John Bull's Glee Over the New American Tariff Law.

ROBERT P. PORTER'S INVESTIGATIONS

Great British Manufacturers Anticipate an Immense Trade with the United States to the Detrim at of American Artisans and Manufacturors.

LIVERPOOL, Eng., Sept. 20.-(Special Correspondence.)-Not this far from gloomy and ugly commercial cenwith its vant expanse docks, its army of unemployed, its miles of dingy houses, an unattractive population, may be found the latter day Mecca of all good free trade Englishmen. To reach this picturesque and romantic spot you must brave, or eat perhaps I should say, the frightful atmosphere of the underground Hirkenhead railway station, encounter the terrors of a mighty English "lift" with its clanking doors suggestive of castle dungeons and the darkness and horrors of the most illy ventilated of tunnels, allaving survived this the undulating scenery, soft atmos-phere, green meadows, stately trees and an-cient villages of Cheshire seem veritable garden spots of loveliness. Finally after drive through the old town with its queer projecting houses and other ancient tractions (for in Chester modern "restora-tion" has reached a high art) and fairly on the road to Hawarden castle (pronounced by natives Harden), you begin to realize the peace, beauty and contentment which Eng lish hills, grass, trees, reads and sunshin

You pass in your drive to this beautiful retreat, away from public baunts, one of the grandest of English mansions, that of the duke of Westminster, Eaton Hall. a couple of hours drive the gates of Hawarden park are reached. There is no obstacle to your admission, for the Grand Old Man, who ending his splendid life amid these pas toral scenes, is at peace with all the world. You open the gate and drive in, passing the overhung with the woodbine, already in autumn hues, and backed by stately holly hocks and a burst of vivid colors. The park, in which natural beauty predomishows side stretches of green w dotted with sheep and fine cattle heavily wooded glades and winding streams Now and then one passes a tree equal to those of the new forest in size and silent grandeur. Under one of these trees nearly every fine day may be seen the distinguished owner of this estate, Mr. Gladstone. The photographs which I send with this letter were taken only two or three weeks ago and represent Mr. Gladstone exactly appeared the day I saw him, seated alone cheath a large beech tree which grows in the corner of the castle garden. The rough sent around this tree projects above the six foot stone wall surrounding the garden, the latter being graded up nearly to the height of the wall. From this point the old Eng Bah statesman and scholar has a fine view of the park and the distant bills. Here he haps reviewing his remarkable career and tremendous political events and strife which he has been identified for half a century. The day I had the pleasure of Gladstone he had just sent the last proofs of his translation of Horace to I am informed that while he was at work on these proofs he devoted hours in his study to the work, attacking it with his time energy. Still, as the photographs indicate. Mr

one is showing the marks of age and mental work. He has to be much more "He no longer knocks about the estate as he used to," said a gentleman who lives at Hawarden. Age is gently but surely creeping over England's greatest and most commanding character. It seems a fitting ending to such a never-ceasing life of ex-The tranquility of the citement and toil. castle, its surroundings and the village with its old church and tiny cottages and dwellings is indeed a forerunner of that peace which surpasses all understanding and which this great man has surely earned.

Throughout the great manufacturing dispreparations are being made to win back the trade which, to use the common ex-pression here, "the McKinley bill robbed us of." There are signs of a general awakenof." There are signs of a general awakenfacturers have been most guarded in their expressions. I have watched all the important daily newspapers hereabouts for sevfree trade fiction to the effect that with retariffs America would soon distance the United Kingdom is simply marvelous. conversation, however, the grin is altogether too broad for one who is playing t

In a pleasant chat with Mr. Reuben Spencer, Manchester manager of Rylands & Sons, he said: "We employ from 12,000 to 14,000 in our seventeen principal manufactories. We export now, in spite of protective tariffs, nay, in spite of McKinley bills, to nearly every country in the world. Of course, the reduction of the tariff in your country will help us. We have already sent out additional men there to secure orders and we look forward to a good trade now that you give us half a chance. "Do you still think the United Kingdom

can beat the world in the manufacture of

textile goods?"
"Most assuredly I do. Whatever progress you may have made in the metal industries you are not as strong in textiles. Our export of textiles, as I say, in spite of tariffs, is simply enormous. We embrace every branch of the clothing trades, and supply every nation and people under the sun. More than £100,000,000 sterling (\$500,000,000) would cover the value of the textiles sent from this country every year. The position we have attained as a textile manufacturing and trading nation is supreme, and not only do we clothe a larger proportion of the inhabi-tants of the United Kingdom than do the manufacturers in other countries, but of the textiles bought by other countries from beyond their own borders the greatest portion comes from this country. More than half of our exports of British and Irish produce and manufactures is comprised under the head of textile goods. The total exports of our metal and machinery trades, including raw material, is not one-half of our total exports of textiles, and our exports of coal are only about one-third. More than 1,000,-000 persons were engaged in the textile in-dustries of this country in 1891—a number almost on a par with the totals employed in the mining, mineral and metal industries Then it should be borne in mind combinations and centralizations of works or management have been more successful in the soft and dry goods trades than in any other, so that that which is now our pre-eminent manufacturing industry is that which can claim firms like ours, whose operations and whose capital are proportion ate to the gigantic work carried on by the "Do you suppose the United States could,

even with free wool, compete with English concerns in the markets of the world?" "Not under present conditions. We would be willing to give you 10 per cent the advan-tage on everything and practically open our factories free to the inspection of your Amer-ican manufacturers. With this difference we could practically supply everything you The magnitude of our business here be impossible to imagine if the markets abroad were only free to sell in. This problem I should not like to have to

THEY WANTED TO KNOW. Mr. Spencer I found to be a pleasant, unassuming gentleman, with a full gray beard, a pink and white British complexion and an agreeable manner. Indeed, he prides himself somewhat on his amiability in the following incident, which he keeps for Amer-

"Not long ago a couple of Americans called and informed me they represented some branch of your government—labor department, I think—and don't you know they actually had the cheek, for I can't call it anything else, to say in reply to my ques-tion what I could do for them:

'We want to go over all your estab-

'What, the seventeen?' said I.

"'Yos, the whole lot," said they.
"'Anything clas?" said I.
"'Yes; we want to know how many hands

you employ in each department, the pay weekly and for piece work, the cost quantity of your raw material, the labor and raw material cost of every art cl you produce, the amount of capital invested and the cost of your several plants, the es imated loss of wear and tear and-Oh, come, stop now, my young friends, is there nothing else you want?"
Yes, we should like to obtain-

"Never mind anything else; I am a pretty busy man myself and I will simply refer you to Mr. ____, one of our other directors. In doing so I may as well caution you that he is not so polite a man as I am. What do you suppose he will say when you pre-sent your schedule to him?' "We have no idea," said the American

gentlemen, inquiringly.

"Go to the devil." said I.

An Englishman, as a rule, when he has a good thing does not want to take all the world into partnership. The questions which our state and national departments of labor and the census office for that matter exact from manufacturers would not be tolerated for an instant in England. The agents would literally, not metaphorically, as in the case mentioned above, be kicked out of the office. visiting this vast establishment I was uck with the barrenness of the surround-gs. Mr. Spencer himself was standing in the counting house at a desk behind a painted pine partition in the same room with the clerks. His private room would hardly contain four people and was as dingy and windowless as most British offices. There was no display, no style, no extras. Economy business, industry prevailed throughout the establishment. And yet this concern car boast of \$10,000,000 paid off capital, and em-ploys nearly 14,000 persons. Surely in manu-facturing the English believe in rigid

So often have the unguarded and ardent expression of north of England newspapers been used in the "United States" by wicked protectionists as evidence against the theory that reduced duties would promote Ameri-can industrial supremacy and push to the wall such feeble concerns as Rylands & Sons. London and Manchester, that it is difficult to find out through these mediums the true sentiments of the community. If our genial and outspoken friend, Cousin Ben Folsom, had not gone back on the administration and resigned, we should have undoubtedly long resigned, we should have undoubtedly long ore this heard of the triumphs of Cleveland-iam in Sheffield. Indeed, instead of poor Governor McKinley burned in effigy we should have had glowing accounts of Cousin Ben being "chaired" by the enthusiastic populace of that grimy town. The neares approach to genuine unalloyed rejoicing find in the good city of Leeds, where the American consul seems to have risen to the occasion and outdone his British friends.

A BLOW AT AMERICAN INDUSTRY. In an interview published in a local journal a few days ago Mr. Northfleet Harris fairly bubbles over with joy in contemplat-ing the migration of industry, labor and capital from his own country to England. "There will be an increase of American says this patriotic young man, "of

50 per cent. "I have no doubt," says Mr. Northfleet Harris, with the air of one who knows, "that there will be a great increase generally under the operation of the new law that trade will get back to what it was and even to a great deal more, because the McKinley bill was a considerable advance over the old tariff. When the McKinley bill was passed in 1890 the rates on every-thing were raised very much, and es-pecially affected our district here, the heavy woolen district, because specific or weigh duties—so much according to the weightwere put on those heavy cheap woolens

which was felt to be most oppressive."

How gratifying it must be to what Mr Harris calls "our district" to thus repair the ravages of the McKinley bill. Perhaps the ravages of the McKinley bill. Perhaps Mr. Harris never stops to think, in his commendable ardor for "our district," that this unhappy swing of the pendulum means a loss in the textile trades alone of not less than 100,000,000 of cold dollars to "our dis-trict" at home. A loss of half that amount, perhaps in wages to our working people. A needless destruction of industry just fairly started on our side of the Atlantic.

It would seem to me that Mr. Northfleet Harris hardly represents our country (I mean the United States) over here in the following sentiments: "Now, when this is changed (the tariff) we ought not only to do as well as we d'd a year ago, before the present depression commenced, but we ought to do a great deal better, seeing the duties are so much lower-lower even than in a great many cares, they were before the Mc-Kinley tariff bill. I don't think there is any question about the result of the new tariff. I think there will be quite an out-burst of business for the next few years."

Here we certainly have an outburst of patriotism from an American consul that should be appreciated at home. Why congress should be called upon to vote salaries for the maintenance of consuls in the interest of British trade is a question Mr. Reed or Mr. Burrows should ask when con-It is moreover a question gress assembles. that Governor McKinley will ask of our wage earners this fall on the stump.

The recent news from Maine and the possibility of one of the above mentioned gen-tlemen in the presidential chair seems to have dampened the ardent Harris, for he then modifies the "outburst of business" sentiment: "That may be followed by a decline and a reaction, but for the immediate future—for the next three or four years—I think there will be a big increase in business. You see there is a great de-sire, particularly in America, to have English made woolen stuffs." Yes, Mr. Harris, the dudes and free trad-

ers of America are just sitting up nights in their anxiety for British clothes. The producers, however, you will find much prefer American wages, American prosperty and American clothes.

A cheap coat makes a cheap man," is an axiom which carries more weight today after nearly two years of democratic rule than it did when it was uttered by as patriotic and true American as ever sat in the presidential chair. By the way, Mr. Harris might read some of that statesman's speeches to advantage. But perhaps the "outburst of business" in "our district" occupies all his spare time.

BRADFORD'S ADVANTAGE.

contrast with this foolish talk, emanating from those who are paid by the United States government to look after American interests, I append a brief conversation with Henry Mitchell of Bradford. I first Sir Henry twelve years ago, and found him one of the most accomplished and able of the Yorkshire woolen and worsted manufacturers. The following I think fairly sets forth the hopes of Bradford, which according to actual statistics lost from \$35,000,000 to \$40,000,000 of the foundation of during the forty-five months of the McKinley bill. "I have," said Sir Henry, "been very reticent all through, with the desire not to

give a handle to the opponents of tariff reform in America. 'How will the new tariff bill affect Bradrd? Do you look for a revival of trade?"
"It will secure three great advantages to

the Bradford merchant The removal of suspense. Simplicity of tariff and

"3. The abolition of the weight duty.
"The removal of the weight duty opens the market to some of the very best classes of Bradford goods, which have hitherto been excluded by its operation. Comparing the new tariff with that of 1881 (under which a good trade was done with America), I regard it as 40 to 50 per cent lower on manu-factured goods. That, of course, is compensated for to some extent, if not entirely. by abolition of the high duty on raw material. Generally speaking, I consider (with a reservation as to the effect of free wool) the new tariff more favorable than any which has been in operation since the war

Mr. Sonnenthal (Messes. Charles Semon & Co.) said when asked about the new tariff: "The success of the Bradford merchant with American orders will now all be a question of price. The American manufacturer has advanced, and, with free wool, would be more of a rival. What has made the trade so poor recently was the fact that for some time past the American manufacturer has had wool on much cheaper terms than hitherto, the growers having dropped their prices to almost the English level. That fact and free wool have to be remembered in competing for American trade, therefore I do not believe an era of inflated prices possi-

AT DEWSBURY AND BATLEY The drums and fifes are beating in a quiet sort of way in the shoddy towns of Dews bury and Batley. Here are manufactured to the queen's taste those cheap shoddy goods that remind one of the felt mats in a German beer saloon. The fiber is so short that the goods have the appearance of being

straw and wood pulp paper. One gentleman from the former town pointed with unconrealed joy to that part of the schedule where the old rate exceeded 100 per cent ad valorem, but has been cut to and 40 per cent, and in an outburst o

'Free wool or not, your people won't stand ghost of a chance with us in these cheaper It must stimulate our business

Great expectation exists in Huddersfield. Great expectation exists in riddershead.
The United States consul there says that for the fiscal year ended July 1, 1893, the exports from that town were almost as large as they had been in any former year. "If as they had been in any former year, this be true," said a leading manufactu we may certainly expect a period of great

what particular branch?" he was "Under the new arrangement the duty on worsted and woolen goods, such as are manufactured in this district, will be 40 per cent

ad valorem on all goods of less value than 50 cents per pound; on all goods valued at over 50 cents per pound it will be 50 per cent ad valorem. Under the existing tariff the duties are from 90 to 105 per cent on goods over 40 cents per pound in value, so that under the new bill there will be a reduction of from 40 to 50 per cent. As the Huddersfield manufacturers have been en-abled to retain their hold upon the American market for their goods even under what looked like prohibitive rates, they are naturally hopeful that there will be an increased demand for the fine qualities of cloth which they produce, and they believe that they will be able to be their own with their urally hopduce, and they believe that they will be able to hold their own with their American competitors for some time, at

rate, notwithstanding the fact that the lat-ter will have wool free of duty."

What is true in Huddersfield, I found in measure true at Manchester. Ou eedingly efficient and ever watchful at that point, William F. Grinnell, kindly furnished me with the totals of exports to United States from that town, as follows: Total Exports in Dollars

'We are not much elated," leading cotton manufacturer of Mancheste to me last week, "at what our free trad friends in your country have done for Manchester, but nevertheless we are hopeful or all the finer lines. Having as your figures indicate, pretty much held our own under the McKinley bill, we certainly ought to capture considerable more trade under the new tariff. I am certain we can beat your in every line where Egyptian cotton is used, and pay the duty. We look for a

SHEFFIELD STEEL I find that the Sheffield people still be lieve that the only steel in the world is made there. This in spite of the rub that Ger-many and the United States have given them during the last twenty years. Here is purely Sheffield opinion expressed by a Sheffield man:

Those engaged in the steel trade in Sheffield are sanguine that the reduction the tariff bill will bring them a substantial accession of business. Seeing that a large quantity of steel used by the continental firms is purchased from Sheffield, they can look with convanients ook with equanimity upon the keen tition for the American trade which is being waged between the English and German makers of cutlery and other kinds of stee goods. Makers of best qualities of steel are destined to profit most by the free trade bill, as the Germans are able to produce almost as much medium quality as they require, very cheaply, and their steel improvement every year. Best steel, however, continues to be practically a Sheffield

How do our Connecticut manufacturers like the above? Or perhaps more to the point the following, which I clip from a Sheffild

"Although the Americans are able to supply nearly all their needs in the cheaper table knives, they are making but little progress in the production of really good cutlery. A knife that will cut is said to be progress in rarely met with in hotels, and practically American is made in that to make carvers. The demand for this latter class of goods has increased even under the McKinley act. Everything, there fore, points to the future trade in cutlery with America being confined largely

and pocket knives, best table knives, carvers, and hollow ground razors."

I am not inclined to deny the allegation in regard to hotel knives, but the general statement is a little broad and hear the opinion of some American manufacturers on this point. Certain it is that American axes cut and are famous the world over. Why not American knives? Explode this old country fiction, manufacturers of American cutlery. I am aware it is difficult with Northflect Harrises as consuls

decrying American goods.

Tonight I leave for Birmingham. Much will undoubtedly be gathered there. In that town, as in Manchester, we have a patriotic consul. It is true my friend, Mr. George Parker of Birmingham, is a good democrat and it is likewise true that somewhat "rocky" on protection Nevertheless, he is an American to the backone, and although during the past week the newspapers show he and the other of-ficials of Birmingham have been hobnobbing with royalty, I expect to find him as enthusiastic for the stars and stripes as ever. Judging from the Birmingham Post, they are expecting great things in that center of cheap goods and radicalism. Here we have some more ravages of the McKinley bill:

'In 1887, before the McKinley tariff came into operation, our iron and steel shipments to the United States reached a total in round figures of nearly 1,300,000 tons, or nearly four times last year's total. Thus, the McKinley tariff, combined with other adverse influences, has reduced our trade with the States in iron and steel by nearly 75 per

faithfully to enable our home manufacturers to build up for American labor a great tin-plate industry will read this from the same paper with regret to think it has been so unnecessarily knocked on the head; AMERICAN TIN PLATE.

come now to tin plates, in which a large though declining trade is still done with the United States by our Welsh manu-facturers. Last year our shipments of this article were a little over 255,000 tons, as compared with 325,000 tons in 1891, and 336,000 tons in 1889. Something more than tariff influences are required to explain the substantial drop between 1891 and 1893, and it is probably to be found in the gradual development of the American manufacture of tinplate. During the first year or two after the McKinley tariff came into opera-tion the domestic manufacture of tin and terne plates in the United States was evidently passing through a probationary period; but we learn from a recent official return that during the first quarter of the current year it attained the goodly total of over 138,000,000, of which 72 per cent was made from sheets rolled in the United States. These figures are equivalent to an annual production of 1,500,000 boxes of 100 pounds each, which represents roughly about one-fourth of the American consumption during 1893. The reduced duty may check for a time the expansion of this thriving branch of American industry; but they are hardly sufficient to destroy it, and our timplate maunfacturers will have cause to be thankful if they can recover any portion of the and they have lost in the last few years." Let us hopt it will not destroy portant industry in America. The following from the same editorial, in my opinion, em-phasizes one of the most dangerous features of the new tariff bill:

"It is probably in some of our minor manufacturing branches that the principal benefits the new tariff will be felt." It is these "minor manufact ring branches" that have done so much toward giving employment at good wages to American work-men. As a rule, when once destroyed, or when once brought to a standstill, they are rarely or ever recovered. Herein lies the hidden danger of the new tariff bill.

THIS IS PLAIN ENOUGH. In conclusion, says the outspoken Birming ham Post, "if the democrats retain office at the next presidential election they will as-suredly drive home the wedge of which the thin end only has penetrated the protec-tionist log in the amended Wilson bill, and that would certainly not be an unmitigated blessing for British manufacturers. On the other hand, should the republicans return to office, which is quite on the cards, we may see the McKinley bill re-macted with vindictive aggravations, which would go far to destroy the small remains of our once valuable trade with the United States." This bold expression of opinion ought to

plain enough for all but the free trade moles who cannot or will and see that no con esurate good can possibly come, in the

thus giving up our sawn valuable home markets to the foreign manufacturer.

Free traders in America have hastened to assure their British friends that no change can be madelifor three years. A Marchester paper informs its readers: changes are all in the right direction, even if some of them only amount to a 10 per cent reduction of the duties prevailing. satisfactory to remember that McKinleyish cannot be restored for another three years even should the republicans control the next two congresses. Mr. Gleveland's term does not expire until March, 1897, and his veto ould not be overridden by the congress next

This from a Sheffield paper: "We look or much from even this imperfect settle stimulus to importation, but we hope not to rushness in them. It will also at once give new impetus to the home manufacturers of the United States, and the margin of pro-tection being somewhat reduced, and the of competition correspondingly increased, more attention will be given to

one really believes this last state-No one really believes this last state-ment here. It is merely thrown in as a sop to American free traders.

Here is an opening sentence in an article from the Yorkshire Post: "Now that, in its aggravated form, the McKinley tariff is a thing of the past we may, without doing mischief across the water, review some of

the losses which we have undergone through this action during the last four years." The Bradford Observer makes this observa tion: 'In the meantime, however, pr para-tions for producing such fabries as may b likely to be required under the new arrange ments are being pushed forward. mest cautions authorities believe that the revision of duties will, for a time at least, give a remarkable impetus to many depart-

ments of textile industry. DAWN OF A BRIGHTER BRITISH DAY "It seems safe to predict," cables the exuberant New York correspondent of the Daily News, "that the passage of the present law will mark the beginning of the gradual destruction of the tariff system. Nobody believes that the tariff will ever be increased again. Whatever changes may be made in future will be toward lower duties." To which the imperturbable, stolid Manchester Guardian replies: "We should like to be able to think that this estimate is not a little too sanguine, but we take it to be right in the main, and we trust that the promise it holds out will be fulfilled."

The more cautious Liverpool Courier thus nums up the situation: "Bradford in particular should gain by the new regulations. fit and a substantial increase in shipments from England should follow the passing into law of the new tariff bill. Although, therefore, the Sugar trust has still, in Mr. Wil son's phrase, 'its grip upon the people throats,' and although the American press almost unanimous in condemnation of the tactics that have marked the struggle, the fatal state of uncertainty is at an end, and there is now a fair prospect that the epoc of labor war, financial failure and embittere controversy will be followed by a period of commercial prosperity, in the benefits of which this country may be expected to

All these will be interesting reading to American wage-earners. ROBERT P. PORTER. RELIGIOUS.

There are 50,000 Protestant Christians scattered through the Turkish empire. President Warren of Poston university asks for \$100,000 with which to found ar

American Museum of All Religions." Chattanooga has been officially selected a place of meeting of the next biennial rnational conference of the Epworth international conference of the league, to be held in June, 1895. Rev. Dr. F. E. Clark, the founder of the

Christian Endeavor society, has gone t Europe for rest. : While there he will in roduce the society into Germany, Denmark The recent movement in the direction of the adoption of individual communion cups among certain churches in Philadelphia has led a number of jewelers to begin the manu-facture of the cups and other paraphernalia

connected with the service. Two women recently recepted invitations speak at the Kentucky Sunday school nvention. Hearing of this two clergymen, who had also consented to speak at the concanceled their engagement on ground that women are forbidden by the Holy Ghest to speak in public.

At the close of the war the Methodist Episcopal church numbered 1,000,000 members, owned 10,000 churches, 3,300 rges, worth, in the aggregate, \$34,000,000. It has now 2,500,000 members, owns over 24,000 churches and nearly 10,000 parson ages, worth, in the aggregate, \$125,000,000 Mohammedanism has won 200,000,000 followers, and its degraded and wretched myriads are confined to southern Asia and northern Africa. Christianity, after nine-teen centuries of life has won 400,000,000 followers and with the exception of China and Turkey, its happy and enlightened peo-

ple rule the world. At the age of 73 Bishop William Taylor is as zerlous as ever in the work of evangelizing Africa, though many of his best mer have died or been compelled to return Among his most efficient aids are member Mead families in Underhill, Vt., and the Wilkes family of Lynn, Mass., whose children easily learned the languages and gained the confidence and respect of the

According to recent statistics there are 229 monasteries with 4.775 monks in Belgium, besides 1,546 convents and 25,323 sisters and nuns. This gives an increase of sixteen nonasteries and 200 convents within the past nuns. ten years in that small country alone. There are today 30,000 men and women belonging to the various orders, and, taking the popu-lation of Belgium in 1890 at 6,000,000, we find one "religious"—mank or sister—to every 200 persons.

An edict was recently promulgated by the Vatican conveying to the priests the pont ff's permission to make use of the bicycle in the performance of their parish duties. In consequence of this several of the Italian bishops have issued pestoral letters recommending the clergy of their dioceses to learn to ride, with a view to their being able to convey more speedily than by other means spiritual consolation and assistance to the

Three evangelists who are at present working in the coal regions near Scranton-B. F. Armstrong, Thomas Thornburn and J. C. Tennant-recently held a revival meeting for the miners of the Ontario mine under oncommon circumstances. It was at the bottom of the shaft. Slips of paper with the words of hymns printed upon them were handed around, and the miners, gathered in the gloom of the mine, joined heartly in the service of song.

The oldest Catholic church in New England is at Damariscotta Mills, Me., and was built more than 100 years ago. It is still occupied for religious purposes one Sunday in each month. The interior is said to be decorated and furnished like a drawing room. It is said that James Tissot of Paris, whose series of pictures on the life of Christ has been much talked about, is about to become a monk and devote his talents to the making of illuminated manuscripts.

Methodist missions in Corea date from 1835 and only a few years after the country was in some limited degree open to foreigners. Until the breaking out of the present war they were considered to be in a fairly prosperous state. They sustain one theological, two high and five Sabbath schools. with something less than a score of mis-sionaries, a considerable number of whom are skilled in the medical art. Local hostility to the foreign, evengelist is less acute than in China, and when the war abates the country will present one of the most promising fields of missionary effort among those

Besides being a clergyman Rev. J. M. Springer of Belle Vernon, Pa., is a justice of the peace, an undertaker and a furniture He can also make an omelette and edit a paper better than the editor himself. The main church of the great monastery of San Francisco, in Mexico, which since 1869 has been in Protestant hands, is to be restored to Catholic worship. The fore-closing of a mortgage which could not be paid off brought into the hands of a wealthy Catholic gentleman the building in which services were attended for three centuries by Spanish viceroys and in which the first Te Deum of Mexican independence was cele-Deum of Mexican independence was cele

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REASONABLE RATES DEFINED

Explanation of the Menning of the Phrase by an Iowa Commissioner.

JUSTICE PRECLUDES DISCRIMINATION

Commissioner Spencer Smith Writes on the Maximum Eate Question for the Benefit of Nebraska Readers Legal Opinions Quoted.

Idwa shippers and Icwa producers are not ionious; they are willing to pay reasonparamonious; they are willing to pay reason-able and just rates; they are willing to pay their fair proportion of the amount necessary to keep the lows lines in first class working condition. They want proper facilities and good shipping accommodations and are willing that rates should be so asjusted as to afford these conditions, but they do not want to be forced to pay to make up the shortcom ings of the other fellow. Above all things the Iowa shipper and producer wants stable rates and that rates may be maintained they protest against an advance of the present rates, as high rates always lead up to cut rates and discriminations

Certainly no carrier has just grounds for complaint if rates are fixed for it by public authority at the standard of the average it receives. The Iowa producer, manufacturer and wholesaie dealer, in order to transact business and sell his goods, must meet his competition, and in order to do this he must be placed, so far as freight rates are cor cerned, upon substantially an even keel with the manufacturer, jobber and producer from without the state, who ships in against him. This is substantially what Iowa has now and she simply asks that there may be no change of these conditions. It is the right of the public to have fair treatment in matters of such public concern as rallroad

DISCRIMINATION IN RATES. The Interstate Commerce commission, on page 30 of its report for 1890, uses the following forcible language with reference to secret rates. Nothing can be more conclusive that the carrier is by his regular rate sheet charging something more than reasonable prices for his service than the fact that, either openly or secretly, he violates the law to accept from favored classes or from individuals a less compensation, or that pays large sums for procuring business at the rates named, or that he so manages his business that parties who have no legitimate so manages connection with it are enabled to prey upon his patrons. In order to ascertain whether the rates of a carrier, as shown by its rate sheets, are or are not reasonable, it is the right of the public authorities to know what it actually imposes and collects, and to have access to its books for that pur-pose. On page 28 of the same report the commissioners say: There has been a great tendency toward an equalization of rates and toward the removal of anomalies which made the rates oppressive wherever competition was but slight or nominal. rate sheets, however, have never, it is lieved, shown with entire accuracy what the real rates made by the railroads were. A knowledge that the nominal rates were not impartially maintained has been among the strongest reasons for governmental interference by law in the regulation of railroad management, and was especially influential in the adoption of the act to regulate commerce. The authority is so eminent that no one can question the fact and its bearing upon the pretended rates set out in th chedules in the case now pending before the Iowa commissioners.

MAXIMUM IS ELASTIC. Section 17 of chapter 28, acts of wenty-second general assembly of Iowa, im poses upon the railroad commissioners of he state the operous duty of making and promulgating freight rate schedules and classifications under which the entire tonnage moved between stations local within the state is to be handled. Farther on in the same section it is provided that the schedules so made "shall be taken in all ourts of this state as prima facie evidence that the rates therein fixed are reasonable transportation of freight and cars upon the octively prepa

ratiroads for which said schedules may have It will be observed that the rate is not made absolute, but simply prima facle evi-dence that the rates so fixed are reasonable and just and operate to change the burden of proof on the common carrier who collects greater rate to show that such higher rate is reasonable and just. Under the law the carrier is not confined to the maximum rate so fixed by law. A higher rate may be exacted, but the carrier taking such greater rate must be prepared to show, i such rate is challenged, that the same is no unreasonable and unjust, and failing to do so the offending railroad company must expect under said law severe penalties and humili-ating punishments. The rate so fixed and made prima facie evidence is not limited to reasonable rate alone, but it must be a just A rate very high but within reason would be regarded as reasonable and might be held by the courts as complying with the letter of the law, regardless of its relation to other rates and other rate condi-While a just rate means the very right of it, justice is such an exact equality between the parties that no one may be a gainer by another's loss.

DEFINITIONS OF TERMS. A rate which requires one shipper pay more than the service is fairly worth to meet deficiencies caused by giving another shipper in another locality a rate below the value of the service rendered could not be sustained as a just rate, although it might be a fairly reasonable rate. A just rate pre-cludes all discriminations of every kind Justice includes within itself he whole circle of virtues and gives to every one his own. Possibly a comprehensive definition of a reasonable and just freight rate would be "a rate so adjusted as to bring about the largest possible interchange of the commodities of the country, keeping n view the value of the service to the pro ducer of the commodity, the shipper and the consumer and the cost of the service with some margin of profit to the common car-rier, making no rate so low as to impose a burden upon other traffic, nor so high as to prohibit the transportation of a commodity or product suitable for legitimate com

The Interstate Commerce commission, 5th vol. 363, in discussing the rate question, takes occasion to say "rates should not be so low as to impose a burden on other traffic; they should have reasonable relation to cost of production and the value of the transportation service to the producer and shipper. They are from 50 to 80 per c.nt higher in proportion than the rates east of the than the rates east ssissippi river if estimated on a distance sis." This language was used in deciding the celebrated "food product to the seaboard" case, and shows how a rate may be made burdensome and unjust to make up losses

COMPLAINTS ON CORN RATES. Further on in the same case Chairman Morrison enlarges upon the rate quistion and

That the prices which agricultural products now bring do not seem to the producer his equal share of the general prosperity is apparently not disputed. Transportation charges, reasonable or otherwise, always burdensome on beavy low priced com-modities, become more and more a matter of serious concern and apprehension as the serious concern and apprehension as the shipper is further removed from market. Iowa farmers make no impertinent inquiry when they ask why they should pay 7 cents a bushel more to market their corn than is paid by their Illinois neighbors—7 cents to them is more than \$5,000,000 on the year's apprilus—nor is it surprising that corn surplus-nor is it surprising that o urgent in demanding the reason which requires them to pay double as much as their neighbors in the corn states east of the Mississippi to reach a market in which all must sell at one price. There is nothing in these very proper inquiries to justify any imputation that they imply menace to the property rights of investors in railroad property rights of investors in failroad property. There is nothing to show that these agricultural communities are wanting in consideration for the property rights of others, individual or corporate. There is no such poverty in their sense of justice." Further on in the opinion the able com-missioner says: "When the roads have for

considurable periods in successive years syried corn from Kansas and Nebraska for 4 and sometimes 5 cents less than exist ing rates, and the officers of the roads testify that any reduction in such existing rates would make them unreasonably low, some allowance is made by the corn grewer and shipper for the possible bias of the witness. " " When freight charges on agricultural products are demanded which will under all circumstances pay operating expenses, interest on bonded debt and in ad-ditten a dividual on the capital stock, and the shipper may not question the extent and good faith of such debt, stock and obligations, he does not recognize the justice the demand, nor is his respect for such rule of compensation increased by the fact that it may have high judicial sanction. RULE WITHOUT PRACTICAL APPLICA-

TION. Reference is no doubt here made to the anguage used by Justice Brewer in the lows injunction cases, in the rule laid down by him as the standard for rate making a rule entirely indefensible when applied practically to the traffic conditions of the ountry at large. 'Plain people," says Mr dorrison, "believe that insofar as reasonable rates are measured by such fixed charges obligations and railroad investments these In the fourth Interstate Commerce commis sion report, on page 48, the following principle is enunciated as properly governing

in rate making and in determining the reasonableness of rates: "In the carriage of great staples, which support an enormous business and which it market value and actual cost of transportation are among the cheapest articles of commerce, rates yielding only moderate profit to the carrier are both necessary and justilable, and where the carriers frequently pu ods of time tariffs of rates and charges it cents in corn from Chicago and 23 cents from St. Louis to New York are less than 4 4-10 mills per mile," and by this rule be-

nes reasonable. BASED ON WATERY FICTION Rates should not be based on watery fic

tion, and if the courts are right in their universal holdings that carriers are entitled to but reasonable compensation for their services and that the reasonableness of the charge must be based primarily upor the amount of money actually invested i the same, then three-fourths of existing rates the country over are wholly unreasonable and unjust. It is clearly apparent that reason and equity play but minor parts in determining railway rates and tariffs.

The callroad is a public more than a private property, and the usuffact of the stock-holder therein is a trust for the service of the public, for which service the compensation returned shall be just and reasonable and nothing more. The functions are public and must be performed in the public est. The supreme court of Massachusett says that "a railroad company is created by law primarily for the benefit of the public and secondarily for the benefit of the stock holders," and Justice Bradley of the suprem says: "When a railroad company is char-tered it is for the purpose of performing a duty which belongs to the state itself. It is chartered as an agent of the state for furnishing public accommodation. The might build its railroads if it saw fit. is its duty and its prerogative to provide means of intercommunication between part of its territory and another, and the duly is devolved upon the legislative department. If the legislature commission private parties, whether corporations or in-dividuals, to perform this duty, it is its pre-rogative to fix the fares and freights which they may charge for their services. RAILROAD'S SECRECY DENOUNCED.

Thus it will be seen that the law never

templated and does not now contemplate that the one party in interest shall alone possess the information as to the value of the service rendered to the public by the public's agent, and the refusal of the lows lines to furnish the public, through the lows commission, information required as to their Iowa business places them where they have no moral right to challenge the reasonable ness of any rate fixed by legally constitute: ness of any rate hand by legally constitute, authority. A theory of rate making based upon the appraised pre-ent cash value of the property, cost of maintenance of way and structural, operating and general expenses might be correct in theory in the absence of competition and with full and ac of the honor bright facts entering into th same. But before any amount is actually named for "fixed charges" the evaporation process should have a full day in court. in transportation by land. managers in a few years are able to amass colossal fortunes it is difficult to persuade the average citizen that the laws looking in direction of railroad control have been unduly oppressive and the freight rates there under too low to be remunerative. difficult to persuade the common man whose lands have been taken by process of law, who furnishes the traffic and provides that he should have determining the justness of the rates charged and the manner and process by which the same is reached. It is a plain proposition for plain people and has no economic mysteries surrounding it which the common mind may not grasp. It is a question of right and justice and admits of but one answer. These rates are challenged on the broad ground that they do not afford a profitable return on the bonds and stock representing this property. The question is. What is the actual value of the property, and not what mortgages does it float, and what stocks on top of the mortgages. UNJUST BASIS FOR RATES.

Senator Edmunds, whose home is in New England, where the great railroad holdings of this country are largely centered, in an argument in the case of the Boston & Alliany Railroad company vs the Boston & Lowell Railroad company, first volume Interstate Commerce commission reports, page 569. said: "Now, I submit with great respect, and I think it will turn out to be so in the next ten years, not upon any supposed con-struction of this law that you may make or on any too extended a construction of it. but as a fact in the social economies of this country, resting upon justice, which gives to every man his due and fair play to all, that every service that a railroad or anybody (lse does for another under public regulations and of which he is not the master (as every man has a right to receive profits from his labor which he can sell at any price he chooses to take or not) will be regulated

according to the value to the service per-formed and not according to the particular formed and not according to the particular tion who has to perform it. What right has a miller, for illustration, to charge me 10 cents a bushel for grinding wheat because there is a mortgage on his mill? What right has a railroad company like one out in Ohio managed by Mr. Ives to put up its rates double because the amount of its stock has been fraudulently issued into innocent hards? I will assume, and therefore to pay a profit, the rates must be raised and the public made to pay for it. What right has a railroad to put up its rates above a fair value for the service performed because the management has been extravagant or unfortunate and got itself into debt? I deny said this learned jurist and eminent statesman, and well be may deny the proposition, for it is supremely, RAILROAD'S CLAIM REFUTED.

The railroads want rates advanced so that fixed charges, operating expenses dividend on the stock may be divided. contend that raics are too low and offer testimony to the effect that it coats 6 mills per ton per mile to carry low priced products, while the tariff sheets and expense bills show that they are carrying the same product for 5 mills per ten per mile and even less. The testimony of Mr. McCullough, traffic manager of the Chicago & Northwestern Railroad company, is on file with the board of railcompany, is on file with the board of railroad commissioners of lows, to the effect
that his compiny gave him positive instructions to take no freight at less than 4.7
mills per ton per mile, while the interstate
soft coal tariffs of this company show a much
lower rate on long houls, and in the general
average of cost of carriage and receipts per
ton per mile these very low rates are all figured in. For years the Chlongo & North-western Italiway company (and for that matter the other Chicago lows lines as well) took as its proportion of the corn rate from Missouri river to Chicago, 500 miles, 12 cents per 100, being but 4.8 mills per ton per mile, a commodity that rates several classes higher than coal, and at the same time and for a long period was carrying flour from Minneapelis to Chicago, 410 miles, flour from Minneapelis to Chicago, 410 miles, for about 3 mills per ton per mile, about one-half of the average cost of transportation of that line. In the Osborn case, 3 volume, United States Circuit court of Appeals, page 347, the fact is admitted of an 11-cent rate on corn from Blair, Neb., to Rockell and Turner Junction, just out of Chicago, a 4.4 mill rate. The low st rate in lowa on corn for the longest haul in the state, 200 miles, is 22.50 per 100, or 7½ mills per ton per mile. For many years the open corn rate from Chicago to New York has been 20 cents, or 4.4 miles p r ton per mile. You can find no such unproductive per mile. You can find no such unproductive challenged as unreasonable and unjust. It proposed to advance the lowa rates on a average of 100 miles of 20 per cent. When it is remembered that an advance of mill per ton per mile on all the tennage f the Chicago & Northwestern railway neans an increased annual earning of ov I \$1,500,000 it is well to consider a little before making so marked an advance asked for in lowa. SPENCER SMITH

FALL FASHIONS FOR MEN

For formal use vests are cut from the same piece as the coat, and are made with five or six buttons, notched collars and a liberal pening at the chest.

The distinctive new colors for day dress are brown, clive brown and deep shades of green. The many variations of blue and blue and red mixtures, which were so popular last year, are no longer in vogus among the patrons of the swell tailors.

Patent leather shoes are still fashionable they are not by any means in of the procession. The newest fad is enamelled grain leather. It is an English con-ceit. It has the same finish as patent leather but is tougher and is proof against crack-

The plain bosom shirt, in both linen and ercale, is the only style recognized among smart dressers. Both two and three eyelet bosoms are in good form, but the former the more favored. There is no option as to cuffs, the link style continuing to

The double-breasted frock is here, as it has cen for two seasons past, and so are the three-button cutaway frock and the four-button sack. The skirts of the cutaway are sloped gradually from above the lower vest button to a narrow point not ess than an inch, nor more than two inchts elow the knee. In collars the poke, with wide spacing,

will lead all other styles for both day and evening wear. A new "turndown" is also shown with deep points and wide spacing. It is the proper caper for conservative men, who want to dress well and fashionably without going to extremes There is more novelty in neckwear than

in any article of men's wear this season. The Ascot is coming back into use, and so is the moderate-nized puff. of all kinds have been outlawed. The principal innovation is a stock scarf which can be tied into a flat bow, an Ascot, a flat, or a Do Joinville. It is the delight of the The fashionable fall topccat is the Chester-

field. It is considerably longer than in for mer years and is wider and fuller at the bottom. The back is shaped rather closely to the lines of the body above the waist. The lapels of the collar are two inches wide and the roll should extend to the second of the five evenly spaced buttons in front.

The most popular fabrics at the opening of the season are cheviots, vicunas and unfinished worsteds. As the season advances,

however, it is thought that clay worsteds will return to favor. The business suit par excellence is the four-button cutaway sack. The most stylish materials are cheviots and English plaid effects in woolley finish. The coat averages thirty-one inches in length, being a mite shorter than the sack which figured so prominently at the senside resorts during the summer. Trousers, coat and vest are

cut from the same piece.

Time out of mind the tallors have been wrestling with the problem of how to make trousers that will not bag at the knees. At last they claim to have succeeded, by a simple trick in the cutting. All trousers this season will be made according to the alleged new discovery. They will be large at the hips and will slope down with almost straight seams to the bottoms. are, say, nineteen inches at the knees, they will be seventeen inches at the feet. This will enable the legs to fall in perpendicular lines and will prevent the knees from bunch-

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