

HENRY GEORGE'S OWN STORY OF HIS CAREER.

Was Once a Sailor, Printer, Tramp, Editor, and Always an Anti-Monopolist.

This is Henry George's own story. He dictated it to a New York World reporter a few days before his death, and revised it carefully.

"I was born in Philadelphia in 1839," said Mr. George. "My father owned a bookstore and was a publisher in not very large way. Afterwards he was a clerk in the Custom-House and remained there quite a while. I myself began life in Philadelphia as a boy, working for \$2 a week in the office of an importer of crockery. I did writing, carried bundles or turned my hand to anything else there was to do."

"After that I went into the office of a marine adjuster, but I was very anxious to go to sea. My grandfather was a sea captain of considerable note in the early days of Philadelphia. He followed the sea from the time he was eight years old. He had taken part in the war of 1812, and had been captured by the British. I suppose I inherit my love of the sea from him or

while I made my way back to San Francisco as a steerage passenger. There I found Dave Bond, a Philadelphia printer whom I had known. He told me of work I could get to do at the printer's trade in Frank Eastman's establishment. It did not last very long, and afterward I worked in a rice mill as a weigner.

"When this failed I resolved to go to the mines in the interior of the State, and having no other way of reaching them I started out to walk. I was, in fact, what would now be called a tramp. I had a little money, but I slept in barns to save it and had a rough time generally until finally I made up my mind to return to San Francisco.

"When I got back I ran across Bond again, and again went to printing. They paid seventy-five cents a thousand, or \$20 a week, but as I was still a minor I got only \$12. George Thurston, who is now a captain in the regular army, was my foreman, and finally the paper

printed it as an editorial and were astonished to find that it came from one of the printers. I became a sort of reporter, but left that to work as a printer at Sacramento on State work for \$5 a day. There, by the way, I invested my savings in a mining venture and lost them.

"On my return to San Francisco I wrote an article for the Times, which resulted in my being made news editor, and I afterward became chief editor—place I held for 'n' year or so. From the Times I went over to the Chronicle, of which I became managing editor, but I did not like Charles De Young, and I went to the Herald. It was a new paper, and I came East in its interest. My wife had already come ahead of me to Philadelphia.

"This was in 1868, if I do not forget.

"At any rate it was just before they had completed the transcontinental railroad, and I crossed the plains in a four-horse mud wagon. I slept many nights sitting at the driver's side, and I was all the more impressed therefore when we reached the railroad and got a sleeping-car. We had to sleep two in a berth, however.

"I had come East to make a fight to get the Associated Press despatches for my paper. They were refused, and the Western Union finally gave orders abrogating an agreement it had made with me. It afterward attempted to keep my matter off the wires. I kept up this fight for the San Francisco Herald, both from New York and Philadelphia, until finally the paper

East or in England. The publishers laughed at the idea of there being a sale for a work on political economy written in San Francisco. My old partner, W. M. Hinton, who had a printing office in San Francisco, determined to risk it, however, and he printed an edition which sold for \$3 a copy.

"In January, 1880, I came East after the Appletons had agreed to republish the book here. I came on borrowed money, and left my family in California, but 'Progress and Poverty' was a success from the start. I have no idea how many copies have been sold. I think considerably over half a million. There were three editions in German alone, and there have been editions in Dutch, Spanish, French, Italian and even in Japanese and Chinese. From many of these, of course, I have never received anything at all."

"When asked about the trip to England and Ireland which he made about the height of the Land League agitation, Mr. George recalled the fact that he was twice arrested as an enemy of the English Government. He was in Connemara when the first arrest took place. This was at Loughrea, and the second was at a miserable straggling village fifty miles further on. It was this second arrest which most impressed Mr. George.

"The charge against me," he said, "was being a stranger and a dangerous character who had conspired with certain other persons to prevent the



from hearing my father talk about him. At any rate I went to sea, shipping as foremast boy on the old ship Hindoo, an East Indian of 500 tons burden. I sailed from right here in New York, leaving the foot of Thirtieth street, on North River, going to Melbourne and then to Calcutta.

"When I got back to Philadelphia after this voyage I was about sixteen years old, and I felt like staying at home a while. So I went into the printing office of King & Baird. There I learned something of the trade, but soon afterward I went to sea again, going to Boston and back in a small coal schooner.

"It was on this trip that I got the idea of going to California. I saw in the Delaware River a little side-wheel steamer that was being built for the light-house service. She was to be taken to California, and I made up my mind to go in her.

"As a matter of fact, I did go. Off Hatteras we were struck by a storm, which came near being the last of us. I remember it very vividly—how the squall drove the little cockle-shell now here, now there, now with this side touching the surface of the waves and now with that, while I and a negro deckhand worked together, throwing over bags of coal to lighten her. The sailing master hung on to the bridge, shouting to us through the speaking trumpet and barely able to make himself heard as he told us that the work we were doing was for life or death.

"We came through safely, but considerably damaged. Running along, we went into St. Thomas, then to Pernambuco and Rio Janeiro, and afterward to Montevideo. We did not go around the Horn, but through the straits of Magellan. It was a most impressive sight—the deep clear water around us and the snow-covered mountains in the distance. We ran upon a schooner which belonged to English missionaries who were praying and working with the natives. We saw a number of Terra del Fuegans, and they were not at all attractive. I heard afterward that the Patagonians killed and ate those very missionaries who were trying to convert them.

"We were short of coal, and in going through the straits we had to stop and cut cordwood.

"I landed in San Francisco in 1857, after the close of this trip. I had intended to go to Oregon, where I knew a family, one member of which was a niece of Governor Curry, but it was the time of the great Frazer River gold excitement, and I have never been to Oregon yet. I left the ship and joined the rush for the Frazer River region.

"I made my way in a topsail schooner to Victoria, which was then a Hudson Bay station. I found about 10,000 miners camping there. I also found that the stories of gold were largely false. After working in a store for a

SCENES AT HENRY GEORGE'S HOME, FORT HAMILTON, BROOKLYN.

got into bad financial straits and I returned to California.

"It was during my stay in the East that I wrote for the New York Tribune an article headed 'The Chinese on the Pacific Coast'—the first article I ever wrote on political economy.

"When I returned to San Francisco I found the Herald dying, and, as the printers were the only ones on it who could get money to live on, I went to work at the case.

"After this I edited the Oakland Transcript, and made a friend of Professor William Swinton. Governor Haight, who was fighting the Pacific Railroad, offered me charge of a Democratic paper, the Recorder, and I took it. It prospered, and I used the money I made from it in starting a penny paper in San Francisco.

"The articles I wrote, supporting Haight in his anti-monopoly fight, attracted attention, and about this time I also developed the idea which was afterward worked out in 'Progress and Poverty.'

"I published it first in a pamphlet called 'Our Land and Land Policy,' of which a thousand copies were sold at twenty-five cents each. More might have been sold, but when the edition ran out I determined to wait until I finally found work on the morning papers, and we paid our board.

"My next move was to Sacramento, where I worked on the Sacramento Union and did well. I sent for my wife, and it was there that my first child, Henry George, Jr., was born. I disagreed with the foreman of the office, and after doing so returned to San Francisco and with two other printers started a job office. I came near starving to death, and at one time I was so close to it that I think I should have done so but for the job of printing a few cards which enabled us to buy a little corn meal. In this darkest time of my life my second child was born. I gave up the job office and went back to subbing, managing to make a living that way until I began writing.

"The first thing I ever wrote for a newspaper was a story sent back to Philadelphia of how we had buried a man who died of yellow fever on the voyage when we were near Montevideo. About this time Lincoln was assassinated, and I wrote an article on it for the Alta California. They

were pressed for the money which had been borrowed to buy the press, and the sacrifices we were compelled to make determined me to retire. I held a small political office in San Francisco, by appointment for four years, and during this time wrote 'Progress and Poverty.'

"I could not find a publisher in the

payment of rent. The police surrounded me and forced me into what in some parts of this country would be called the hoodlum wagon. I was carried to the police station under a formidable guard, and after being cross-examined was locked up.

"From the window of my cell I could study the misery and squalor of the village, illustrated specially by the fact that it had thirty-two policemen, but only one pump to supply the entire population with water for all purposes. The police searched my trunk and found a copy of my book on the Irish land question, which they considered dangerous matter, I suppose.

"At any rate I was taken to the mansion of the squire for examination. I shall never forget the contrast it presented with the misery of the village. Well-dressed people were playing lawn tennis on its beautiful grounds. It had stately trees around it and an air of the utmost respectability and comfort. The squire sent me back to the subordinate magistrate and I was recommitted to the lock-up. In the mean time a telegram had been sent to London, and Mr. Gladstone I think it was, had ordered my immediate release. So I was turned out.

"I wrote a letter to the President, detailing the circumstances of the arrest, and on my return Secretary of State Frelinghuysen sent for me. He told me that the English Government was willing to pay me damages, but I did not want them. All I wanted was to make it as plain as possible just how things were usually done in enforcing English authority in Ireland."

The Muslim's Bible.

The Koran, as pronounced by the Muslim, is "Al Kur'an," "the reading." It is also called "The Book," or "The Bible." It is not a large book; it contains 113 chapters, about 6225 verses, 80,000 words, and 388,606 letters. The proportion of letters to the number of words seems small, but it must be remembered that in the Arabic of the Koran the vowel points are not indicated. The names of the chapters are selected from some word in the text, just as the Pentateuch was divided by the Hebrews.

The language of the Koran is Arabic, and when it is translated into any other language by the Muslims the original always accompanies it.

THE REALM OF FASHION.

In spite of its long season of popularity, says May Manton, the little jacket still holds its place. The costume given in the illustration has the



MISSSES' WAIST WITH JACKET.

merit of being singularly well adapted to youthful figures while it is so simple as to be easily made. As shown the material is light-weight novelty of



CIRCULAR CAPE OF HEAVY BLACK ASTRAKHAN CLOTH.

silk and wool in a rich blue color. The trimming consists of fine black mohair braid arranged in straight bands. The full bodice is mounted on a fitted lining which is composed of the usual pieces and shows the usual seams. On it is arranged the plain yoke below which fits the full portion which is drawn in at the waist in gathers. The closing is effected invisibly at the centre-back and the neck is finished with a straight collar showing an upstanding ruff of lace at the back.

The sleeves are two-seamed and snug fitting except for the slight puff at the shoulder. The jacket is made entirely separate and has revers which are self-faced, and curved epaulettes which add breadth to the shoulders and so greatly enhance the effect. It is lined throughout with silk, both the revers and epaulettes having an entire lining of light-weight tailor's canvas. At the waist is worn a pointed bodice of the material closely banded with the braid.

The skirt is cut in the latest style and is five-gored with the new fan back. It is fitted smoothly across the hips and front, and laid in deep underlying plaits at the back to give the necessary spring. The trimming is arranged in hoop effect, but can be varied to suit the taste. The skirt is lined throughout with percale and has an entire facing of hair cloth six inches in depth.

To make this waist and jacket for a miss of fourteen years will require two and one-fourth yards of forty-four-inch material. The jacket alone calls for seven-eighths of a yard. The skirt will require three and seven-eighths yards of the same width goods.

Ladies' Circular Cape.

No other model, according to May Manton, ever entirely supersedes the simple, circular one for the cape of general wear. The one shown in the double column picture is slightly longer than those of last year and has a high Medici collar as a finish.

The material is heavy black astrakhan cloth which is quite plain and untrimmed. There is a single seam in the cape proper and one in the collar, both at the centre-back. The closing is effected invisibly by means of coat hooks and eyes. The model is lined throughout with satin. The edges are simply seamed and turned. Cloth, both with plain and rough surface, is appropriate.

Silks of all sorts, plaids, Roman stripes and figures, as well as plain satin, are used for linings. Where plain cloth is chosen the finish may be

braid stitched or in rows or simple machine-stitched bands of the same.

To make this cape for a lady in the medium size will require one and one-half yards of fifty-four-inch material.

Neckwear.

The fancy ribbon tied round the neck in a bow at the back is pretty and becoming, but with stylish women is a fashion of the past, says Toiletties. For ordinary wear a puffed band of silk round the neck, with two pointed ears of silk embroidery falling over each side, or a frill standing out all round, is a becoming finish. A plain band with a velvet frill cut in a circle about three inches deep is a durable finish; the inner line of the circle should fit the collar, then the frill sets in flutes all round without any extra fulness next the throat; this may have a fine wire inserted in the edge so that the flutes may be arranged and kept regular. The velvet must be lined with silk either of the same or some pretty contrasting color, and a smarter effect is obtained if the edge is finished with a narrow jeweled passementerie. A full ruffle of lace or double chiffon with a rosette of the same, or a small bunch of flowers each side the neck, from which fall fan-shaped pleatings, is dressy and becoming; as also are ruffles composed of narrow velvet, finished by a jabot of lace in front.

Long Coat For a Child.

Long coats are undoubtedly the favorites for wee tots' wear. In common with the wraps and gowns of their mothers, their materials are remarkable for richness before all else, but



CHILD'S COAT.

velvet, as shown, or the epaulettes may be of the material either fur or braid bound.