

INJURES ALL CLASSES.

FRANKLIN MACVEAGH, OF CHICAGO,
ON THE TARIFF.

The Wealthy Wholesale Grocer Gives His Views on the "Protective" Policy of the Republican Party—An Open Letter to Western Merchants.

The following letter from Franklin MacVeagh, for twenty-five years one of the leading wholesale grocers of Chicago, will be read with interest by merchants throughout the West, inasmuch as he has never been in politics, never held an office and never was a candidate for one, but discusses the tariff question from the standpoint of a business man:

The time has at last come when the Western merchant—whether a wholesale merchant or a retail merchant—is peculiarly involved in the tariff question. Until now he has felt no pecuniary interest in it; but henceforth he must recognize himself as an important sufferer from the burdens of the tariff and as one of the victims of its oppressions.

He has considered himself an outsider. He has thought that he could afford to take any view of tariff reform that suited his fancy, and to subordinate this view, if he pleased, to any other political fancy, and especially to his partisan prejudices. He has felt as all men do, that political associations to the exclusion of tariff reform notions; and if he chose, to go back and rake up the issues of the civil war and rest his vote upon these, and to be perfectly indifferent to the cruel exactions of our excessive tariff. All this he felt he could afford to do, notwithstanding many other pockets were involved, because his pocket was not involved. But the inevitable has overtaken him. The hour is at hand when he must rank himself with the farmer and the workingman, making a third in a trio of tribute bearers.

That he has had little suspicion of this is but a part of that public blindness which has so long delayed the emancipation of the people. High protection has itself been protected by this blindness of the people, while tariff reform has been handicapped by it from the start. It has grown up because the burdens of the protective system are indirect and disguised, and, therefore, if the country is rapidly developing and universally prosperous, pass unnoted, and consequently unresented. Only those who study political questions apart from personal considerations see burdens that are not personally felt. Meanwhile the protected classes receive directly and constantly the benefits which correspond with these burdens, and have accordingly a lively sense of pecuniary interests to defend. These interests they have defended persistently and energetically. The defense has been organized, powerful and sleepless, as becomes the defense of pecuniary privileges so great and so vividly realized.

This until now has made the contest between high protection and tariff reform an unequal one.

The situation is, however, rapidly changing. The burdened classes are beginning to realize their burdens. The tribute-payers are beginning to feel the payment of their tributes. They will sooner or later feel also the personal humiliation of tribute-paying. The laborer, who is already getting their attention fixed upon the sums they are paying for somebody else's protection, and are already being counted for tariff reform. The farmers, too, at last are being forced to see that their prosperity is diminishing, and are consequently beginning to ask why. When they shall ask why with the earnestness which is fast growing out of their diminishing prosperity, and perceive, as they surely will, that but one reply is possible, namely, the privileges of our protected classes. The protected classes will no longer have more quiet reformers to deal with, but an aroused force, about which they can profitably ask the railroad of the West. They will be sorry then that they did not listen to the mild protests of the disinterested period, since, instead of political persuasion, they will have to face political force, and, perhaps, political fury.

For to take the place of the disinterested period when tariff reform is urged upon purely scientific grounds there is coming in an interested period, when oppressed communities will hotly contend for their rights. The battle is to be between two parties, both peculiarly interested. The advantage will be with the greater number, and the protected classes are the few.

As a result of the new light that is breaking upon the victims of high and higher protection, I believe an awakening of the wholesale merchants and retail merchants is at hand, and that they will no longer be content with the regular bounties on all they individually consume like the other consumers; and as they are not all superfluously rich, a great many of them will get tired of doing this, as everybody else is getting tired. But this is not where their shoe will really pinch. The serious trouble at hand for the Western merchant lies in the diminishing ability of the farmer to buy the merchant's wares. The farmer is the chief customer of the merchant, and the prosperity of the merchant is bound up with the prosperity of the farmer. When the farmer's surplus is cut down his buying power goes with it.

Now, the farmer's profits have been diminishing for some time, and they have at last reached the point where in average communities he is running behind. He has but one thing to do, and that is to reduce his scale of living. This result has long been inevitable. The farmer's prices have been going down because he has to meet the competition of the world, and cannot possibly avoid doing so, while on the other hand he must buy of our protected classes, or at their dictation, and pay immensely more for all he consumes than he would pay if the Government would let him buy as he sells—under the competition of the world.

As long as the farmers were making money freely it did not matter to the merchants, nor for some time after, because the farmers at first took to running into debt and mortgaging their farms or moving further west, thinking that the bad weather would pass over, as is shown by the abandoned farms of the East and the increased farm mortgages of the West, but that could not go on forever; and the time is now upon us when the farmer is compelled to reduce his expenses and his scale of living. He must cut his coat according to his cloth. This would be very unfortunate for our civilization and would seriously tell upon it, if it should last. But it is immediately unfortunate for the Western merchants, wholesale and retail, all of whom depend either directly or indirectly upon the purchasing power of the farmer.

Therefore I say that the merchant has become an interested party in the tariff question, and must take his part in the movement for reform. He must give his time and money to resist reform, for he has certainly and somewhat suddenly become a party to the fight.

FRANKLIN MACVEAGH.

HOW WE ARE TAXED.

[From the Chicago Herald.]

The big rumored starch trust is now a fixed fact. Besides the rank injustice that an increased price will impose upon every household in the country the direct object of the trust is to lay further burdens upon the various branches of the cotton manufacturing industry. Every yard of cotton cloth requires starch in the finishing, and if converted into a printed fabric requires a greater quantity than was used in the first instance. Fall River, with forty cotton mills running 2,128,228 spindles in 1889, used 2,250,000 pounds of starch, and as this represents but one-sixth of the spindles in the country some idea may be formed of what will be exacted from the entire number of spindles. There are twenty print works, besides many bleacheries and finishing works that are large consumers of starch. It is evident that the requirements of these works and mills have been duly considered and that a conspiracy has been organized to extort from them the uttermost farthing.

There are few items in the McKinley bill which more grossly illustrate some of its absurdities and injustices than the proposed duty on seal plushes. This article is almost exclusively manufactured in England. The consumption in this country is very large, and being an imitation of the seal fur, these goods are

worn almost exclusively by the poorer classes or such as cannot afford the price of the real article. Until about a year ago the seal plush was manufactured in this country at all, owing partly to inability to dye and finish the goods, and partly to natural conditions, and even now there is only one mill that has succeeded in producing it in anything like a fairly satisfactory manner. Under the present tariff the duty levied on this article is 50 per cent., which should afford more than ample protection to any legitimate industry. But it seems that it struck the framers of the new tariff in a different light, for the duty proposed therein is to be in the future \$3.50 per pound and 15 per cent. ad valorem. In plain figures this simply means that an article heretofore costing say \$1 per yard to land will cost in future from \$7.25 to \$7.50 per yard, and that in order to help a millionaire manufacturer in this country to make more millions, thousands and thousands of our women and girls will have to pay for their winter garments double the price that they are paying now.

Not one of the smallest of the tariff burdens is the salt tax. We imported in 1889 \$846,761 worth of foreign-taxed salt. On every pound of it received in bulk the consumers had to pay 85 per cent. duty, and on every pound in bags 44 per cent. The Treasury thereby collected a revenue of \$469,435 which it did not need. The domestic production of salt is worth about \$5,000,000. By the operation of the tariff the price of this home product was greatly enhanced. How much it was enhanced cannot be stated exactly. The increase in the price of the domestic product on account of "protection" has been estimated by good authority at no less than \$2,000,000. On that basis the people of the United States pay for the privilege of using salt a tax of some \$2,500,000 per annum. In 1880 just 4,289 men, women, and children were engaged in making salt in this country, and for the benefit not even of this small number, but of the handful of millionaire employers of this small number, 60,000,000 citizens bear the odious salt tax. Farmers, why not join with James A. Garfield and Levi P. Morton in asking Congress for free salt?

In February a committee of the Wholesale Hardware Association of the United States went before the McKinley Committee to protest against any increase of the already protective duties of the present tariff. They presented protests from some three hundred of the jobbing hardware houses in the country, representing all shades of political opinion and also representing \$35,000,000 of capital. This protest was not only unheeded, but the McKinley committee proceeded to raise the duties on all kinds of hardware by from 50 per cent. to 150 per cent. Here are a few of the extortions proposed: On pocket cutlery costing not more than 50 cents a dozen, from 50 per cent. to 74 per cent.; costing from 50 cents to \$1.50 per dozen, from 50 per cent. to 83 per cent.; at least, and in some cases 150 per cent.; costing from \$1.50 per dozen, from 50 per cent. to at least 83 per cent., and in some cases 116 per cent. On carving and cooks' knives, from 35 per cent. to at least 55 per cent., and so on up to 71 per cent. On butchers' knives, from 35 per cent. to at least 40 per cent., and to an average of 65 per cent. Most of these duties will be prohibitory. They will not enable American manufacturers to make the kinds of goods now imported, but only to substitute their own at higher prices.

With their usual recklessness of the real interests of the working classes, the Ways and Means Committee have managed to make the duty heaviest in the great majority of cases on the goods used by the poorer consumers. This is shown in the duties proposed on breech-loading guns. Thus, a gun costing only \$6, on which the present duty is \$2.10, is taxed under the McKinley bill at \$6.10, or over 100 per cent., the duty being trebled; but a gun costing a penny under \$12 is taxed at the same rate exactly, which is only one-half as much relatively to the cost.

It would not be difficult, says Congressman Carlisle, to show by a citation of authentic reports of the markets here and in other countries that in almost every instance the domestic producers of protected articles have added the whole or a large part of the duty to the foreign prices of the same kind of articles and thus forced the farmers to pay millions of dollars more every year for their clothing, medicines, paints, glass, salt, earthenware, agricultural implements, board and wire fences, barns and other buildings, wagons, harness and other necessities than they would have been required to pay if the duties had not been imposed or had been properly adjusted and fixed at a reasonable revenue rate.

A Tax on Daylight.

From Pittsburgh recently was sent the following dispatch:

"The Western Window-glass Manufacturers' Association met here and decided to shut down all the factories in the country for the summer on June 14. A combine was also made with the jobbers by which the price of glass is to be made uniform hereafter to all cities. The jobbers and manufacturers agreed to neither buy nor sell to any but members of their respective associations. This action, it is claimed, will result in the removal of unequal competition and a general steadiness of trade."

This meeting occurred on the day following that on which the McKinley bill was passed by the National House of Representatives. By that bill the following increases in the tariff on window-glass are made:

	Present duty.	Proposed duty.
Common window-glass, 10x15, per lb.	67.51	73.72
Common window-glass, 16x24, per lb.	116.41	123.10
Common window-glass, 24x30, per lb.	128.58	135.34
Common window-glass, above, per lb.	132.29	138.04

The mildly worded Pittsburgh dispatch simply means that the price of window-glass, which has been advanced very materially during the last few months, is likely to go still higher; that competition is to be shut out by careful combines; that production is to be stopped; that the payment of wages to workmen is to cease for an indefinite period, and that the householders are to be well taxed for the benefit in their dwellings.

A dispatch is a very delightful thing, for the reason—Chicago News.

There may be too much of a good thing—of salt in the soup, for instance.

INDIANA HAPPENINGS.

EVENTS AND INCIDENTS THAT HAVE LATELY OCCURRED.

An Interesting Summary of the More Important Doings of Our Neighbors—Weddings and Deaths—Crimes, Casualties and General News Notes.

Minor State Items.

—A sorghum factory is to be started at Mooresville.

—Charles Bell, a boy of 14 was bitten by a copperhead snake, near New Providence, and is not expected to live.

—There is a dog at Crawfordsville that chews tobacco like a man, and even hunts in the gutters for cigar stubs.

—Five car-loads of poplar and walnut logs have been shipped to Germany from Bedford.

—James Walker was kicked in the head by a horse at Shelbyville and dangerously injured.

—Mrs. Wm. Hooper, of Ragelsville, was crushed under the falling limb of a tree and seriously injured.

—Dunkirk has a glass-bottle and fruit-jar factory, to employ 200 men, and to begin operation September 1.

—John Gilman, an insurance agent of Greencastle, fell backwards out of a road-cart, striking on his head. He is in a precarious condition.

—Mrs. Frank R. Barrows, the wife of the well-known photographer, of Fort Wayne, was seriously injured in a runaway. She is in a critical condition.

—A J. M. & I. train, near Edinburg, struck a wagon containing two sons of Albert Durbin, fatally injuring one of them. One of the horses was killed.

—Will Cramer fell eighteen feet from a scaffold on the new Christian Church at Muncie, receiving probably fatal injuries.

—Curtis Vestal, of Putnam County, was appointed to the Naval Academy at Annapolis, Md., but, failing to pass an examination in mathematics, has returned home.

—William Wagner and wife, of Terre Haute, were thrown out of a carriage in a runaway, near Clinton, and Mr. Wagner's skull was fractured, while his wife was painfully injured.

—A 3-year-old son of Ezra Littlejohn, Lewis Township, Clay County, fell into a tub of boiling water and was scalded to death, while his mother was hanging out clothes.

—Daniel M. Cavender, a wealthy and well-educated resident of Versailles, formerly surveyor of Ripley County, has been received at the Prison South to serve a two-years' term for burglary.

—Mrs. Rose Monroe, of Muncie, took a dose of poison with suicidal intent, but was found by her husband before life was extinct and revived. No cause was given other than despondency.

—Spencer County will this year turn out forty graduates from her public schools, as follows: Rockport, 16; Grandview, 3; Carter Township, 3; Clay, 2; Grass, 4; Jackson, 2; Luce, 7; Ohio, 3.

—At Muncie an incendiary set fire to the barn of Mr. Ed. Templar, which was consumed, with a family horse, harness and other things, making a loss of \$400. During the fire rain was pouring down.

—Mrs. Otto Hyden, of Rosedale, recently extracted from her breast a needle-point which had entered her thumb twenty years ago and had been perigrinating through her anatomy ever since.

—Three men of Crawfordsville, Aaron S. Hughes, Judge T. F. Davidson, and H. S. Watson, have been completely cured of smoking by having the grip. Now they cannot bear the smell of a pipe or cigar.

—A 5-year-old daughter of Thomas Troxell, of Muncie, was precipitated to the ground from a second-story window by the giving way of a wire screen. She fell upon the screen and was not seriously hurt.

—The 5-year-old child of Frank Callaway, of Wabash, took a quantity of concentrated lye, horribly burning its mouth and throat. Its recovery is doubtful. The mother of the infant set a can containing the lye down while washing, and did not see the child swallow it.

—A two-year-old child of James Best, at Hamrick's Station, Putnam County, met with a sudden and singular death. It was in the act of vomiting, from which hernia ensued, and in the effort to reduce it a blood vessel was ruptured, and death followed, all inside of two minutes.

—Fred Lockenour, an employee of Thomas' mill, at Scottsburg, was seriously injured while at work by the bursting of a wheel, a large piece of which struck him on the forehead and inflicted a deep cut. He also received several painful bruises from the flying fragments.

—Four valuable horses belonging to Mrs. Johanna Hamilton, near Fort Wayne, escaped from their pasture and ran upon the track of the Grand Rapids and Indiana Railroad. A freight train ran the animals down on a bridge and hurled them to the ground below. All four were killed.

—A horrible accident is reported from Mexico, Miami County, in which the 6-year-old daughter of Victor Haney was caught in a revolving saw-mill shaft, dragged in and revolved around, completely shattering one leg and both arms and breaking almost every bone in her body. She can now live.

—Harry Pressler, living three miles southwest of Tipton, accidentally shot himself through the left arm, near the left shoulder. The wound was not a fatal but painful one.

—A savage sow attacked Mrs. Samuel Minnus, of Elkhart County, while she was crossing a field, and lacerated her arm. She was rescued by a cow in the same field, which took in the situation and charged upon the hog.

—The new Police Commissioners, of Fort Wayne, who were recently appointed, have started in to purge the police force of some inefficient officers. Lieut. Fuchshuber was discharged for drunkenness, and Officer Richter was suspended for thirty days for drinking while on duty. Officer Lapp was appointed Lieutenant to succeed Mr. Fuchshuber.

—Nettleton Davis, a son of Mr. B. T. Davis, of New Washington, was drowned in the river near Dean's peach orchard. This family seems to be unfortunate. The oldest brother was killed several years ago on the L. & N. Railroad, and another, George, who married Argus Dean's daughter, is in a critical condition from a blow on the head caused by a rock thrown by a rough character.

—Mrs. Ethan Flahvin and a lady friend were out driving at Anderson with a new phaeton and a spirited horse, and when in the vicinity of the Second ward school building the horse became frightened and started to run, overturning the vehicle and throwing the ladies violently to the ground. Both were picked up unconscious and very seriously hurt. The horse ran over a mile before being captured.

—The Lake Shore passenger train, No. 6, struck Paul Opelt, a well-known young man of Elkhart and killed him. He and three companions saw what they supposed was No. 6 approaching, took the hand-car upon which they were riding from the track and replaced it where the train, which was a special, had passed. But a short time had elapsed when they saw No. 6 almost upon them, and three of them escaped by jumping, but Opelt, in his efforts to get the hand-car off, was killed.

—Mrs. Gregori, wife of the distinguished artist, Signor L. Gregori, died at St. Mary's Academy at South Bend. She had for the past seven years been a victim of rheumatism and other troubles. Mrs. Gregori was born in Rome, Italy, in 1817, and was, before her marriage to the Artist Gregori, Marie Louise Persach. Constantine Gregori, one son, is a distinguished artist of Rome, and Vice Gregori is professor of one of the universities at Bologna.

—Harry Doughten hired a horse and buggy at a New Albany livery stable for the purpose of conveying Miss May Russell to Jeffersonville, when the intention was for the two to be married. When he arrived at Miss Russell's home he was informed by her that her wedding-dress was not completed, and that therefore the wedding must be postponed. Doughten left, and a half hour later Miss Russell and a former lover—John Sweeney—left for Jeffersonville, where they were married.

—The new officers of the Montgomery County Sunday-School Union are as follows: President James A. Mount; Secretary and Treasurer, T. N. Myers; Vice Presidents, L. J. Coppage, A. T. Shanklin, George Seybold, Franklin Cox. The Township Vice Presidents are William Stites, Zeza Westfall, Charles Rountree, J. B. Evans, W. B. Childers, A. M. Scott, William Dice, W. D. Peebles, Mrs. Milton Holwell, James Wilson, and Mrs. B. L. Ornbaum. The next meeting will be held at the Shades of Death on Friday, Aug. 22.

—The Steel and Iron Association of Brazil ran an excursion to Mokence, Ill. They had been but a short time on the ground when J. M. Pullen, who had secured a skiff and was rowing it alone, was drawn over the dam, capsizing his frail bark, and was drowned. Some hours elapsed ere his body was recovered. The sad accident cast a gloom over the excursionists, and seriously marred their festivities. The deceased was about thirty-six years old, a jeweler, well known and respected by all. A wife and two little girls are left to mourn.

—A singular and fatal accident occurred at Urbana, Wabash County. Mrs. Lucy Berger and her sister-in-law, Mrs. Berger, were out driving, each with her two children. The horse, heretofore a gentle one, suddenly began kicking, and its hoof, striking one of the children who sat just behind the dashboard, on the skull, crushed it in, causing fatal injuries. The second kick of the animal struck the 2-year-old child of Mrs. Berger on the temple, and it also is mortally wounded. Both are now lying at the point of death. The viciousness of the animal is inexplicable.

—A wild engine was passing down the Sixth street track, Jeffersonville, when the 4-year-old daughter of William Kratz, which was returning to its home on Michigan Avenue from the house of Jacob Pitters, its grandfather, was struck and thrown violently in the air, coming down on a pile of jagged rocks. It was immediately picked up in an unconscious condition and taken to its home. Drs. Hancock and Beck with were summoned, who examined the wounds and found, to the astonishment of all who saw the accident, that the child had escaped with only slight injuries about the head.

THROUGH THE BRIDGE.

TERRIBLE RAILROAD ACCIDENT AT SAN FRANCISCO.

Twenty-nine People Lose Their Lives Through an Engineer's Carelessness—An Open Drawbridge.

San Francisco (Cal.) dispatch: In a frightful railroad accident twenty-nine people have lost their lives. The local train connecting at Oakland with the ferryboats from San Francisco ran through an open drawbridge over San Antonio Creek at Webster street, Oakland. The yacht Juanita had just passed through the draw when the train appeared, going in the direction of Alameda. The drawbridge keeper endeavored at once to close the bridge, but it was too late, and the engine with the tender and the first car, which was filled with passengers, plunged into the creek, which was here quite deep.

Engineer Sam Dunn, when he saw that the bridge did not close, reversed the lever, but the momentum of the engine was too great to allow him to stop the train in time. The weight of the engine and the first car broke the couplings and left the other two cars of the train standing on the track. The second car ran about a third of the way across the bridge and stopped, but the jar was sufficient to break open the front of the car, and many of the passengers were thrown into the water.

The first car, which had followed the engine to the bottom of the muddy estuary, soon rose, and such of the passengers as had escaped were picked up by the yachts and small boats which gathered at the scene. The trainmen and the rest of the passengers set to work to help the rescuers, and when the wrecking train arrived from Oakland the car was drawn into shallow water and small boats began dragging the creek for the bodies of the victims.

The top of the passenger coach was cut open as soon as it was raised above the water and the work of removing the bodies commenced, ten being taken out in quick succession. Three women and three girls were taken from the water alive and removed to the receiving hospital. Another young lady died soon after being taken from the water.

The news of the accident created intense excitement in Oakland and thousands of people flocked to the morgue and to the scene of the wreck. At the morgue bodies were laid out as soon as received to await identification.

The body of E. P. Robinson, which was among those taken from the hole cut in the roof of the car, was among the first removed, and was taken charge of by Coroner Evers. The bodies of six men and two women were brought in soon after, some of the bodies being at first left at the receiving hospital, where the injured were also taken. In a short time thirteen bodies lay on the floor and on the marble slabs of the morgue awaiting identification, and heartrending scenes were witnessed as friends came forward to claim their dead. The list of the identified is as follows:

MARTIN KELLY, Oakland, Assistant Chief Wharfinger for the State.

A. H. AUSTIN of Austin & Phelps, San Francisco.

MISS FLORENCE AUSTIN.

MRS. BRYAN O'CONNOR, widow of the deceased member of the firm of O'Connor, Moffatt & Co., San Francisco.

J. R. IRWIN, sewing machine agent, Oakland.

E. R. ROBINSON, San Francisco.

LUIGI MALTOSTA, San Francisco.

Capt. JOHN DWYER, Sacramento.

MR. WILLIAMS, San Francisco.

H. W. AULD (colored), Honolulu.

The two MISSES KIERMAN, San Francisco.

H. MALTERA, San Francisco.

The experience of the passengers in the first coach, as related by those who fortunately escaped, was horrible in the extreme. F. F. Finley, of San Francisco, one of the passengers, told a graphic story of the disaster. "We left the city," he said, "on the 1:25 train for Alameda on the narrow-gauge. I was seated on the front seat of the first car, facing the engine. All went well until just as we approached the drawbridge crossing San Antonio creek. As we drew near to the bridge it seemed to me the draw was open and that a fearful accident was inevitable. Just then a man jumped from the engine into the water, and then came a crash. A horrible crushing of timber and snapping of heavy iron-work followed, and at once consternation prevailed in the car. The next thing I knew I found myself blindly groping for the door, which I fortunately found and opened. When I found myself on the platform I gradually worked my way by climbing and holding on to the front of the car to the roof, which I had just reached when that end of the car rose out of the water, and quite a number of people escaped in this manner, principally women and children. The car was about two-thirds full when we left the wharf, and I should judge there were at least fifty people in it. There was a fearful outcry when the car began to fill, but this was almost immediately hushed in one long final wail of despair."

James Dunlap, who was tending the bridge at the time of the accident, said: "I was in charge at the time and had just opened the draw to allow the yacht Juanita to pass through. I was in the act of moving the draw back into place when the up-train from San Francisco came along. That is all I know about it." He declined to answer the question if he was not rather unusual to open the draw just at the hour when the train was due.

The water over which the bridge is built is an estuary of San Francisco bay. A strong current runs in the stream, which at the point of the accident is about 300 feet wide and twenty feet deep. A passenger train crosses the bridge every half hour during the day and when the bridge is open the keeper is supposed to signal by holding a red flag. The bridgekeeper says the danger flag was properly set in the center of the track when the bridge was opened for the yacht Juanita to pass.

It is known that the engineer and fireman both escaped. It seems probable that the terrible accident was due to the carelessness of the engineer.