

# The Reasons for "Race Suicide"

By BALLINGTON BOOTH.



The fact that the conditions exist to the results of which President Roosevelt has applied the term "race suicide" is so well known that no words need be wasted in discussing either the justice or necessity of his observations, and the existence of those conditions must be a matter of deep regret to every true lover of this republic and of the principles upon which it is founded.

The causes, however, of the present social state are varied in character, and some of them, at least, may be removed through the enlightenment of certain persons and the modification of certain principles upon which they mold their actions.

Wise, patriotic men and women only require to have pointed out to them the way in which they can benefit first themselves, then the community and then the nation; after which they will not only walk in this way themselves, but will, by teaching and example, induce others to follow in their footsteps. Allusion may be made to three or four:

1. The erroneous idea that happiness in life can always be found in gratifying the desires for social, intellectual or scientific pleasure and that the duties and responsibilities of parenthood will interfere with plans looking to such enjoyment.

2. False conceptions of life as a whole, due to a variety of causes. Among them may be named novels of several types, many plays and the general views and lives of those who exist apparently for very little else than to amuse themselves.

3. Exaggerated ideas of the "burden" that children really are in a home. This is especially true where the individuals concerned are possessed of fairly good incomes.

Such persons will say that they "cannot afford" to have children, while they will spend enough money in a month at the seaside to feed and clothe a family of four or five children for a year—and that in suitable style, too!

4. The ignoring of the claims of God and of religion upon the individual and upon the world.

To bring up a child in the fear of God and to teach him to live a pure, upright and noble life, is not only a rich reward to the parents themselves, but the conferring of an inestimable blessing upon the world at large.

5. A determination to subordinate everything in life to the gratification of the passing desire of the hour.

A man is fond of horses or amusement or travel or science or work of some kind.

He makes up his mind that he will do nothing that is likely to interfere with his indulgence in these directions at any moment.

A woman lives for pleasure, or "society," or perhaps for some artistic career.

In order that no ties may be formed or duties created that shall hamper her in these pursuits, some of the deepest joys of which the human heart is capable are "passed by on the other side."

But the results!

Are they not very serious to the individuals, as any attempt to improve upon nature—or, as some would say, "God's plan"—always is?

For be it remembered, there are certain elements in the human character that parenthood alone can bring out and develop.

The "love of a mother" is proverbially colossal in its proportions, and who will deny that love—the greatest attribute of even God Himself—only reaches its supreme height in motherhood?

A father or mother of even a large family who could part easily with one of them permanently—even though the child were likely to be greatly benefited thereby—would be looked upon by every one as an abnormal being.

And no more striking proof of the depth and reality of this emotion is to be found than is often seen in the divorce courts themselves, where the fiercest battle is often fought not to be rid of the children, as a childless person might imagine, but to retain or obtain possession of them.

All this is from the family standpoint.

But there is another phase—the civil and national—for it cannot but be patent to all who are students of city life that in those sections of any city where the residences of the educated, the well-to-do, the "Americans" are to be found, the children are few; while in the quarters where the ignorant, the vicious, the thriftless and the criminals are to be found the streets fairly swarm with children.

And the children of to-day will be the voters of to-morrow!

When the thousands of the slums vote against the scores in the residential sections, where will the municipality be?

*Ballington Booth*

# The Individual in Government

By HAROLD V. HAYES.

THE success of our republic is not due so much to the so-called "people's rule" as to the wisdom and integrity of its actual rulers—the nation's chief executives, without whose guidance the people would lose good government and the protection necessary to their enjoyment.

Individual rule with proper safeguards is the best and only successful form of government, because concentration, talent and wisdom attain their highest development in the individual and not in the public. The great masters and great men of the world are comparatively few, and the few always educate the many. All persons of anarchistic belief who hold otherwise, and who fail to respect individual rulers and obey their mandates, are deceived or unacquainted with the truth and are drifting toward disaster.

Liberty cannot flourish in large communities where no individual power propels, and no laws are made and executed to protect and punish. Men to live happily without subjection to governmental control would have to be perfect, and even then the improvement or possibility of such a life would be extremely doubtful, for we were created and exist under the dominion of intelligent, majestic and mysterious forces, the almighty, eternal, harmonious, wonderful sovereignty that shall sustain and direct us forever along the paths of progress, assisted on earth by temporal governments that dispense justice and protect the persons and property of the governed.

Respect and obedience to lawful authority, existing in many types of the animal creation and most conspicuously in man, are essential attributes of life and the strongest supports of government, and whenever these homely virtues depart from the minds of men it is time to bring them back to their senses or hoist the danger signal and warn them of an approaching storm.

# GLORY OF THE GREAT RIVER

Past, Present and Future of the Mississippi.

The St. Louis Exposition Will Aid in Its Restoration to Popular Favor as a Route for Scenic-Seeking Tourists.

St. Louis.—The people of this city are enthusiastic over the benefits it is expected the city will derive from the exposition that will be opened next year, but in these expectations the Mississippi river seems to have no place, yet no one can study the conditions without realizing that the great river will receive its share of benefit.

The river at St. Louis seems a busy stream to-day. The great steamers, both side and stern wheelers, line the wharf all along the river front of the city. But it is not the business of the past. Where there is one boat to-day there were three 20 years ago. Will the holding of the exposition tend to revive the old conditions? It seems that it should.

Both freight and traffic made steamboating profitable in the old days. It was the great artery of commerce for the middle west. To-day the railroads have displaced it to a great extent. They line both its banks almost from St. Paul to New Orleans. They touch at practically every town. They have gradually forced the freight rates down until they are at bed rock. To get any business at all, the boats must necessarily make a lower rate than the railroads, and to do this leaves but a small margin of profit on the comparatively small amount of traffic they can secure. As they make a flat 100-pound rate, the freight that is given them of the bulky class, which brings but small returns in comparison to the space it occupies, and is expensive to handle.

These conditions the exposition at St. Louis will not and cannot change. But it should tend to materially increase the passenger traffic on the river, and make it more popular with the scenic-seeking tourist.

## Mississippi Scenery.

To view the glory of the palisades of the Hudson the enthusiastic tourist will journey across the continent, and go into raptures over their magnificence. Yet he passes by without a thought scenes equally as pleasing, places equally as interesting.

Less than a year ago the writer journeyed down the Hudson from Albany to New York with a gentleman from Iowa.

"I came east on purpose to make this trip down the river," said he, "and had I have traveled half around the world I would have been repaid by this magnificent scenery, every foot of which seems permeated with interesting history."

That man lived within 50 miles of the Mississippi. He had crossed it almost innumerable times, yet he had never realized that so near at home could be found scenery and historic interest that would rival, if not surpass, any to be found along the Hudson. It matters but little whether the trip be made on the upper or lower river, the scenery and the historic interest are never lacking. All that is lacking is the artificiality supplied to the Hudson, by the wealth of New York millionaires. The Mississippi has no artificial groves, no macadamized roads, no palaces along its banks, but it has more—nature.

The great bluffs are forest covered with the picturesque irregularity that nature alone can give. Where the forests give place to bold rocks they are as nature fashioned them.

In historic interest no other stream on the continent surpasses the Father of Waters. What can be of greater interest than the battle grounds of the red men in their heroic struggles against being pushed westward from the river that the white man might utilize it; or such quaint towns as St. Genevieve, Cape Gerardeau, Galena, and dozens of others along its banks that might be mentioned?

## Patrons of the River.

St. Louis uses the Mississippi much as Chicago uses Lake Michigan—as a local excursion route. The people of the smaller towns along its banks use it in much the same way. By it the people get away from the town and city for a day or two at a time.

The majority of the traffic of the lower river, from St. Louis southward, is carried by boats that make but short runs. The writer traveled recently from St. Louis to Cape Girardeau on the steamer "Chester,"

which makes the round trip of about 300 miles in about 40 hours, affording an opportunity of leaving St. Louis on Saturday afternoon and returning on Monday morning. Out of 200 passengers on that boat, there were not half a dozen who were making the trip because of scenic or historic interest. They were people of the small towns returning home from the city, or, on the up trip, going to the city for business or pleasure. They were people from the city or the smaller towns out for a Sunday's pleasure, and the owners, realizing from whence they draw their patronage, cater to the wishes of this class of patrons. Bands furnish almost incessant music for dancing, the long cabin resounds to the strains of the waltz and two-step, and it is the exceptional passenger who remains outside to view the passing scenery, and note the points of interest.

Take away this excursion business and the local traffic between "landings" and the passenger travel on the river would be almost a thing of the past. It would dwindle to such small proportions that it would be unprofitable to cater to it at all, for the stream as a tourist route is not yet fashionable. The railroads have killed the commercial interest of the past, and a new interest has not yet been awakened.

The old days will never return. Not that the river may never again be patronized by the traveling public as it once was, for it is probable that it will, but the romance and adventure of the river of the past are gone forever.

The games of poker in which men lost and won fortunes almost at the turn of the wheel have given place to "penny-ante" and "ten-cent limit." In the old days the big poker game was the rule; to-day it is the exception.

The exposition here will bring to the banks of the Mississippi many hundreds of thousands of people. The excursion boats will carry a goodly percentage of these people up and down the river for short distances, at least. Every person for a love for the beautiful and the majestic who sees a little of the river will wish for more, and out of this desire will grow a new period of prosperity for the Father of Waters.

Of course, this is but a prophecy, but remember it. If these things do not make possible new lines of boats, built for passenger service, the rivals and superiors of those of the old days, then the writer will acknowledge the inefficiency of advertising. For the same reasons that the boats from Albany to New York are profitable to-day will a line of palatial steamers from St. Louis to New Orleans be profitable within a few years. To-day such a trip is impossible without change. From St. Louis to Memphis is the longest ride that can be taken upon any one steamer engaged in regular service, but the men and money are ready to build the boats the public demands, and the exposition should create the demand.

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## The Past and the Future.

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## Local Boats and the People.

No place can one get so near to nature as on one of the present-day local steamers plying the waters of the Mississippi. Were there serious discomforts, which there are not, it would be worth more than any penalty which they could impose to take a trip on a local boat.

In the minds of the local people, the children of the soil, they represent a connection between their rural homes and that great, mysterious, throbbing center called "the city." They carry the products of the individual farmer to the consumer more economically and with greater accommodation than the railroads. As you watch the boat plow its nose into the bank to load on here a case or two of eggs, a few sacks of potatoes, a bale of cotton, or at another place half a dozen hogs, a few cattle or sheep, one can realize the importance of these boats to the local communities. To the small producer from the soil they represent the expensive middle man. At a small expense they market his products. They will take a single hog to market for him for 50 cents, half a dozen sheep at 25 cents each, a cow for \$1.50.

Along the lower river the railroad may pass the farmer's door; he may be interested in watching the iron horse pass backward and forward from day to day, but it is with the river steamer that he is intimate. He knows its owner, its captain, its pilot, its mate. To him it is a friend, and not, like the railroad, a soulless corporation.

WRIGHT A. PATTERSON.

## Resenting an Insult.

"This, I suppose," said the visitor, "is the gun your great-grandfather carried through the revolution?"

"Most assuredly not," haughtily replied Cadleigh Rich. "That was his gun, but his man carried it for him, of course."—Philadelphia Press.

## White Hands.

It sometimes happens that a girl manages to keep her hands white by letting her mother do all the housework.—Chicago Daily News.

# A Seasonable Digest of Summer Fashions

The Season's Variety Offers Opportunities for Individual Tastes.

HERE is one good thing about the fashions of this season, there is something for every one—for white tucks, plaits and gaugings are very fashionable, the plain skirt with lace insertion is just as much in vogue, and very fussy and comparatively plain bodies are shown, with sleeves of all styles and fullness. Lace is used more than ever this season; it trims stylishly everything, from our petticoat to

thread lace comes under the smart classification of heavy lace.

The rage for lace this summer promises to outdo all previous records. There is an immense demand for dainty collars and cuffs, of lawn, muslin and lace, hemstitched and inserted in every possible manner.

Skirts vary greatly in make—but gauging appears on most of the new models, and mostly in the form of a yoke, from either side of front only—thus leaving the front breadth plain.

Very little material is taken up in the gaugings, so they can be adapted to suit most figures.

Yokes are very popular for skirts, and the newest summer models show yokes of lace; and mostly heavy laces are preferred. Plaited skirts are popular, also plain gored ones, with foot trimmings of numerous tiny flounces.

Tall slight figures look well in the three or four tier skirts, each flounce being most beautifully shaped to cling to the under skirt, and each edged with lace insertion, jet edging, or even fringe. By the way, fringe is used on fichus, capes and as a border to canvas and silk skirts. Used carefully it is stylish, but certainly discretion is needed as to its arrangement.

Chenille insertions with jet, also chenille fringes, are a great acquisition upon black lace and net gowns.

The combination of blue and emerald green continues fashionable, but wants careful wearing—just as do the hairy or shaggy fabrics, and women of embonpoint should be careful of many of the new fabrics, etc., avoiding most decidedly startling combinations of color, the rough materials, especially in gray, and most certainly the much flaked or blurred fabrics, for there is something in



STRIPED LINEN SKIRT AND COAT, WITH PLAIN LINEN BANDS.

our headgear and sunshade—for lace-covered sunshades are the newest this summer.

The fashionable colors are marine blue, ciel blue, gray, pink, bright red, all brown tints, emerald green, and buff or chamois. This last named is a most beautiful shade of well-baked biscuit tint, the real buff or chamois leather tint, in fact, of years ago—it is the new color this season, and it harmonizes perfectly with pale blue, amethyst, sapphire blue, emerald green, and geranium pink.

Lace borders the new canvas, voile and muslin skirts, either as a deep flounce or as one or two insertions let in, and many new bodices are entirely of lace for wearing with canvas skirts, the sleeve upper part being of canvas, bagging at elbow, then of lace quite tight fitting to wrist, or even longer, to come over the hand as a mitten. The bell sleeve is also popular, opening over a full sleeve of lace banded at wrist.

For dressy wear, white and pale colors are preferred, such as soft greens, pale mauves, grays, chamois or buff, dull soft pinks, and very pale blues.

Materials are fine canvas, soft voiles, delaines, cachemire, hopsack canvas, soft, but of a coarse plaited mesh; then there are tussore silks, plain and spot, and most beautiful



DESIGN FOR A PLAID, STRIPED, OR DOT LINEN, ALPACA OR CANVAS.

these which tends to increase the appearance of size very materially.

The woman with a small purse, or limited pin money, can dress just as stylishly as her richer sister, if she but exercise taste, and instead of sighing to possess things utterly beyond her purse, she will be content with a simple and well cut gown, and spend her energies and pocket money in the accessories of the toilet, such, for instance, as a smart hat, irreplaceable shoes, a pretty neck ruffle or cape, nice gloves or petticoat, all of which mean so much to a woman, and tell the secret of the art of successful dressing.

Shoulder capes appear upon every garment, from the simple morning blouses upwards; anyway, if not a cape exactly, then very large collars are worn to come well over the arms.

Smart, indeed, are the new capes for outdoor wear, with stole ends more or less long, as may be preferred, and long chenille ends go well with the lace or ribbon shoulder tippets or capes.

Everything lies flat on the shoulder in collar effect, and falls over the arms to give the shape now considered correct.

Nothing is hard in outline this year, even flowers are mounted carelessly, as it were, just a gathered bunch tied with grass, and to hang softly.

Linen suits—skirts and bolero, or skirt and the short coat—promise to be immensely popular, and they are plain little coat or with a train skirt and coat trimmed with lace insertion and medallions—Teneriffe lace wheels being especially nice for trimming the large collars and capes now so much sought after. All thin fabrics have the preference this season, such as voile, delaine, muslin, soft silk, etc., gaugings and tucks are immensely used.

The new dust cloaks are of canvas-like fabrics, canvas linens and tussore silk, and are made in sacque shape, with large lace collar and bell sleeves.

ELLEN OSMOND.



The Water Front at St. Louis.



"Penny Ante, Ten Cent Limit."



Rivals the Hudson Scenery.



The Business of the Boats.



Bands Furnish Incessant Music.