented that ward.

The American steel industry dominates the world. It rests on the exploitation and the ruthless sacrifice of the employes. This condition will continue until the people own the steel mills.

BRIGHT PROSPECTS IN BADGER STATE

Wisconsin Laborers Rallying to the Socialist Standard -Great Meetings in Shops.

(Special to Daily Socialist) Milwaukee, Wis., Oct. 28.-The po-

litical situation in Wisconsin is getting more and more exciting. The republicans are at each other's throats. The republican "reformers" are down and out. The candidate for district attorney on the republican ticket, F. X. Boden, is notoriously the favorite of the grafters. Everybody knows that if Boder is elected, the 104 graft cores now pending will never be seriously prosecuted. The present "reform" district attorney, having been thrown down by his party, is running on an independent ticket and has little chance of election, the moneyed interests being against him. Thus the "reformers" are sure to be knocked out of the old parties sooner or later.

Socialists United.

While the republicans are divided, and the democrats have no show at all, the workingmen are united for the Social Democratic (Socialist) party as never before. They are growing class-con-scious. The splendid work of our twelve Social Democratic aldermen in the Milwankee city council and the fine record of our five Social Democratic members of the Wisconsin legislature are teaching the working class of this state what Socialist workingmen can do when elected to office. These aldermen and legislators have stood true to the principles of Socialism and to the working class While as a minority party they have been able to force through very few measures, they have made splendid agitation for Socialism and labor legislation, and the workingmen know this. Seeing is believing, and having really seen the work of our Socialist officials, they realize by experience that the Socialist movement is their movement.

Enthusiastic Meeting.

It is an inspiring sight to see the men at the factories, breweries, tanneries and machine shops eagerly listening to the Social Democratic speakers at our noon day meetings. And it stirs the blood when the whistle blows at the end of the noon hour to see them run back to their work applauding and cheering for the Social Democratic party.

Copies of the Report of the Socialist Party to the International Socialist and Trades Union Congress, Amsterdam, August 14-20, 1904, printed in English, French and German. Illustrated with special cuts of Debs and Hanford and well gotten up typographically. Only a few copies; 20 cents each, postpaid.

BIG INDUCEMENT TO MARRY

Widow to Receive \$2,000.00 For Wedding Gift.

The antithesis of the document by which the late Daniel O'Day sought to prevent his widow from remarrying is the last will and testament of Joseph Wildrewitz. His widow, Pesha, should she marry again, is to get \$2,000, to be considered as a wedding gift. Through the will of Wildrewitz, his orthodox picty breathes. The instrument is written in Hebrew, but a translation is at tached to it.

"The living takes it into consideration, at a time his judgment is clear," it begins, "to direct what his heirs shall do after he is no more."

After bespecathing his \$20,000 estate to his six clildren, Wildrewitz concludes his will with the remarkable clause: "And to my wife, Pesha, in event of her remarriage after my death, I further begy ath the sum of \$2,000."

Yes, it is true; my husband leaves me \$2,000 if I remarry," said Mir Wildrewitz, who is a handsome woman of middle age. "Further than that, I do not care to discuss the matter.

"I have read of Daniel O'Day's strange bequest, and, while I have no intention of remarrying, still I regard my husband's bequest as far more fair to the widow."

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WORKINGMEN ATTENTION (1:

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prosperous, progressive community.

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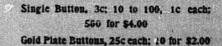
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In The Socialist Party Women and Men Are Equals

The Farmer

Not many years ago we were told that the only industries that tended to so concentrate were the railroads, telegraphs, telephones and certain other "public utilities," which because of their supposed peculiarities along this line were called "natural monopolies." But this theoretical fence to the progress of industrial concentration has been broken through in so many places during the last ten years that little more is heard about it. Industry after industry that was supposed to be immune to the monopoly germ has become concentrated, until today farming is offered as almost the only field from which the march of concentration is to be forever barred. To be sure there are some signs that even agriculture may not escape. The last census of Iowa showed an absolute falling off in the rural population and the Secretary of State declared that this was due to the fact that the farms were passing into the hands of fewer and fewer owners and were growing in size.

Then there are other forms of concentration which agriculture may take. The essence of monopoly does not lie in the size of the single industry, but in the fact of the control of it by a few individuals. The increase of landlordism, the growth of mortgage indebtedness, and still more, the dominating influence exercised by trustified industries, such as the railroads, warehouses, packing houses, etc., have already placed agriculture in the line of trustified industries so far as the relation of the farmer to the exploiters is concerned.

The antagonist of Socialism, however, declares that since farming has not yet concentrated to the point where the whole nation could be run as a single farm, therefore, Socialism has no message for the farmer. From this premise he continues to reason as follows: The farmer vote is necessary to the success of any working-class movement. Agriculture not being susceptible to national socialization, renders the program of Socialism impracticable. Therefore, Socialism is both theoretically and practeally incapable of realization.

There are so many broken and defective links in this chain of reasoning that it falls to pieces the moment it is examined closely.

Socialism is not a scheme which it is proposed to fit upon society as a suit of clothes is fitted upon a dummy. Collective ownership is advocated not as part of an Utopian scheme, to be applied regardless of industrial evolution or practical results, but only as a means of stopping the exploitation of the workers and of economically conducting industries, If exploitation and social waste can be stopped by any other or better method in any particular field, the Socialist is pledged to no idiotic adherence to some scheme which his antagonist may have thought out for him, Socialists are not much inclined to seeing visions, and when they do they will do their own dreaming and not adopt the nightmares which their opponents kindly have for their benefit.

The Socialists demand, first of all, that whatever is done shall be done by the consent of the workers and they could not socialize anything without that consent was received. Whether the farm would be operated under the control of a governmental unit or not is something for the fu-

If this could best be accomplished by permitting the farmer to live in his present state of social isolation with individual production, there is nothing in the Socialist philosophy to prevent this. At any rafe such work as was necessary to complete the processes of production, which are begun on the farm, would be done at the cost of the labor used. Nothing would be paid for profits or as a reward to ownership.

Tell Me What You Do: I'll Tell You What You Are

"How does he get his living?" is the first question asked when information is sought concerning the habits and character of any one. The answer tells more than any other single fact that could be furnished.

If the reply is that the person is a carpenter, mason, blacksmith or wageworker of any kind, it is quite certain that his automobile is not waiting around the corner, that he does not live on the boulevard, own a trotting stable, or has enjoyed the advantages of foreign travel or a col-

A fairly close guess can be made as to the kind of a house he lives in, the amusements he enjoys, the papers he reads, the sort of food he eats and the clothes he wears. Exceptions here and there will prove the existence of the rule, but of the great mass the conclusion is justified that the way in which a man gets his living determines most of the facts in his life.

When we apply this same rule to nations and societies, we are using what the Socialist calls the "materialistic interpretation of history," If a traveler tells us that the people in Central Africa live by hunting and fishing, he would not need to add that they did not have a constitutional government, a standing army, a common school system, an established church, daily newspapers, boodle aldermen and defaulting bank cashiers. We could be fairly sure that they lived in crude shelters, followed chieftains to war, owned or occupied ground in common, were not strictly monogamous, and believed in a multitude of mysterious spirits.

The same rule holds with society; the means and methods by which a society produces and distributes the articles which satisfy the wants of its members-in other words, its methods of getting a living-determines all its social institutions. It naturally follows, therefore, that the way to change these social institutions is to change the industrial organization.

Many such changes have taken place in the past. Hunting and fishing have given way to cattle raising and crude agriculture, to be supplanted in turn by handicraft, and finally the machine has come to displace the tools of the craftsman.

These changes have produced corresponding changes in the organization of so liety. Hunting and fishing gave rise to savagery. Handicraft and crude agriculture produced feudalism, while the individual ownership of the machine has brought us capitalism. Now that individual ownership is being crushed out for the great multitude by the trust, a new set of institutions is inevitable. Since we are quite sure that the great mass will not consent to be deprived of all ownership in the things with which they get their living and which are essential to their life, we naturally conclude that those so dispossessed will regain their ownership. The size and character of modern industry make it impossible that

this ownership should be individual. It must therefore be collective. The new set of institutions which will arise from this new owner-

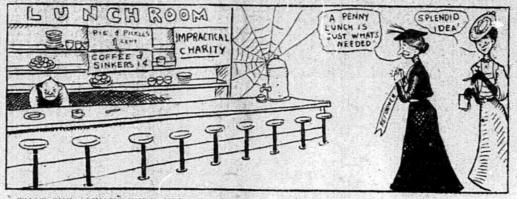
ship will be Socialism.

Our Canvassers

The most striking fact about the existence of the Chicago Daily Socialist is the way in which the membership of the Socialist Party has contributed to insure its circulation. Without the printing of a single poster, without the payment of a dollar for advertising, aside from letters sent out to the members, telling them that their help was needed, we start at once with a larger circulation than any daily paper ever had before in the City of Chicago for its first issue. It is this faithful work by an army of volunteers that makes the whole Socialist movement grow with a rapidity that so startles our enemies.

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THAT SHE ALWAYS ENDEAVORS TO CURE THE EFFECTS AND DOES NOT STRIKE AT-



THE CAUSE?

Clever Editorial from Record-Herald

The Fall of the Mighty.

It has long been agreed that Germany has no more magnificent and impressive spe acle to exhibit to the world than its army officer. Everything about him from his mustache to his sword is sacred, and the civilian gazes upon him at his own peril.

When an army captain, complete in all externals, commandeered a detachment of infantry, held up the Koepenick town hall, placed the burgomaster under arrest and absconded with \$1,000 of town funds a few weeks ago all Germany laughed, but the joke was not so entire ly ou the army. Emperor William condescended to offer the burgomaster a public insult which drove the poor man to resign, and then, when a careful investigation had proved that there was one defect in the officer's make-up, namely, that he wore a cap instead of a helmet, the emperor sent the burgomaster, in his capacity of officer of reserves, before a court of honor to punish him further for his stunidity. The burgo master was the sole scapegoat, and the army rather plumed itself on the fact that its prestige was so great that even crime could be committed openly in its

But the German secret police have been busy, probably with a joy all their own, and now they have proved that the criminal was not an army officer or even a retired army officer, but instead a mere shoemaker, with criminal antecedents; a man, indeed, who had already done twenty-seven years in prison and who bought his uniform secondhand from a peddler.

If the shoemaker had been a noble specimen of physical manhood even yet the disgrace of the army might have been forgotten. But here is his picture: Item, one squat nose. Item, two sunken eyes. Item, horny hands. Item, a dirty face. Item, spatulate fingers. Item, broken inger-nails. Item, a jailbird's shuffle.

And it is this wretched figure of a man that filled all the requirements for an army hero in the eyes of the whole town of Korpenick, burgon ster and town councilors included. Militarism has thus received in Germany the most bitter blow. It has been made universally ridiculous, and the shoemaker, from being a common criminal, bids fair to attain to the proportions of a national

Daily Reminder

There is only one Daily Reminder left. It's time for this author to come to but again in a harry.

Lunatic Makes Monkey of Kaiser's Army

Berlin, Oct. 28.-To Koepenick succeeds Koenigsberg. The extravagant story of the bogus captain is followed by the story of a wide w. On Wednesday an elderly woman, plainly dressed, appear I before the guardhouse in front of the castle at Koenigsberg. Two sentries were posted at the gates, and inside the guardhouse were a score of soldiers on watch. She informed the sentries she was the Princess Charlotte of Mecklenburg, aunt of Prince Friedrich Wilhelm of Prussia, who at present occupies the schloss.

The sentinels at once presented arms, and the full guard of twenty men turned out and stood at arms. Drums rattled and trumpets were blown. The woman then explained to the non-commissioned officer in charge of the watch she had business with her nephew, but as the prince was out she was accommodated with a chair in front of the castle gate,

Meanwhile a crowd was gathering. Finally it grew to such dimensions an officer sent for the police to keep the crowd from pressing on the watchhouse Before the police arrived troops and curassiers rattled along the street and turned into the schloss courtyard, the officers not forgetting to salute the "princess of Mecklenburg." When the police were hurried to the scene one of them at once recognized the old lady as a harmless lunatic

THE SENIOR PARTNER



Women Under Socialism

"Socialism will break up the home."

No. On the contrary it will keep the home together.

In all classes of life today, girls are selling themselves to men for money and selling themselves without shame. They may do this and stay respectable, if they go through the marriage ceremony first. People think that a girl who marries a well-off oldish man is simply less foolishly romantic than the girl who marries a poor young man, because she cares for him.

What effect must it have on the race, when its fathers, instead of being young, able and vigorous, are middle-aged and half worn out?

The young man who ought by rights to marry in his early twenties, if he is prudent, postpones his marriage until he has laid by something, and meanwhile amuses himself in ways costly to his health, his strength and the children that will eventually be born to him.

When young people do marry, unless they are born lucky and belong to the leisure class, the first serious question that worries them is the money question.

home tired, cross and worn out at night. The young wife buys cheap food and shoddy clothes. She gets her furniture on the installment plan, which means she pays two or three prices for it. Babies come. But the husband's pay doesn't increase as fast as the

The young man works as hard as he can all day long. He comes

family or the doctor's bills. There is bickering in the house owing to money troubles. If this couple had not been handicapped from their wedding day, by having to give up in the form of interest, rent and profit, half of all they

earned to their masters, they would have had a better change for a happy life. Isn't that plain? Under socialism, there would be no advantage to the young girl in marrying an old man, instead of a young man. Consequently, she would take a mate of her own age. There would be no advantage to the young man in postponing his marriage beyond his natural time, until he reached

the half-worn-out middle age. There would be no master-class to support in idleness. The young wife would not enter into foolish extravagances in emulation of this idle

Much of the domestic trouble of today would vanish. Under Socialism men and women would not be perfect-mistakes would be mace, but they would be made far less frequently than they are now.

The home, instead of being broken up by socialism, will be far more enduring and happier.

Just An Experiment

I've voted for everything under the sun, High tariff, the free silver kink,

Expansion and so forth. I hain't missed a one In all of the list I don't think;

The good it would do me I felt in my bones

Would certainly be at long range

I think from tais on, (said sagacious Bill Jones,) I'll vote for myself for a change,

I've voted for things that were piped to be good,

Reforms that looked steaming and hot But blamed if I quite understood at the time

Just how they would go to the spot.

I've plugged for low taxes when money was shy

And all of that beautiful con. I think, (said Bill Jones, with a wink of the eye,)

I'll vote for myself from this on.

I've voted for Charley, I've voted for Ed. I've voted for Harry and Cy

And lots of good fellows who loved me they said

But after election were shy.

I've voted for gents who were strong with the cash

And grafted a beautiful pile, I think, (said Bill Jones,) if it wouldn't be rash,

I'll vote for myself for a while.

Growth of Socialist Vote

GERMANY	ITALY
Vote. Reprs. 1867 8	
1867 30,000 8	1006 49,154
1871 2	1880 22.061
1874 351,952 9	1890 50,210 3
1877	1892 27,000 7
1878 437,158 9	1895 79,434 15
1881	1897 137,852 16
1884 549,990 24	1900
1887 763,128	1905 (a) 301,525
1890	
1893	BELGTUM Vote. Reprs. 1894
1898 57	1894 320,000 32
1903	1900
FRANCE	1902 467,000 34
집중한 사람이 하는데 이번에 살아왔다면 하는데	1904 302,771 28
Vote Reprs. 1887 47,000 19	THE WORLD
	1867 30,000
	1871 101,000
1893 440,000 49	1872 101,268
1898 790,000 50	1874
1900	
AUSTRIA	1876
Vote, Reprs.	1878
1897 750,000 —	1881 373,850
1901 780,000	1882
	1884 666,150
UNITED STATES	1885
Vote. Reprs.	1009
1888 2.068	1889 1 100 801
1892 21,512 —	1890
1894 30,120	1801
1895 34,869	1892
1896 36,275 —	1893
1897 55,550 —	1894 2014 506
1898 82,204	1895
1900 98,424	1896
1902 225,903	1897
1964 (b)	18984,515,591

1900

1903

4.912,740

6/285,374

Vote. 55,000

1900..... 100,000 --