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 FRIDAY, AUGUST 31, 1900.

G. A. R.
 There is something majestic and awe inspiring in the gathering of tens of thousands of old Union soldiers this week in Chicago. We rode with a company of them on a car Saturday last, and they made such an impression on us as the sight of them never made before. They were mostly of German stock, hardy, honest, intelligent men. Time was telling on their wiry, sinewy frames, but they were men of great physical endurance, as well as men of strong sense and true manliness. They were not conscious of their greatness, as some people are who have none. And you were heroes. From Sumter to Appomattox they had faced the foe, and never flinched. With the cannon burst, the whistling of the rifle ball they were familiar, for they had faced those things for years, as they had the cold, or the crushing assault of a cavalry charge, and never flinched or ed. Were they heroes? They did not claim it. There was something profoundly impressive and suggestive in the utter unconsciousness of those men, and in their almost childish simplicity. There was no apparatus or bearing or words to indicate as if self-consciousness, any idea that they stood apart and above the common herd of men.

But they are passing away. Thousands who greeted their old comrades one, two and three years ago, are in their graves now, and in a very few years, a few score only of the old guard will be left, and they also will pass away in time, and then the G. A. R. will be a memory, a history. They stand for something. What is it? What significance does this G. A. R. organization have for us, and those that will come after us? Briefly note a few points, lest we forget.

They stand for loyalty to the freedom and rights of men, as men. Not to men as belonging to a particular condition, or class or race, but to men as men, of any race or condition. "All men," said that old immortal bill of rights, are born with "certain inalienable rights." It was to assert and defend these rights that these men, the old, mighty G. A. R. stand. It was their bold, heroic, clarion utterances that rang out clear and above the roar and din of battle on the bloody fields of Shiloh and Donnellson, Vicksburg, and scores of others. The war for the Union was for that and its lay in the denial of those rights, for the basic foundation of slavery was the denial of those rights to the so-called inferior race.

Now if our boys in blue in the Philippines are contending for similar rights for themselves and their kin, or for the Filipinos, it shall be well, if not, well, betide them and those who send them errand. For God's sake.

High Prices and Prosperity.
 Do high prices and prosperity? It is an economic creed that our political leaders have taught us as unquestionable financial gospel. It certainly has about it a certain charm for the business man. The American people were educated by the civil war to be dissatisfied with low prices and small margins. In all presidential campaigns the burden of the political platform has been "national prosperity," "financial gain." Our young men are taught to believe that almost the only reason a nation has to exist is that it may grow rich in material

possessions. Everything must bend to that one end before all others. We think this exceedingly unfortunate.

But are high prices and financial prosperity always coexistent? We call attention of our readers to a single recent circumstance. Steel has dropped within the last two or three weeks to the lowest price at which it has been sold since April, 1899. This fact is no sooner made public, than the architects and capitalists of Chicago met in consultation and the statement is sent out that not less than \$10,000,000 in building operations will be undertaken in that city alone as the result of lower prices. What does this mean to the army of laborers, to say nothing of other classes in Chicago? We are reliably informed that from other cities and from great building enterprises elsewhere, come the same reports. Whether this unfortunate unstableness is the result of the great trust combinations or of political agitations we leave for another occasion to discuss. But it must certainly be evident to the thoughtful and unprejudiced that lower prices steadily maintained are vastly better, and will mean a truer prosperity. Even financially considered would it not be better in the long run, all things considered, if carpenters, for instance, earned \$2.00 per day for 300 days in the year, than to get \$3.00 per day and have employment but 200 days in the year?

Laurel Avenue Viaduct.
 It seems that the C. & N. W. railroad having begun the work of improving around the new depot intended not to stop until they have made a complete job of it. In the last dozen years we know not how many times the entrances to Laurel avenue viaduct have been repaired, not how much money has been expended thereon. But we do know that to the best of our memory the work has never been half way properly executed except possibly once, and then the approaches were not properly fixed. The last time, whether through the fault of the chairman of the street and alley committee or not does not matter now, the approaches were well arranged to carry down no end of mud either into the culvert provided to carry off the surface water or else landing it a mass of muddy slush or the planking under the railway tracks of the C. & N. W.

We congratulate the city therefore that there is to be a decided improvement in the shape of stone gutters. We only fear that the frost may disturb the position of the stones and require them to be relaid next spring. It still remains to be seen what the city will do to fix the roadbed to make it shed water, and stop the washing of clay under the bridge. Macadam of course, would be a proper plan, but that costs. If a layer of about four inches of broken stone were carted on this fall and spread in such a way as to well crown the bed the travel would soon crush the stone into the clay, and then if each year at a trilling cost a few inches of finer crushed stone is strewn along the center of the roadbed in order to keep it well crowned, we would find in two or three years a splendid roadbed at a small cost.

Political Problems.
 Without doubt the monetary question is a serious problem in our political affairs. Shall our standard be gold only, or shall it be bimetallic? And if bimetallic, shall the ratio be 16 to 1 or some other? On this great and we admit important question which so radically divides the two great political parties at the present time what per cent of the voters in either party could to day stand any really clear, intelligent and logical examination on the working of this or that monetary system? What per cent of them have ever given the question any thorough, scientific study, such as a man having decided to become a lawyer or a physician would give to his professional preparation? What per cent of them could give any clear reason for the political faith that is in him except that this or that or the other policy is the one advocated by his party, and therefore, of course, the correct one? However distasteful it may be to admit it, it is nevertheless the fact that most of us, especially in matters of citizenship, are but little better than sheep, ready to follow wherever the political bell-wether leads the way, and we jump whenever he jumps.

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