UTAH PRESS ASSOCIATION

WHAT PEOPLE TALK AND THINK ABOUT AND WHY.

Negroes, as a race, are accused of talking about each other more than any race under the heavens. This, doubtless, is true, but there is a reason for it that many people, perhaps, have not thought about—people are more liable to talk about what they know. That which they know most about, they will think most about and consequently will talk most about. The negroes know more about each other than they do about anything else or anybody else and hence they will talk most about each other. If the negroes knew more about Homer, Cicero, Xenophon, Socrates, Plato, Xerxes, Leonidas, Solon and other great characters of history, they would talk about them. But they know nothing of them, nothing of science, nothing of botany, chemistry, astronomy and philosophy and such things, and since they are social beings and must talk, they should be excused for talking about what they know. They know most about each other and they will therefore talk about each other. This is true with all men everywhere and has been true in every age. A farmer will talk about farming, a tailor about making clothes, a dressmaker about making dresses, a carpenter about carpentry, a shoemaker about making shoes, a blacksmith about blacksmithing, a merchant about merchandising, a hostler about horses, a doctor about medicine, a teacher about teaching, a lawyer about law, and a preacher about preaching. Every man to his trade or to what he knows. We find that this principle is obtained in all races.

The northern man talks about money and the great economic questions of the age. The southern man talks about the negroes and their domination. The southern white man has not studied the economic questions of the age. He knows comparatively nothing about them. He is concerned about the negroes. The negro question is the heighth, depth, length and breadth of his politics. That is the one subject to which all of the ability, sagacity and patriotism of the southern white man is given. He knows the negroes better than he does anything else concerning this government. Eliminate the negroes from this government and the south would no longer take any interest in politics. The north would be entrusted with the entire affairs of the government, if it would but leave the management of the negroes to the south. The south makes no claim of knowing how to run the government outside of the negro question; and, indeed, the south cares little else about the government except so far as the negroes are concerned in it. The enslavement of the negroes in the south has thrown the negro problem almost entirely upon the southern people. They were born and reared among the negroes and they have studied little else but negrology. They cannot make a speech or enact a law without the negroes being uppermost in their hearts. Their lifework has been for thirty years devoted to managing and keeping the negroes down. If the negroes were disfranchised there would not be enough Democrats in the south to form a corporal's guard. It will be noticed that the south, though it remains solid, has never dared to nominate a man as president from the south. They will accept anything that the north does except on the negro question. Lynchers are engaged in killing off the negroes while southern legislatures are engaged in having and constitutionally keeping them out. If the north wants to rule this country the south has no objection if they will leave the negroes out of the question. Why is this? The reason is, the south knows more about the negroes than they do anything or anybody else. It is the only question in this government of which they have made a thorough study and the negroes are the only detectable element in politics to the south. This is perfectly natural, for it has been the main subject taught the south for 300 years. The greatest statesman of the south is he who knows best how to keep the negroes down and prevent their domination. Hence, while the negroes talk about each other more than any other people, from the fact that they know most about each other, the white people of the south talk more about the negroes because they know more about them. They know nothing about the point and genius of this government because they have not had time to study it. They never become great constitutional lawyers and great diplomats and financiers and manufacturers and millionaires and educators; they never have great colleges and great syndicates, their thoughts don't go in that direction. They have fine jails and large penitentiaries and many gallows, chiefly for negroes. In all of their laws and enterprises they remember to protect themselves from negroes, it is all in the rearing and the teaching. People will talk about what they know. We believe that negroes ought to take a more charitable view of the prejudices of southern white men when they consider the long training he has had on this subject. He has been taught that there is nothing great under a black skin, and neither indeed can be; everything and everybody that is bad is black. It is all in the training.—*Baptist Truth, Savannah, Ga.*

CHIPS.

We had a very pleasant call this week from J. F. Taylor, the genial editor of the Broad Ax.—*Coalville Times.*

Some savage Filipinos could give lessons in civilization, we fear, to thousands of self-respecting men and women of Georgia.—*New York Press.*

Every citizen of color in the South should own a repeating rifle. Every family of the race should have a revolver on the shelf.—*Richmond Planet.*

So they should, as you have often said. *But why don't they?*—*The Statesman.*

Mr. Booker T. Washington wishes it distinctly understood that he is an ultra Republican, one that never loses an opportunity to ride in a sleeping car while telling the balance of his race to be satisfied in the "jim crow." This is the negroes' new leadership.—*The Appeal, Atlanta, Ga.*

What is Mr. Booker T. Washington trying to do? Is he trying to run the educational and political affairs of the race? Will he please tell an anxious public where was it he found girls of the negro race understanding geometry, Grecian history and how to analyze the most complex sentences, yet did not know how to cook corn bread and fry fat meat? We ought not to tell lies, even to say smart things. Read his Birmingham speech.—*The Appeal, Atlanta, Ga.*

To show that it is not so much the atrocity of crime as it is the disposition on the part of the whites of Georgia to lynch Negroes, a white man thirty-five years of age was arrested two weeks ago in Atlanta charged with outraging a white girl only eight years old. He was bound over to the Criminal Court under a $100 bond and no excitement was raised. Had he been a Negro he would have been lynched. It is no use to disguise or deny the fact, ye Southern white men. It is not the crime, but the color of the man who commits it, or is even suspected of committing it.—*Lexington Standard.*

Those Southerners who have been resorting to lynching, disfiguring negroes and burning them at the stake are a thousand times worse than savages. They claim to be civilized, but the despised Cubans and Filipinos never resorted to such cruelty and inhumanity. Chickens come home to roost. The whites have never treated the "niggers" as political and economic equals; they do not make an honest attempt to educate the blacks; the politicians and the capitalists rather spend time and money to keep them in ignorance and poverty, in political slavery and economic servility. The negroes are still chattels in all but the name. The white women must be protected, no doubt, but what about the black women? Let those arrogant ex-slave drivers and their descendants begin to treat the negroes justly—and that means to stop robbery—and the so-called race problem will disappear.—*The Citizen (Cleveland, (White.)*

A worse Georgia boy went to live in New York City, and at the end of six weeks he wrote home boasting that in that short time he had twice had opportunities, and then compares his new home to his old one in Georgia by using the folk-wing quaint language: "In yo mouth, have fruit a lil' tree in dis dessert of settlement an about al yo could spect to hav wold be pine oranges or wunnis, or wunn gran rich and sho fresh." And this comes from the race, who has such a moral fear of "nigger dominancy," who disfranchises the negro with the shot gun because he is too ignorant to vote intelligently; who pronounces the Georgia "white man" lord of the creation and especially commissioned by the Maker to keep the "nigger" down. What an array of most charming literature, just from Georgia, where education, culture and refinement among the "white" reign supreme. No wonder Kipling calls for aid to "take up the white man's burden," if they all have such heads as has this young man.—*Seattle Republican.*

For Xmas at

The W. P. Noble Merc. Co.,

68 W. SECOND SOUTH.

Warm Lined Gloves. Fancy Suspenders,
Silk Lined Gloves. Shaving Sets,
Fur Trimmed Gloves, Cuff and Collar Boxes,
Silk Handkerchiefs, Silk Mufflers, Linen Handkerchiefs,
Soft and Stiff Hats,
Fine Hosiery in Wool, Cotton and Silk.

PRICES ARE RIGHT. WE INVITE YOU TO CALL.

Noble Mercantile Co., 68 West Second South.

F. AUERBACH & BRO.

The Largest Stock of

Holiday Goods

Of every description in the city at the very lowest cash prices.

$50 TO $100 PER MONTH

AGENTS WANTED FOR THE

SCHOOL HISTORY OF THE NEGRO RACE.

By E. A. JOHNSON, LL. B., Educator and Attorney at Law.

Gives interesting sketches of the origin of the race, history of Slavery in the different colonies, sketches of the lives of Phillis Wheatley (the slave girl poetess of Massachusetts), Benjamin Banneka (publisher of the first American almanac), Crispus Attucks (the first martyr of the revolution), Thos. Fuller (the Virginia mathematician) and Toussaint L'Ouverture; statistics of the number of colored troops in the various wars, their pay and treatment; statistics of wealth, religion and education of colored people in the states. Also the biographies of such race men as Douglas, Bruce, Lynch, Price, Payne, Turner, Langston, Greener, Elliott, and others. It gives the race credit for what it has done and is doing. It teaches race pride and self-respect. No white history gives these facts—they completely ignore us.

Well Bound. Price $1.00 Only. We will send the above book to any address on receipt of $1. Agents wanted in all parts of the West to handle JOHNSON'S SCHOOL HISTORY OF THE NEGRO RACE in connection with THE BROAD AX. For terms and further particulars address

JULIUS F. TAYLOR, 710 Main St., Salt Lake City, Utah.

THE NEW TIME

THE GREAT REFORM MAGAZINE

A FRANK, FEARLESS FORCEFUL UNCOMPROMISING OPPONENT OF PLUTOCRACY

Edited by B. O. Flower
Frederick Upham Adams

Monthly, 100 large pages, illustrated,—not a dull line in it. It is fighting your fight;—it deserves your support.

One dollar a year, 10 cents a copy; sample number mailed for six cents.

"New Time: Let me take these loads from your backs"

THE NEW TIME, 56 Fifth Ave., CHICAGO

Three Thousand Miles to Chicago and Return

Time four days. How? Union Pacific of course, no other line can do it. Why? Shortest, quickest, best. Everybody knows that the Union Pacific has established a standard of excellence in time and service which no other western line can approach. Ticket office "Old Stand," 201 Main St.

Society Leaders

Are necessarily people of excellent judgment, taste and refinement. In traveling they demand the best services obtainable and the liberality with which they patronize the Union Pacific is one of the best proofs of that line's superiority. Ticket office "Old Stand," 201 Main St.

AN UNPARALLELED TIME RECORD

Was made every day during the period of the Omaha Exposition by the trains of the Chicago, Milwaukee & St. Paul Railway on its Chicago & Omaha Short Line.

Although its trains hauled from ten to thirteen well-filled sleeping cars and coaches each night, yet schedule time of arrival at Omaha and at Chicago was an accomplished fact—a record to be proud of, and which has resulted in establishing the Chicago, Milwaukee & St. Paul Railway in the minds of the travelling community as the shortest, best and most reliable route between Omaha and Chicago and the East.

All coupon ticket agents sell tickets via the Chicago, Milwaukee & St. Paul R'y. For information regarding the line address L. L. Downing, Commercial Agent, Salt Lake City, Utah.

Your Eastern Mail

Is now carried on the Overland Limited of the Union Pacific because "Uncle Sam" knows that the "Old Reliable" gives the best service and makes the quickest time of any line in the west. Ticket office "Old Stand," 201 Main St.

Two Thousand Miles to Omaha and Return.

Time 66 hours. How? Union Pacific, of course, no other line can do it. Why? Shortest, quickest, best. Specialties.—Through vestibuled trains, Pullman palace and ordinary sleepers, dining cars, buffet, smoking and library cars, with barber shop and choice collection of literature, and chair cars (seats free). Ticket office "Old Stand," 201 Main St.

Five Thousand Miles to New York and Return.

Time less than one week. How? Union Pacific of course, no other line can do it. Why? Shortest, quickest, best. Everybody knows that the Union Pacific is beyond comparison with other western lines for speed, safety and comfort. Ticket office "Old Stand," 201 Main Street.

THE RIO GRANDE GREAT SALT LAKE ROUTE WESTERN RAILWAY

CURRENT TIME TABLE.

EFFECTIVE JANUARY 8, 1899.

Leave Salt Lake City.

No. 2—For Provo, Grand Junction and all points East ..... 8:30 a. m.
No. 4—For Provo, Grand Junction and all points East ..... 7:40 p. m.
No. 6—For Bingham, Lehi, Provo, Mt. Pleasant, Manti, Richfield, Belknap and intermediate points 8:00 a. m.
No. 8—For Eureka, Payson, Provo, and all intermediate points ..... 5:30 p. m.
No. 3—For Ogden and the West ..... 10:00 p. m.
No. 1—For Ogden and the West ..... 8:45 a. m.
No. 43—For Park City and intermediate points ..... 5:25 p. m.
No. 9—For Ogden, intermediate and West 12:30 p.m.

Arrive Salt Lake City.

No. 1—From Bingham, Provo, Grand Junction and the East ..... 9:20 a. m.
No. 3—From Provo, Grand Junction and the East ..... 10:00 p. m.
No. 5—From Provo, Bingham, Eureka, Belknap, Richfield, Manti, and all intermediate points 1:25 p. m.
No. 2—From Ogden and the West ..... 8:20 a. m.
No. 4—From Ogden and the West ..... 7:20 p. m.
No. 7—From Eureka, Payson, Provo and all intermediate points ..... 10:10 a. m.
No. 41—From Park City and intermediate points ..... 5:15 p. m.
No. 10—From Ogden and intermediate points ..... 2:10 p.m.

Only line running through Pullman palace sleeping cars from Salt Lake City to San Francisco and Portland;

Salt Lake City to Denver via Grand Junction and Salt Lake City to Kansas City and Chicago via Colorado points.

Through tourist or family sleepers without change, to Kansas City, Chicago and Boston.

Free reclining chair cars Salt Lake City to Denver. No change; close connections. Solid speed and comfort.

Ticket Office, 103 W. 2nd So.

POSTOFFICE CORNER.

D. C. DODGE, V.P. and Gen. Manager.
S. H. BABCOCK, Traffic Manager.
F. A. WADLEIGH, Gen. Passenger Agent.

THE DENVER & RIO GRANDE RAILROAD CO.

The Scenic Line of the World.

The only line having two lines of railway between Grand Junction and Denver. Tickets good via Either Line.

Two daily Fast Express Trains to Glenwood Springs, Leadville, Cripple Creek, Pueblo, Colorado Springs, Denver and all points east.

EFFECTIVE JANUARY 15, 1899.

Train No. 2 leaves Ogden 7:00 a.m.; Salt Lake 8:00 a.m.; arrives at Glenwood Springs 5:05 p.m. Pueblo 5:05 a.m.; Colorado Springs 6:25 a.m.; Denver 8:40 a.m.

Train No. 4 leaves Ogden at 6:35 p.m.; Salt Lake 7:40 p.m.; arrives at Glenwood Springs, 5:05 a.m.; Pueblo 5:05 p.m.; Colorado Springs 6:45 p.m.; Denver 9:15 p.m.

Connections made at Pueblo, Colorado Springs and Denver with all lines east. Elegant day coaches, chair cars and Pullman sleepers on all trains. Take the D. & R. G. and have a comfortable trip and enjoy the finest scenery on the continent. Shortest line to Cripple Creek, Colorado's great gold camp.

A. S. HUGHES, Traffic Manager, Denver, Col.
S. K. HOOPER, G. P. & T. A., Denver, Col.
E. F. NEVINS, General Agent.
H. M. CUSHING, T. P. A.
SALT LAKE CITY.

CURE CONSUMPTION.

T. A. Slocum, M. C., the Great Chemist and Scientist, Offers to Send Free, to the Afflicted, Three Bottles of His Newly Discovered Remedies to Cure Consumption and All Lung Troubles.

Nothing could be fairer, more philanthropic or carry more joy in its wake than the offer of T.A. Slocum, M. C., of 98 Pine street, New York City.

Confident that he has discovered an absolute cure for consumption and all pulmonary complaints, and to make its great merits known, he will send, free, three bottles (the Slocum new system of medicine) to any reader of the BROAD AX, who is suffering from chest, throat and lung troubles or consumption.

He invites those desirous of obtaining the remedies to simply send him their express and postoffice address, and receive in return the three free bottles.

Already this "new scientific course of medicine" has permanently cured thousands of apparently hopeless cases.

He considers it his religious duty—a duty which he owes to humanity—to donate his infallible cure.

Offered freely, apart from its inherent strength, is enough to commend it, and more so is the perfect confidence of the great chemist making the offer.

He has proved consumption to be a curable disease beyond any doubt.

There will be no mistake in sending—the mistake will be in overlooking the Doctor's generous invitation. He has on file in his American and European laboratories thousands of testimonials of experience from those cured, in all parts of the world.

Delays are dangerous: mail your address to T. A. Slocum, M. C., 98 Pine street, New York, and when writing the Doctor, please mention reading this article in the BROAD AX.

WONDERFUL DISCOVERY

Curly Hair Made Straight By

ODONIZED OX MARROW

ODONIZED OX MARROW CO.,
98 Wabash Ave., Chicago, Ill.

UNION PACIFIC OVERLAND WORLD'S PICTORIAL LINE

The People's Favorite

Leave Salt Lake City.

"The Overland Limited," for Chicago, St. Paul, St. Louis, Omaha, Kansas City, Denver and Park City ..... 7:00 a.m.
"The Atlantic Express," for Chicago, St. Paul, St. Louis, Omaha, Kansas City and Denver 6:00 p.m.

Arrive Salt Lake City.

"The Overland Limited," from Chicago, St. Paul, St. Louis, Omaha, Kansas City, Denver and Park City ..... 5:00 p.m.
"The Pacific Express," from Chicago, St. Paul, St. Louis, Omaha, Kansas City and Denver ..... 1:30 a.m.

City Ticket Office, 201 Main Street.
Telephone No. 665.

Only one night on the road to Omaha, two nights to Chicago and St Louis. Other lines one night additional.

The Union Pacific is the only line through to above points without change of cars, and the only line operating Buffet Smoking and Library Cars and Pullman Dining Cars, with 11 and 12 hours quickest time to Missouri River and Chicago respectively.

H. M. CLAY, General Agent.

Oregon Short Line Railroad.

TIME TABLE IN EFFECT MARCH 19, 1899.

ARRIVE.

From Ogden, Chicago, Omaha, St. Louis, Kansas City, and Denver ..... 2:30 a.m.
From Ogden, Portland, Spokane, Butte, and San Francisco ..... 3:55 a.m.
From Ogden, Chicago, St. Louis Omaha and Denver ..... 3:05 p.m.
From Ogden, Cache Valley, and San Francisco ..... 7:20 p.m.
From Tintic, Mercur and intermediate points ..... 6:00 p.m.
†From Milford, Frisco, Sunpete and intermediate points ..... 9:20 a.m.
*From Tooele and Terminus ..... 6:00 p.m.

DEPART.

For Ogden, Park City, Omaha, Chicago, Denver, Kansas City and St. Louis ..... 7:00 a.m.
For Ogden, Cache Valley points, and intermediate points ..... 8:00 a.m.
For Ogden, Denver, St. Louis, Chicago, San Francisco ..... 6:00 p.m.
For Ogden, Butte, Portland, San Francisco ..... 3:45 a.m.
For Tintic, Mercur and intermediate points ..... 7:30 a.m.
†For Milford, Frisco, Sunpete and intermediate points ..... 5:30 p.m.
*For Tooele and Terminus ..... 7:45 a.m.

†Trains south of Juab do not run Sundays.
*Daily except Sunday.

CITY TICKET OFFICE, under Masonic Hall 161 West Second South Street.

S. H. BOLLES, Gen. Trf. Mgr.
D. E. BURLEY, Gen. Pass. & Ticket Agt.
W. H. RANDOLPH, Vice-Pres. and Gen. Mgr.

—PIKE'S PEAK ROUTE—

Colorado Midland Railway,

THE SHORT LINE

To Denver & Colorado Springs.

Best and Popular Route to Cripple Creek, Victor, Leadville, Aspen, Glenwood Springs, and

ALL POINTS EAST.

Two through trains daily

Through Sleepers and through Free Chair Cars. Finest Scenery and Elegant Equipment. The only line running through Free Chair Cars to Denver, Colorado Springs, Leadville and intermediate points from Salt Lake City and Ogden.

Trains leave and arrive at G.S.W.R.R. depot.

G. A. SHOWS, General Agent,
Dooly Block, 205 S. West Temple Street.

True Happiness.

Work and scheme for every cent,
Beat the landlord out of rent.
Saving all the cash I get,
Never worry, never fret,
Live in just a frugal way,
Glad to get two meals a day.
All I want is to get a roll,
Then you bet I'll take a stroll,
Way back east to see the boys,
Talk of pleasure and of joys,
Sleepers with ELECTRIC LIGHT,
Make day out of night,
Dining cars and lots to eat,
Shouted "NIT." All steam heat.
Rock ballast and oak ties,
Vestibule trains, how she flies,
Service the best you ever see
On the great C.M.& St. P.
Try them once, then I guess
You'll know what's true HAPPINESS.

Ticket Office, 212 south West Temple Street, Salt Lake City, Utah.

L. L. DOWNING, Com'l Ag't.

Salt Lake & Ogden Railway.

Daily Time Table in effect Sept. 25th.

Leave Salt Lake	Arrive Farmington and Ogden	Leave Ogden	Arrive Salt Lake
[illegible]	[illegible]	[illegible]	[illegible]

E. W. BEALE, Gen. Agent. S. SOUTHWORTH, Gen. Manager.

Garfield Beach Trains

Effective Wednesday, June 28th, 1899, Will run trains as follows:

Leave Salt Lake	Arrive Garfield	Leave Garfield	Arrive Salt Lake
[illegible]	[illegible]	[illegible]	[illegible]

Bathing, Boating, Dancing. Direct Cross Trains North and South West.

The Broad Ax is Printed by The Deseret News. Get Estimates on all kinds of Book and Job Printing before ordering.

WE GUARANTEE SATISFACTION.

Subscribe for THE BROAD AX