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Table listing contents of the supplement, including sections like 'L. ANTHROPOLOGY', 'II. AUTOMOBILES', 'III. BIOLOGY', etc., with page numbers.

THE EMANCIPATION OF LABOR.

One of the most significant achievements of the century which is now drawing to a close is the degree of social comfort and political power which have been won by the laboring man.

The dignity of labor, so called, has passed from a pretty theory to a recognized fact.

Despite the painful privations which result from occasional industrial depression; despite the wicked and oft-repeated lie of the social agitator, who would have us believe that "the rich are growing richer and the poor poorer"; and despite the assertion that paupers are multiplying in our midst—the fact remains that the dawn of the twentieth century will find the laboring classes possessed of a reasonable share of the good things of this life, and firmly established as one of the most powerful factors in the social and political world.

It was not always thus. Time was when labor and slavery were inseparable terms. The land and the man who tilled it were sold together. The serf behind the plow received much the same treatment as the ox in front of it, and there was little to choose between the huts of the laborers and the stalls of the cattle.

Coming down to as late a period as the eighteenth century, when manufacturing was yet done by hand, and most of it in the homes of the people, we find that the emancipation of labor was proceeding with slow and halting footsteps. The workman was dependent on the master to an extent that it is difficult to understand in the present day.

If we except the abolition of serfdom and the priceless blessing won by Magna Charta, it is safe to say that the nineteenth century has seen a greater uplifting of the laboring man than any, and perhaps all, that preceded it; and if one were to name the cause, he would have to point above everything else to the marvelous mechanical developments of the past one hundred years.

Labor, particularly in America, is self-respecting, intelligent, independent, and possessed of social comforts which a century ago fell to the lot of the rich alone. It has risen to the dignity of proprietorship, and the artisan is in a position to own his own home.

The enlarged opportunities which have come with the growth of machinery and manufacture have opened up the avenues to wealth and power, and labor has not been slow to seize the opportunities, grasp the wealth, and wield the power. The laborer of to-day is often the magnate of to-morrow.

In this country, at least, it is no empty boast that the highest position the nation can offer is open to the laboring man, and one such at least, by virtue of the grand opportunities of modern social conditions, not less than by his personal character and gifts, was able to qualify himself for the high distinction.

As regards the future, the advancement of the artisan will be best promoted by the closer union of labor and

capital. Every blow that has struck off the chains of the employed has clinched another rivet in the bonds which unite his interests to those of the employer. The positive identity of the interests of labor and capital is a fundamental fact which is slowly but surely receiving recognition, and the day is not far distant when labor itself will boldly give the lie to the social agitators and irresponsible demagogues who would have it believe that labor and capital are in the nature of things unalterably opposed.

It should never be forgotten that enlarged opportunities impose serious responsibility. There is a danger lest labor, exulting in its ever growing strength, should be tempted to use it for unlawful and selfish ends. To this temptation it will never yield if it remembers that the interests of society at large and labor and capital in particular can best be subserved by a conservative and fair minded use of those social and political powers which are the sign of its own complete emancipation.

NEW POSSIBILITIES OF ELECTRICITY.

No one has the temerity in this day and age to say what may or may not be done through the agency of electricity. Some of the foremost physicists and electricians in this country have made great strides in unfolding the character and capabilities of this subtle force, and have dared to expect to do things not even dreamed of a few years ago.

The same feeling pervades Europe, and much of the best work in this direction has been done in that portion of the globe. For some time past Mr. W. H. Preece, chief of the electrical department of the British postal system, has been making experiments in telegraphing through the air without wires, and with considerable success; but recently Mr. Preece has yielded the palm to a young Italian inventor, Guglielmo Marconi, whose experiments have demonstrated the superiority of his system of telegraphy without wires.

No description of Marconi's apparatus has been made public, but it is said to be very compact and capable of being used for military, marine and other purposes. It is believed that this system of telegraphy and signaling has capabilities within it that will astonish the world. Certainly, the limit of knowledge in this direction has not been reached.

Dr. Jagadis Chunder Bose, a professor of physics in the Presidency College, Calcutta, has done much experimental work of a similar character. He also is now in England. These two men are trying to reach the same goal, but, we judge, independently and by somewhat different paths.

ENGLISH RAILWAY HISTORY IN THE CHICAGO MUSEUM.

Visitors to the Chicago World's Fair will remember the magnificent historical display of locomotives and railway records which was exhibited by the Baltimore and Ohio Railroad. While the exhibition of locomotives was the most complete thing of its kind ever shown, the collection of historic records, which consisted very largely of the original drawings from which earlier locomotives had been constructed, was in its way of equal merit.

Mr. Stretton, it will be remembered, is the chief mover in the effort which is being made to establish a national railway museum in England, and it is safe to say that he is the best authority on railway