

newspaper and I advanced the money to the editor, keeping his stock as collateral.

"In addition to these two I took several other parties into the concern but kept the controlling interest myself. Well, the paper paid from the start. The editor sold out the other day with a clear profit of \$10,000, and the value of the stock has doubled again and again. The paper has now 5,000 more circulation than any other paper in Atlanta, and is has become a power in the state. I have not had much to do with it except in a political way. I wrote all the editorials in favor of a low tariff and I again wrote for it when we were making the fight against machine politics and also against the third party in Georgia. Before the convention some of the best papers in the state were for Hill and against Cleveland's nomination. I was in favor of Cleveland, for I believed that he would run his administration in the interest of those who were out of office rather than those who were in—in other words, in the interest of the people rather than of rings. Well, I was in New York on legal business during the campaign, and I went over by invitation to see President Cleveland, and I spent the day with him. We talked together over the situation in the south and in Georgia, but there was nothing said as to the cabinet. Shortly before the announcement of my name as secretary of the interior I was again in New York and I went to see him by arrangement. We had a half hour's chat together, and during this he offered me the position. So there you have the story."

#### THAT PENSION DECISION.

I here spoke to Secretary Smith as to his decision regarding the pension law of 1890 which is creating so much discussion among the soldiers of the United States. He said: "I made the decision because I believe it to be right, and the law will be carried out. It will result in a saving of something like \$30,000,000, for I am told that nearly one-half of the pensions granted under that act were illegally granted. The question is not a matter of sentiment with me. It is a matter of right. It is a matter of law. There is no doubt that my construction of the law is correct, and I can only go by the law. I have been advised by some that my action is open to criticism because I come from Georgia. This is ridiculous. Because I am from the south shall I not do right? I am merely the agent of Congress. I am to carry out the law which it enacts. If Congress should pass a law to give each man who was in the late war a certain sum of money, no matter how large, if it were possible it would be my duty to do it. But Congress has not passed any such law, and I can only act according to its instructions. I think the people are generally in favor of the decision and I don't think that my construction of the law has yet been disputed."

#### SECTIONALISM AND THE SOUTH.

"You are too young a man to have been in the confederate army," said I. "Yes," was the reply, "I was nine years old when the war closed. Had I been old enough I would probably have been a confederate soldier. But that makes no difference. I am as good a Union man as there is in the United States. Many people of the north have a wrong idea of the south. As for sectionalism, there is more of it in the

north than in the south. Henry Grady's speech, which created such a stir over the whole country, was only the utterance of the sentiments which had prevailed in Georgia for years and which he had been hearing about him every day. The fact that the north was enthusiastic over it was a surprise to the south. I don't mean to disparage Mr. Grady or his eloquence, but he told no new story when he spoke of the fraternity, patriotism and non sectional feeling of the southern people. Sectionalism has long been dead in the south. The people have a sentiment, it is true, for their heroes in that conflict. They revere their memory. They weep over their graves. They honor their brethren. But they do not mourn the lost cause nor feel antagonistic toward their country nor their brethren of the north. We have as good Union men in the south as you will find anywhere and we love the United States as much as any people in it."

#### THE FUTURE OF THE SOUTH.

"How about the future of the south, Mr. Secretary?"

"The south is a great empire," was the reply. "It is filled with marvelous resources. It has mineral and agricultural wealth untold and it has muscle and brains necessary to develop it. The south will grow right along. Our young people are workers—live, industrious and patriotic."

"How about the northern man in the south?"

"He is perfectly welcome and he has all the rights and liberties of any citizen. We have lots of good northern blood in Atlanta and the people in whose veins it flows are as much respected as our own."

#### THE NEGRO QUESTION.

"How about the negroes?"

"They are getting along very well. Many of them are becoming educated and not a few are accumulating property. They are better off now than they have been for years. The first election of Grover Cleveland had more to do with the improvement of the negro than anything else. It showed them that they need not fear democratic rule. As it is now the better classes of them are with the democratic party and they vote generally with the whites. Nearly all the bishops of the colored churches in my state voted for Cleveland."

"How about social equality? Will the two races ever come together?"

"No," was the reply. "The blacks are as proud as the whites, and are as anxious to keep separate. We have no white teachers in the colored schools in Atlanta, and the most of our Methodist churches will not employ white preachers. There is less mixing with the races in the south than ever before, and it may surprise you to hear that many of the pure blacks look down with contempt upon the mulattoes, whom they despise as being the products of the immorality of their ancestors."

#### WILL GO WEST.

"How about the west, Mr. Secretary? Have you ever traveled much through it?"

"No," was the reply. "I have never been west of St. Louis, but I intend to make a trip throughout the west as soon as I can. I want to visit some of the Indian reservations among other things, and I will, I think, go to Yellowstone

Park this fall. Next year I will probably go to the Pacific slope, and I want to go into the Indian territory and make a study of the Indians and their institutions as they are at home."

FRANK G. CARPENTER.

#### TIMOTHY AT THE FAIR.

CHICAGO, July 10th, 1893.—The great event of the past week was the reception of the Columbus caravels. These three vessels were made in Spain and are said to be as nearly as possible exact duplicates of Columbus' first fleet. They were sent over by the Spanish government to take part in the great naval review in New York harbor in April. Afterwards they were sent to Chicago by the way of the St. Lawrence and the great lakes. On Friday morning, July 7th, the government vessels at this port, accompanied by a large fleet of private vessels, went out to meet the famous fleet. Secretary Herbert of the navy was on board the naval vessel Michigan, and Secretary Carlisle went out in the revenue cutter Andy Johnson. Governor West of Utah accompanied Secretary Carlisle and his party. About three o'clock in the afternoon the fleet arrived at Jackson Park, and amid the deafening roar of canon and shriek of whistles, cast anchor in front of the Liberal Arts building.

I have inspected these vessels as they lay at anchor in the bay and the thing that impressed me most was the courage displayed by the great admiral in venturing upon a trackless and unexplored ocean in such small vessels. The Santa Maria, the largest vessel of the fleet, I would not consider a safe craft in a storm on the Great Salt Lake. It is a staunch looking vessel, but has every appearance of being top-heavy and unwieldy. The other two, the Nina and Pinta, are no larger than many of the freight vessels that sail on the lake; in fact I do not believe they are as large as some of the stock boats that sail over to the Islands. A Spanish naval crew came over with the vessels. Commander Victor Macencas y Palan is commander of the Santa Maria and the fleet. He is a hardy looking old seaman, and was sent over to personate the great admiral. These vessels, as they appear surrounded by many magnificent boats of modern construction, forcibly impress one with the daring and bravery of Columbus. One is not surprised that the sailors who left on this perilous voyage were inclined to mutiny and anxious to turn back. It seems a miracle that such a long and perilous voyage was accomplished in vessels of this character.

Many things on board the three vessels were made about the time that Columbus made his discovery. The cannon, several of the anchors, charts, and mathematical instruments, are all relics of the early days. The cannon on these vessels are scarcely larger than the toy guns used by the young Americans to celebrate the Fourth. They are all breech loaders, and although clumsily constructed are in good working order and were fired in response to the salute from Uncle Sam's vessels, on Friday. It is well worth a visit to the fair just to see these vessels, and nothing that one sees so clearly demonstrates the progress of the age, as a comparison of the Colum-