

ARE GAINING IN FAVOR

OBVIOUS ADVANTAGES OF DISCRIMINATING DUTIES.

The Element of Permanence Vitally Important in any System Devised for the Restoration of the American Merchant Marine.

There is abundant reason to believe that among practical and far-sighted men the policy of protection to American shipping, by means of discriminating duties upon imports in foreign vessels, is rapidly growing in favor. Shipbuilders who have hitherto expressed doubts as to the wisdom of adopting this policy, and have leaned toward some form of subsidy or subvention, now express the conviction that the policy of discriminating duties is the only one likely to be effective and of permanent benefit. They recognize the fact that subsidies are difficult to obtain from congress; that they are unequal in their operation, favoring a new and affording little or no protection to the many; that the subsidy measures heretofore passed by congress have originally been so imperfect as to require radical amendments; that the arguments in favor of subsidies are easily controverted, and that this form of protection would not accomplish the desired end—the restoration of the shipbuilding industry and the creation of shipowning organizations.

Subsidies might prove beneficial to shipbuilding plants fully equipped for the construction of passenger steamers, either large or small, for subsidies would tend to encourage the building of such ships. But the demand for passenger vessels is comparatively limited, and it is not likely to increase greatly, owing to the competition of foreign ships either already on the lines or which could easily be diverted to such service from other routes.

What is imperatively needed is such a system of protection as will enable shipbuilders to devote their attention to the manufacture of vessels suitable

for cargo carrying. Plants equipped for the construction of such ships need encouragement to enlarge their facilities without materially augmenting the cost of their permanent force employed in drafting, molding and other operations incident to ship construction. It is essential to economical shipbuilding that two or more vessels of precisely equal dimensions and form shall be under contract at the same time, so that multiples of every part can be prepared with only the additional cost of the material. Vessels so built would be uniform in every respect, perfection in model and workmanship and material would be attained, the reputation of the builder would be established, and this economical plan of construction would enable him successfully to compete with foreign builders and thereby secure profitable contracts.

CURIOSUS REASONING.

In view of the great number of steamships now seeking business and the rate at which the shipyards of the world are augmenting this number, there is no subject that demands less attention from congress than that of providing vessel room for our exports. —New York Journal of Commerce and Commercial Bulletin.

Such is the conclusion of a free-trade writer after reviewing the maritime situation with especial reference to the proposed establishment of a new Danish line of steamships to handle the direct trade between United States and Russian ports. Foreigners stand ready to flood us with cheap ships and cheaper sailors; therefore, why bother our heads about American-built ships flying the American flag? It is an argument as old as free trade itself; an argument to bring joy to the hearts of foreign shipowners and incite them to a substantial recognition in the form of sustained and increasing advertising patronage.

By the same token, why should any consideration be shown to any form of American industry? Why maintain any American industries? Why not close all our mills, factories and workshops? In view of the great number of mills, factories and workshops in Europe which stand ready to step right in and take possession of this great American market with their products of cheap labor, there is, by a parity of reasoning, "no subject that demands less attention from congress than that of providing" employment for American labor and capital in manufacturing enterprises!

It so happens, unfortunately for free trade newspapers which derive important revenues from foreign shipping in-

CONGRESS MUST ACT.

American Shipping Interests Lack Only Favoring Legislation.

Another field in which the "state" can take a hand is in behalf of the shipping industry. It appears that some remarks which were recently passed concerning the revival of shipbuilding in this country and the increase in the number of yards competent to turn out vessels of large tonnage have induced an English journal to assert that British builders really have little to fear in American competition. That is quite right; the United States is not much of a rival to anybody today in any branch of the shipping industry. The facts are, however, that we have several merchant vessels of tolerably good size on the stocks or in the water. We have the facilities for making cheap iron and steel, and we are selling plates, indeed, to the shipbuilders of Great Britain. We have, too, such authorities as Andrew Carnegie recommending the investment of capital in this industry.

We yet lack scarcely anything but favoring legislation, and we ask for no more of this than the people of other countries receive. As much as they get, however, we must also have, and then we will probably still be at some disadvantage, since our shipowners must pay higher wages to engineers, firemen, officers and crew than is paid on English or Norwegian ships. The fanciful idea about higher wages under the American flag will probably work itself out after awhile, but we have got to reckon with it now whenever it is a question of industry under our laws. We are told that it is "a poor showing" for the United States as things stand today. We know it is, and for that reason we are asking congress to "do something" for the American ship. It has been invited to take a hand here for a long time, but we still have nothing except the mail subsidy law of 1891.—Philadelphia Manufacturer.

Under Two Administrations.

"It has rarely, if ever," writes Henry Clews in his weekly Financial Review, "been the good fortune of a government to close a costly war with \$216,000,000 of cash in the treasury and 76 per cent of it in gold." Nor can it be said that this great surplus is borrowed money, for during the first eight months of the calendar year the exports of merchandise have exceeded the imports by \$352,000,000, while for the same months of 1897 the surplus was but \$95,400,000, and for 1896 but \$109,700,000. The credited balance of the year has been offset by net gold imports of \$92,400,000, leaving a net credited balance of \$259,800,000, or at the rate of \$316,400,000 per annum. Yet it was only three years ago that a Democratic administration was, in time of profound peace, borrowing millions at enormous discounts in order to keep up the cash reserve on which depended the nation's credit.—Burlington Hawk-Eye.

Discussing a Dead Issue.

On so recent a date as October 28 the Louisville Courier-Journal gravely discusses the question whether the wool growers of the United States have been benefited by the wool duties of the Dingley law and whether there ought to be any tariff at all on wool. Of course the C.-J. reaches a negative conclusion in both cases. Such a discussion is time wasted. If there was one thing more than another that condemned the Wilson law in the eyes of the American people, that one thing was its free wool clause. The question is dead and buried. It will never be resurrected. No party platform will ever again advocate free trade in wool. There may be honest differences of opinion as to the amount of duty to be levied upon imported wool for protective purposes, but as to the main question, whether wool should be protected, it has been settled in the affirmative once for all.

Germany's Cheap Labor.

Lower the tariff according to Democratic ideas and American workmen will soon find the country flooded with the productions of Germany's cheap labor. Germany, notwithstanding the Dingley tariff, is actually forcing some of her productions into this country because of the cheapness of labor. Our tariff has not even stopped the sale of German sugar to America. It comes in spite of all competition. For the year ending June 30, 1897, the sugar exported from the Breslau district amounted to \$298,909. The price was then 1.923 cents a pound. It is now sold at 1.869 cents for raw, in addition to which the manufacturer gets an export bounty.

This is a matter that should be considered immediately by the workmen of this country.—Buffalo News.

Protection and Trade Balances.

The Dingley tariff law is working well. It is not only a good protection law, but under its operations the balance of trade is heavily in our favor. For the eight months ending Aug. 21 last a decrease of \$119,913,739 is shown in the imports of merchandise, as compared with the same period last year, and an increase of \$136,976,095 in the exports. During the same time the imports of gold increased over \$90,000,000 and the exports decreased nearly \$23,000,000. There was also a decrease of \$938,070 in the silver imports and a decrease of \$3,742,739 in the exports.—Carrollton (Ohio) Republican-Standard.

Is It Chance?

Why is it that good times always happen under Republican rule? Is it chance? If it is, why isn't it a business proposition to take more chances? —Great Falls (Mont.) Leader.

FOR BOYS AND GIRLS.

SOME GOOD STORIES FOR OUR JUNIOR READERS.

Fatty's Morning Glories—A Small Boy's Scheme—Remarkable Example of Old Age—How the Cinderella Legend Originated—The Musical Cat.

Fatty's Pic.

When Mary Ann was cooking once Our Fatty made a pie; She took some flour and water And some butter standing high; And then she took some sugar, 'cause She says she likes things sweet, And sprinkled on the rolling board All that she didn't eat.

She rolled it out a long, long time, With suit, a little bit; And dropped it four times on the floor, She doesn't think pie plates made of tin Are pretty, so she took A small, red flower pot saucer Which was better for the cook.

She filled her pie with half a pear, Two raisins and a date; Then put it in the oven, and Forgot it till quite late. It was not burned, for Mary Ann Had taken care of that; So Fatty gave a party to The chickens and the cat.

Patty's Morning Glories.

"Please, mamma!" persisted Patty, when the wise mother forbade her little daughter planting morning-glories under the pantry window. "I won't let them grow into the window, or tangle themselves in the blinds, or make anybody trouble. Truly, I will train them every day. Please, mamma!"

So Patty had her own way. Patty was very fond of having her own way. It was one day in September that Patty sat on the back steps dolefully regarding a row of disgraceful morning-glories that climbed into the pantry window, tangled themselves in the shutters and swung into every nook and corner where they were not wanted.

"Haven't I told you as many as sixty times you mustn't climb into that window?" scolded Patty. "Haven't I trained you and twisted you and spent hours and hours trying to teach you to be good? I thought maybe it was the sugar cookies, and the cook hasn't made anything but gingerbread for a week—oh, dear!"

A vagrant breeze brushed past the slender cords, shaking all the heart-shaped leaves until, twinkling and laughing in the sunshine, they seemed to laugh at Patty.

"What makes morning-glories so stubborn, anyway?" asked Patty with a deep sigh.

At this the morning-glories sobered down directly and spoke quietly, so quietly that Patty heard their voices in the stillest places of her heart.

"Sometimes little girls are just as stubborn as morning-glories."

A Small Boy's Scheme.

A small boy who is not familiar with rural ways was taken by his fond mamma for a brief stay in the country. On a farm in a neighboring county he waxed fat and suburban, and picked up a wondrous store of astonishing experience. One day the farmer smilingly said to his mother: "Just ask your boy what he hid two eggs in the stable for." So, at the very first opportunity, the mother said to the six-year old:

"My dear, what did you do with those eggs you took from the hen-house?"

"Oh, mamma," replied the boy, "I didn't want you to know about it."

"Why, it's all right," said mamma. "I only want to know what my boy did with them."

"I hid them in the stable," said the little fellow.

"And what for?"

"'Cause it's my scheme."

"Your scheme? And what is your scheme?"

"Why, you see, mamma," said the little philosopher, "when eggs is hatched in a chickenhouse, they is always little chickens, an' I fink if they was hatched in a stable dey might be little horses!"

Origin of the Cinderella Legend.

The story of Cinderella apparently owes its origin to an Egyptian legend. Rhodope, a very beautiful maiden, lived during the reign of one of the twelve kings of Egypt. One day she went to bathe in a beautiful river, and left her shoes, which were very small, on the bank thereof. An eagle pounced down upon them, and bore one of them off in his talons; and, acting the part of the fairy godmother, when flying over Memphis, where the king was staying, let it fall directly at his feet. Its small size and beauty attracted the attention of the sovereign, and he immediately despatched envoys to discover its owner. Rhodope was eventually found, and was carried to Memphis in triumph, where she became the queen of King Asammeticus.

Remarkable Example of Old Age.

Probably the most remarkable example of old age is furnished by Thomas Parr of England. "The Old, Old, Very Old Man," as John Taylor calls him. When 80 years of age Parr married his first wife, by whom he had one son and one daughter. About this time he was in the prime of his vigor of mind and body. When Parr was 112 years of age his first wife died, and ten years later he married a second wife. For thirty years afterwards he lived the life of a husbandman. At the age of 130 years Parr used to thresh out the corn on the barn floor and he lived the simple and abstemious life of a small farmer. At length the fame of the wonderful old man reached the ears of the second earl of Arundel, who

brought Parr in a litter by easy stages to London in September, 1635. The wonderful vitality of the old man was the marvel of the age. He was presented to the king and afterwards exhibited at the Queen's Head in the Strand.

All these changes, however, had an injurious effect on his health. He missed the invigorating air of his native Shropshire, and the constitution which years seemed powerless to affect, gave way before the noise and excitement of London, and a superabundance of rich diet, of which Parr partook with his characteristic indifference to consequences.

The old man died in November, 1635, aged 152, and was buried in Westminster Abbey, where an inscription records the chief circumstances of his remarkable life, and mentions the fact that he lived in the reigns of ten monarchs.

The Musical Cat.

Judging by the shrill, unmelodious "meow" with which the feline race makes known its temper, its wants and its woes, one would not give the ordinary house cat credit for possessing knowledge of even rag-time music, much less classical operas and oratorios. But it seems that Pussy's voice is by no means indicative of her tastes and mental acquirements, and if in a musical program gotten up for here benefit, you were to substitute "How I Love My Lou" for the Tannhauser march or a chorus from "Faust," thinking she would never know the difference, you would be pretty apt to get yourself into trouble.

At least we have scientists' word to that effect, and it is never advisable to contradict a scientist. And these scientific investigators go still further, and maintain that although to uncultivated ears Pussy's wails are not particularly pleasing and inspiring, they are, nevertheless, replete with musical quality, being given in perfect time (the scientists here undoubtedly refer to the number of beats to a measure rather than to the divisions of the day and night), and embellished with scherzos, trills and crescendos fit to break your heart. And when it comes to purring Pussy's tones are sweeter than the softest lullaby.

Scientists may be right about the purr, a soft, deep-toned, gentle hum being often soothing to jagged nerves, but as to the caterwauling—well, everybody to his taste. All things considered, it seems quite probable that some cats are more appreciative of our music than we are of theirs. We have it on good authority that several of these feline musical prodigies are residents of Chicago. One of them lives in a fine house in North State street.

Her mistress is particularly fond of her, and at the musicals which are frequently given there Mrs. Pussy is always given a chance to show off her musical ability—that is, so far as listening and criticizing are concerned. This cat not only enjoys good music, it is claimed, but has her favorite airs, and as soon as the chords are struck on the piano or guitar or uttered by the human voice she manifests her pleasure in various ways, such as rubbing her soft fur against the performer, swaying her tail gracefully in accompaniment and purring in joyful appreciation. The cat is a thoroughbred Maltese. Her mistress declares that when she was a tiny kitten so many evidences of Pussy's musical talents were apparent that it was deemed proper to cultivate them. Her education has therefore received constant and careful attention. The results, it goes without saying, are exceedingly satisfactory.—Emma M. Wise.

The Oldest Family in the World.

About a dozen of the 400 barons in the British house of lords date back to 1400, the earliest being 1261. The oldest family in the British Isles is the Mar family of Scotland, 1093. The Campbells of Argyll, to whom belongs the present Duke of Argyll, began in 1190. Talleyrand dates from 1199, Bismarck from 1270, the Grosvenor family, the Dukes of Westminster, 1066; the Austrian house of Hapsburg goes back to 952, and the house of Bourbon to 864. The descendants of Mahomed, born 570, are all registered carefully and authoritatively in a book kept in Mecca by the chief of the family. Little or no doubt exists of the absolute authenticity of the long line of Mahomed's descendants. In China there are many old families, also among the Jews.

When it comes to pedigrees there is one gentleman to whom the world must take off his hat as a great and only none-such. This is the Mikado of Japan. His place has been filled by members of his family for more than 2,500 years. The present Mikado is the one hundred and twenty-second of the line. The first one was contemporary with Nebuchadnezzar, 666 years before Christ.

The World's Greatest Crop.

The average man if asked what is the most important crop of the world would unhesitatingly say, "Wheat." This is true in this continent, but far from the case in the world as a whole. The first place must be given the potato. Of all the staple crops of the world the annual crop takes more than 4,000,000,000 bushels, against 2,500,000,000 bushels of wheat and 2,600,000,000 bushels of corn. Of the total potato crop Europe produces fully seven-eighths, and one-half times as much asher wheat, and all the cereals together are but 50 per cent more.

To open an oyster, the force required appears to be 1,319½ times the weight of the shell-less creature.

The family of the late M. Pavis de Chavannes have decided to present his drawings to France. They will be divided among a number of museums both in Paris and the provinces. Thus the studies for the pictures in the Hotel de Ville are to go to the Municipal museum and the museums of Amiens, Lyons, Marseilles and Poitiers are to receive the studies for the pictures by the master that respectively adorn the public buildings of these towns.

Miserable—The woman who has a secret to impart and no one to tell it to.

Rheumatism

Is caused by acid in the blood. Hood's Sarsaparilla neutralizes this acid and cures the aches and pains. Do not suffer any longer when a remedy is at hand. Take the great medicine which has cured so many others, and you may confidently expect it will give you the relief you so much desire.

Hood's Sarsaparilla

Is America's Greatest Medicine. Price \$1. Prepared by C. I. Hood & Co., Lowell, Mass. Hood's Pills cure sick headache. 25 cents.

The Baltimore Sun says that the late William B. Smallbridge of Glenville, W. Va., a veteran of the civil war, carried a bullet in his heart for thirty-seven years. His death was no due to the presence of the bullet, and, in fact, he never suffered any inconvenience from it. Before his death he asked his physician, in the interest of science, to make an autopsy in order to find the bullet. The physician did so, and found it imbedded in the heart.

"New York," says the Baltimore American, "is the greatest money center in the world. It controls more cash, directs more undertakings and amounts to more in the sum and activity of human progress than any other place in the entire world at any time of the world's history. Baltimore extends to the big neighbor the compliments of the season, and may her greatness continue to grow."

\$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of Testimonials. Address F. J. CHENEY & CO., Toledo, O. Sold by Druggists Everywhere. Hall's Family Pills are the best.

No man ever grows his whiskers to grow long enough to conceal a diamond pin.

Joe's Cough Balsam is the oldest and best. It will break up a cold quicker than anything else. It is always reliable. Try it.

The thread of an argument often implies that the whole is merely a yarn.

Honest grocers prefer to sell honest soap. Diamond "C" Soap is honest, economical, every way desirable.

It is said that about \$120,000,000 is spent for Christmas gifts every year, in this country.

For Lung and chest diseases, Fiso's Cure is the best medicine we have used.—Mrs. J. L. Northcott, Windsor, Ont., Canada.

A servant girl in a Birmingham family was taken to task for oversleeping herself. "Well, ma'am," she said, "I sleep very slow, and so it takes me a long while to get me night's rest."—Tid-Bits.



THE EXCELLENCE OF SYRUP OF FIGS

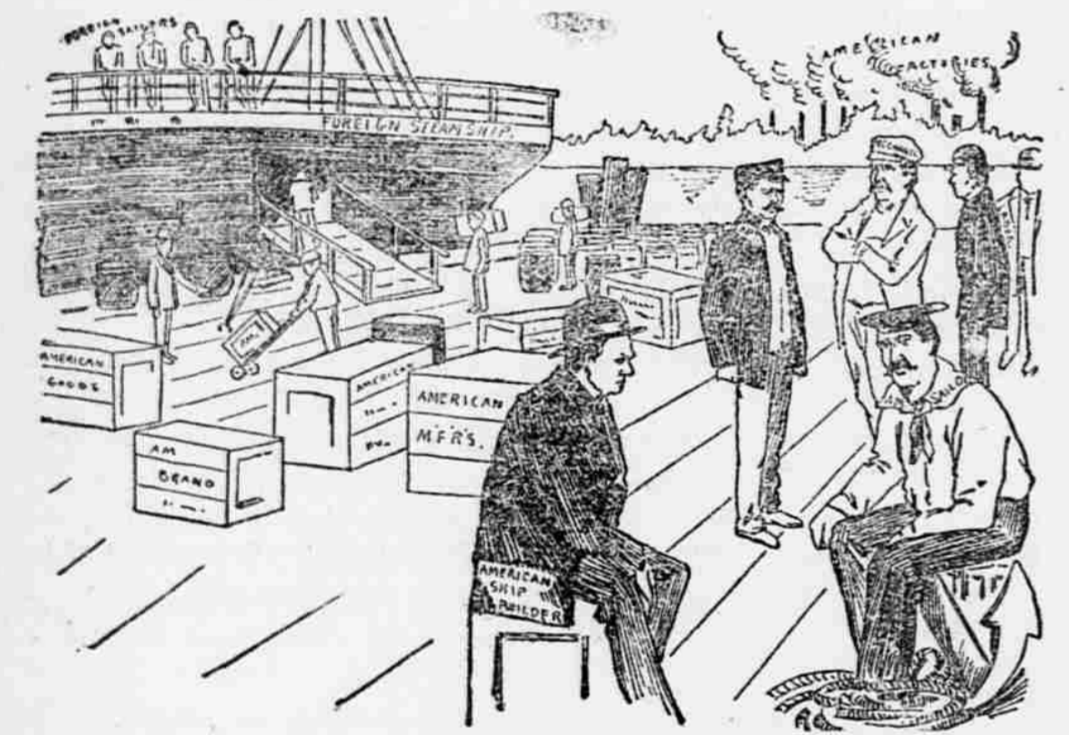
is due not only to the originality and simplicity of the combination, but also to the care and skill with which it is manufactured by scientific processes known to the CALIFORNIA FIG SYRUP CO. only, and we wish to impress upon all the importance of purchasing the true and original remedy. As the genuine Syrup of Figs is manufactured by the CALIFORNIA FIG SYRUP CO. only, a knowledge of that fact will assist one in avoiding the worthless imitations manufactured by other parties. The high standing of the CALIFORNIA FIG SYRUP CO. with the medical profession, and the satisfaction which the genuine Syrup of Figs has given to millions of families, makes the name of the Company a guaranty of the excellence of its remedy. It is far in advance of all other laxatives, as it acts on the kidneys, liver and bowels without irritating or weakening them, and it does not grip or nauseate. In order to get its beneficial effects, please remember the name of the Company—

CALIFORNIA FIG SYRUP CO. SAN FRANCISCO, Cal. LITTLEFIELD, Ky. NEW YORK, N. Y.



Meat smoked in a few hours with KRAUSE'S LIQUID EXTRACT OF SMOKE. Made from hickory wood. Cheaper, cleaner, sweeter, and surer than the old way. Send for circular. E. KRAUSE & CO., Milton, Pa. DROPSY NEW DISCOVERY: the quick relief and cures worst cases. Send for book of testimonials and 10 days' treatment free. Dr. H. B. GREEN'S BUREAU, Atlanta, Ga. WANTED—Cases of bad health that B-I-P-A-S will not benefit. Send 5 cents to Ripans Chemical Co., New York, for 10 samples and 100 testimonials.

A CONDITION OF ENFORCED IDLENESS.



for cargo carrying. Plants equipped for the construction of such ships need encouragement to enlarge their facilities without materially augmenting the cost of their permanent force employed in drafting, molding and other operations incident to ship construction. It is essential to economical shipbuilding that two or more vessels of precisely equal dimensions and form shall be under contract at the same time, so that multiples of every part can be prepared with only the additional cost of the material. Vessels so built would be uniform in every respect, perfection in model and workmanship and material would be attained, the reputation of the builder would be established, and this economical plan of construction would enable him successfully to compete with foreign builders and thereby secure profitable contracts.

It is said that there is not now a duplicating plant in this country which is equipped for the economical construction of cargo steamers in the manner above indicated. And yet there is scarcely a yard, at least on the Atlantic seaboard, which cannot build a steamship as cheaply as it can be constructed abroad, the lower cost of material and the use of labor-saving machinery and appliances nearly, if not quite, counterbalancing the enhanced cost of labor. The English shipbuilders are devoting their attention and energies to the construction of steamers instead of sailing vessels. They are, by manufacturing two or more ships of the same size and pattern at the same yard, reducing the cost of construction to the minimum, and they are striving to the utmost to retain their advantage of economical production.

Clearly, therefore, this is our opportunity. No time should be lost in providing such a system of protection as will enable our shipbuilding industry to retain the advantage they now enjoy and to acquire further advantages by the enlargements of their plants for the still greater economy of ship construction by what may be termed the wholesale manufacture of vessels, as is done in the English and Scotch yards. The adoption of the policy of discriminating duties upon imports in foreign vessels would create such a demand for American cargo-carrying ships as to stimulate the enlargement of our shipbuilding plants to the capacity required for the manufacture of large numbers of vessels of the same size at the same time, and it would also encourage the establishment of additional yards and restore the shipbuilding industry to its pristine vigor. Alike as building and operating of Amer-

ican merchant ships, the policy of permanent protection indorsed in the Republican national platform of 1896 seems to be the policy best adapted to the placing of our commercial marine industry upon an even keel with foreign competition.

All Sections Interested.

If congress would pass a bill to give the same protection to American shipping that it does to American manufacturers and farmers and mechanics, there will be profitable business for the investment of the millions now going abroad at a low rate of interest. We shall eventually have the three hundred millions now annually being paid to foreign ship owners for carrying our foreign trade, besides building up the greatest industry in this country—shipbuilding. All sections of the United States are interested in such a measure, but none more so than the Pacific coast states.—McMinnville (Ore.) Valley Times.

That Famous Wall.

What has become of that "Chinese wall" the Dingley bill was to build around the country? If it was built, how does it happen that the foreign trade of the United States is now at the rate of nearly \$2,000,000,000 a year and that in the past eight months the increased value of exports alone reached \$107,000,000?—Fort Wayne (Ind.) Gazette.

An Obvious Absurdity.

The present mode of conducting our export trade is about as sensible as it would be for one of the large department stores to trust the delivery wagons of its rivals to carry its sales to their destination.—New York Mail and Express.

More Men Employed.

Many of the large manufacturing establishments of the country are behind with their orders. More men have employment now than at any time under the Cleveland administration.—Waterloo (Ill.) Republican.