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## INDUSTRIAL EUROPE SEEN THROUGH AMERICAN EYES

### Switzerland's Happy Condition, with Her Initiative and Referendum, Freedom from Beggars and Diffusion of Wealth.

By JAMES MASON.

Lausanne, Switzerland, July 30, 1904. The past year has been a year of industrial conditions in Europe is not so important as the size of the country and the number of her inhabitants. Here is a republic almost surrounded by monarchies. The territory—less than 16,000 square miles—is about the size of Massachusetts, Connecticut, Rhode Island and a narrow slice off the lower end of Vermont or New Hampshire, or, say, less than a third of the area of Michigan. But her 3,500,000 inhabitants are industrious and well-educated, and the fact that imports continually exceed exports shows that she is also a profitable investing country.

The successful struggles of the Swiss for independence is history. The glorious freedom, enjoyed by the sturdy peasants in the little valleys, nesting between the snow-capped peaks of the Alps, made them brave to do and dare, and now they enjoy the blessings of popular government to be found in no other place in the world. French, German and Italian are spoken, though French more generally preponderates, and the national assembly may arise and address the chair in any one of them.

Switzerland's most prominent asset is her mountains. It is because of the Jungfrau, the Matterhorn, Mt. Blanc and many others, on the top of which snow and ice is to be seen all the year round, that there are scattered from one end of the country to the other 2,000 lakes and hotels, with sleeping accommodations for 150,000 tourists, who pour into the purses of the landlords a steady stream of wealth.

Yet her manufactures are not to be despised, and though Switzerland is not a power of coal, there has been found in her mountain streams fuel for the melting snow the cheapest power in the world to turn the wheels of commerce, whether for factory machinery or traction needs. Many of these torrents are now converted into electric energy, so, though no smoke is ascending from tall chimneys to blacken and deface the landscape and befoul the air, still the throbbing hum of industry is an unheard sound in this little republic.

Yet while Switzerland exports annually billions of dollars' worth of watches and clocks and manufactures of silk and cotton goods, her important wealth, after all, is her agricultural communities, whose members, while pursuing the occupations of farmers and herdsmen, find time—or at least the woman does—to make millions of yards of beautiful hand lace to adorn the homes and persons of other people. In the one time alone of embroidery, government statistics show an annual export of \$25,000,000 in value, which, after all, does not tell the whole story, for the tourists buy all, and these purchases, amounting in the aggregate to a very large sum do not figure in official reports.

I saw little agricultural machinery in Switzerland. Most of the hay was being cut with scythes, in the lowlands the men working in gangs, the women following and tossing the hay about. The hillside farming was all hand-work. When on their knees, seeding was a common sight. The children minded the herds of cattle on the uplands. While people in the villages were harvesting, others, on the phoenix just above, were just planting. At one sweep she could get views of all the scenes.

No beggars to be seen.

I have seen not a single beggar in Switzerland. Everybody—old or young—had something to do at some stage. The simple habits of life make the cost of living extremely low, and here, as in other countries, the cost of living governs the rate of wages.

Perhaps the fact that the Alpine pastures are common property has something to do with there being no unemployed. There are nearly 5,000 different mountain pastures on the steep hillsides—enough, in fact, to feed 275,000 cows, and one-third of these are controlled by the communes in the interest of the humblest citizen. Others are owned privately, but the government has taken control of all forests and forests, preventing the exploitation of the public in the interest of the stockholders of companies, and so preventing the extension of wealth and woe to be seen elsewhere. Yet there are rich people in Switzerland.

## A FACTOR

The rules, methods and regulations that are necessary to handle all the machinery in the world are the factor in placing the toiler on a superior in intellectual plane than their ancestors.

Not to devote at least a paragraph, even in an industrial letter, to Swiss scenery, would be an unpardonable sin. I have already remarked that her mountains are Switzerland's greatest asset. Without the studies of tourists daily throughout June, July and August, the country would be a desolate waste. The need of wraps, and to seek sunny spots for warmth, to look down upon smiling valleys on the right and left, while facing an impassable barrier of ice, and backed by another barrier of freezing, rugged, rocky peaks—this is an experience worth having, a view of nature at its grandest exhibition of silent power.

In the remote stone age a sturdy race built their homes on piles over the Swiss lakes. They did not live entirely on fish and game, but when the summer sun melted the snow from the adjacent valleys they cultivated the soil as well. From that time at least—how much farther back no one knows—the Alps valleys have supported a teeming population, until today there are over 200 inhabitants to every square mile of dry land, where every child is given a primary education free, and with universities crowded with ambitious students from other nations, such as Russia, not to liberty loving or advanced.

How much the Swiss people are indebted for their intellectual superiority and freedom from monarchical rule to the influence extended by their mountains, but at the same time a life study. Yet I doubt not it has had its influence on character and has helped to make the Swiss what they are. And, too, these same mountains have been barriers to too frequent invasions of predatory races; though more than once the country has been overrun by hostile nations, suffice it to say that, whatever may be the reason for Switzerland's happy condition, she serves as an example to other nations, individually and politically, and even the people of the United States may learn a lesson or two from her history.

In my next lesson I shall treat of industrial conditions in Germany, and particularly of primitive methods still pursued in the Black Forest.

## INDUSTRIAL REFORM

(By a Workingman)

Our slogan is: "The product of the labor of the toiler for the toiler."

## ANOTHER MERRIAN

The products of the labor of the toiler for the toiler, and no small wage as possible for the toiler.

## DIVINING

Every man may or may not know that he is living up today in one or the other of these two great armies.

## THINK

And it would be a good thing for every toiler to think a little over these two slogans that we have quoted above.

## EXAMINER

This is a hard word for the average toiler to understand, but if the toiler instead of improving their condition in the way of their work, they will have to become thoroughly acquainted with the main principles taught by political economists today.

## MECHANIC

A few years ago the toiler knew very little about mechanical inventions, but since we have entered upon the age of modern machinery it is nothing less than a miracle to see how easily the toiler can manage the most delicately constructed machinery.

## WHAT TOILERS DO

Yet this is exactly what the toiler does. They are Liberal or Conservative because their fathers did, and they read in the papers that the Trades and Labor Union "have a pointed a delegation to wait on the government to urge them to pass such and such a law in the interest of the toiler."

## WHY!

Why did our forefathers struggle so hard for every toiler to have a vote in the government of his country if they don't use it?

## NO PROPERTY

No property is needed for a toiler to qualify for a candidate for the Provincial House of Parliament, yet the toiler has not a straight labor vote in the government of his country if they don't use it.

## TIME

It is time the toiler did use the vote that he has, and that he should be heard for every toiler to have a vote in the government of his country if they don't use it.

## OUR FATHERS

I suppose the reason we don't do this is because our fathers did not do it. They were not so far-sighted as we are, and as the old parties succeeded for them they will do very well for us.

## ELECTRIC LIGHT

Our fathers did not have their streets lighted by electricity, but we would ridicule the alderman that would dare to propose a law to have our streets lighted by gas, same as our fathers had.

## PANLY

Fancy an alderman proposing in our City Council that because our forefathers used the horse car we should abolish our electric car system and see the horse cars again just because our fathers did.

## I WONDER

I wonder how long the toiler will be before they can see that they can be represented in our legislative halls, and have a voice in the laws that are passed or will they keep on voting forever for the old parties because their fathers did? If they are so married to the past it is unfortunate that they could not have married the same wives as their fathers did. So that they could have loved the same old love in the same old way.

## TOILERS

It is time the toiler in Canada realized that now is their golden opportunity to have a voice in Canada's destiny.

## LAW

If the toiler are not interested in having a voice in the making of the laws that govern Canada, why they shouldn't kick if they don't suit them.

## CHRISTIAN COUNTS

If this is such a Christian country as we are told it is, it is surprising we need no Christmas.

## A MOTOHMAN'S STORY

I headed "A Street" one night as I was leaving work. I had not seen of the car very long before I was looking off my own case and got down to the street.

"This has been a very long day for your work the rain that has been coming down all day must have made it very hard work for you stopping the car. Yes, to be sure, the rain made it a very slippery, and those old wheel brakes on the one-track cars makes it worse work for a man."

"In other cities they are using first-class air brakes and the old hand brake has done for it. He said when anyone gets killed by the cars and they hold an inquest you hear a lot of talk about the kind of the car, but you don't hear a word about the kind of the driver."

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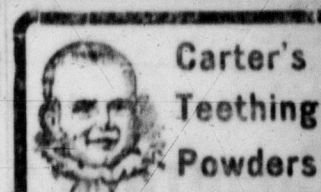
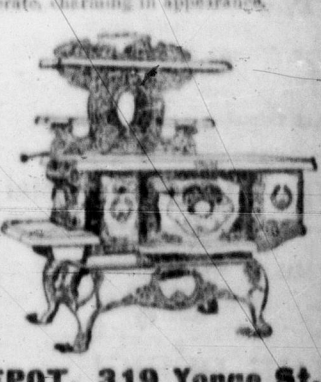
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