

IT CONCERNS LABOR.

VITAL ASPECT OF THE PUERTO RICAN QUESTION.

How American Wage Earners Would Be Affected by the Competition of Low Paid and Half-Civilized Workers from Our New Possessions.

Although occupying in the columns of the Congressional Record scarcely more than one-tenth of the space commonly taken up by statements...

"Surely in vain the net is spread in the sight of any bird," began Mr. Grosvenor, aptly taking from Holy Writ a quotation that should put to shame a considerable number of Republican speakers...

It is strange indeed that in the minds of those Republican writers and speakers who enlarge upon the cruelty of the 15 per cent tariff proposition...

The telling points which bristle in the speech of Mr. Grosvenor may thus be briefly stated:

1. The question whether "the constitution followed the flag" into Puerto Rico, and if into Puerto Rico then of necessity into the Philippines...

2. If the affirmative of these propositions be true, the cheap, degraded labor of the Sulus, the Tagals, the Filipinos and the horde of Asiatics which we took upon ourselves when we took the Philippine islands...

3. That the entire volume of Puerto Rican sugar and tobacco now awaiting transport to the American market has long since passed out of the hands of the native producers...

"That is all there is of it," says Congressman Grosvenor, "and in order to bring that about the whole Democratic party of the United States and all their cogitators and co-operators have launched their boat in support of a principle that will bring to the labor sections of the United States millions upon millions of half-dressed, vagabonds to cut down the price of wages."

It was in the interest of American labor that Mr. Grosvenor made his powerful speech of February 25. No one has yet answered that speech; no one has yet shown, and no one can show, how the Republican party could have squared itself with the labor interests of the United States if it had walked into the Bourbon free trade net so artfully spread for the purposes of the campaign of 1900.

Only Stooge-pigeons. The most significant statement of the trust question in relation to the Puerto Rican tariff bill was made by Congressman Cannon of Illinois, on the floor of the House. He charged that both the tobacco and sugar stored in Puerto Rico are owned by the sugar and tobacco trusts. They have put forward some natives as stooge-pigeons to beg for free trade, so that, while the Democrats cried out against the trusts, they would be voted for them.

more than a passing glance. The Democratic party, which, by the way, sheltered and honored the greatest trust maker of the age, ex-Governor Roswell P. Flower of New York, acting as the stooge-pigeon of the abominable sugar and tobacco trusts!

A PREDICTION.

Free-Traders Will Accept Bryanism for the Sake of Overthrowing Protection.

The Philadelphia Record is one among the few Democratic newspapers which indulge in the vain delusion that it is yet possible to prevent the nomination of Mr. Bryan as the Democratic presidential candidate this year.

And yet William Jennings Bryan will be the Democratic nominee at Kansas City next July; nothing is surer than that. Will the Philadelphia Record refuse to support him in the campaign? Probably not.

OUR OPPORTUNITY.

If Only We Had the Yankee Ships to Take Advantage of It.

The cheerful condition of a foreign commerce carried almost exclusively under foreign flags is emphasized by England's last move in the Transvaal war.

Dispatches have been received at the State Department from Ambassador Choate which state that British vessels are not permitted to take goods for the enemy's territory, and there are no other vessels running between East London and Lourenzo Marquez.

England has done a very sensible thing. No one will blame her in time of war for harassing her antagonists in every possible manner. She builds her own ships, subsidizes them and controls not only the vessels for transport or auxiliary cruisers in time of war, but can put an embargo if she likes, upon their cargoes.

Of course, such action hurts the United States. Of course it hurts any nation that has to do business under a foreign flag. The fanatics who are opposing Senator Frye's shipping bill, as they opposed the making of steel rails, as they opposed the building of the navy, as they opposed resistance to Secession, would do well to paste this incident in their hats.

WILL NOT BE FOOLED AGAIN.



World Retain the Principle. The decision of the Senate Republican Steering Committee to further amend the Puerto Rican tariff bill by striking out entirely the provision requiring the payment of duties upon American goods imported into this country to a merely nominal rate, much smaller than the fifteen per cent of the Dingley duties provided for in the House bill, brings the whole question back very close to the president's original proposition for free trade with the island.

The Best Way. The government has just paid over to Puerto Rico \$2,095,455.83, the amount paid on imports from Puerto Rico during the past eighteen months. The United States passed it over to her "for the use and benefit of the island." The proposed tariff is similar to a proposition to raise revenue for the island, "for the use and benefit" of the people of that island in a way which produces the least friction and which would save the taxpayers of the United States just that amount.

Excavating Trenches. On active service each soldier armed with pick and shovel is expected to excavate five feet of trench, two feet six inches wide, one foot six inches deep, in half an hour. This affords shelter for one rank of kneeling men.

PAYNE ON TARIFF.

LEGISLATION NEEDED FOR INSULAR POSSESSIONS.

Wisconsin Republican Talks of the Tremendous and Lasting Consequence of the Constitutional Question Involved—Follows Lincoln and Webster.

Hon. Henry C. Payne of Ohio, the Wisconsin member of the Republican national committee, has been in Los Angeles where he was interviewed by the Los Angeles Times, of which Gen. Harrison Gray Otis is president and general manager. Speaking of the Puerto Rican question, Mr. Payne said:

"It is a momentous question, but the great body of the people has confidence, I find, in the ability and good faith of the administration and is resting confident in the belief that the president and the Republican majority in congress will do what is right by Puerto Rico."

When you have waded through the bitter denunciations with which they have made the circumambient atmosphere look blue, do you not recognize the familiar and ever-scolding voice? It is the old, wrangling, vituperative objector, who is always pulling down and never building up.

Grant that there should be no protective tariff wall between Puerto Rico and the United States, and no Republican claims that there should be, what do the Democratic saviors of their country offer in its place? There is crying necessity for provision of some sort for the relief of the storm-swept, Spain-ridden islanders, but the only idea that has secured absolute possession of our Democratic critics is that a tariff restriction is horrible.

Grant that the Republican party is meeting with difficulty in all at once striking upon the absolutely correct policy to pursue, in view of the new questions that confront us, in heaven's name where would we be if the solution of these questions were in the hands of the party that objects but does not suggest, of the party that looks down and does not look up, of the party that fears to go forward and dares not go back?—Los Angeles (Cal.) Express.

INTERNATIONAL TRADE.

Exports of Manufactures This Year Will Amount to More Than \$400,000,000.

The fact that there was an increase of more than \$10,000,000 worth in the exports of manufactured commodities from the United States in February, compared with the exports of like commodities in February of last year, is the most striking fact in connection with the international trade in which this country was interested during that month. The February exports of manufactures this year aggregated more than \$34,000,000 worth, and it is estimated that according to the present outlook our total sales of manufactured goods for the current year will amount to more than \$400,000,000 worth. These are striking figures, and must be impressive to every student of our industrial enterprises, and of the remarkable success that attends the effort to extend sales into foreign countries. It is only necessary to remark, in this connection, that four years ago our total annual exportations of manufactured commodities amounted to less than \$200,000,000 worth. By far the greater percentage of increase in our foreign sales of manufactures has taken place since the Dingley protective act gave such encouragement to American industries, as not only to enable them to hold the domestic market, but to so reduce the cost of production on many lines as to make them competitors in the markets of the world. Export of manufactures in 1899 were more than double those of 1890.

Will Charge It to Protection.

A Scotch linen manufacturer writes to this country that linen yarns have advanced fifty per cent, coal 200 per cent and bleaching and wages fifteen per cent. And yet when linens are advanced about thirty-three per cent, some of the Democratic papers will be charging it to the trusts or protection.—Hamilton (Mo.) Hamiltonian.

Our Level-Headed Country.

Excitable editors who are retiring President McKinley because of the little Puerto Rican muddle forget that the country loves prosperity.—Kansas City (Mo.) Journal.

A City of Roses.

Pretoria is thirty-seven miles from Johannesburg, in an upland valley, surrounded by the Witwatersburg hills, about 4,500 feet above the level of the sea. The town nestles among hedges of roses, which grow everywhere in wild profusion. Lines of willow trees and blue gums border the hedges, and streams of clear water flow down the sides of the broad streets, which are laid out in straight lines. There is quite a continental air about Pretoria. The place is lighted with a fine installation of arc lamps, which at night time, as they shine through the foliage, irresistibly suggest the boulevards of Paris and Brussels. Some of the buildings at Pretoria are truly palatial. First among them comes the "Raadzaal," or government buildings. They have a frontage of 175 feet wide, a depth of 220 feet and a height of 125 feet from the ground up to the winged figure of Liberty which surmounts the principal dome.

Trade Expansion to China.

Successful Termination of the Negotiations Undertaken by President McKinley with Foreign Countries.

The correspondence between the United States and foreign governments that led to pledges from the powers of Europe to maintain the "open door" in China shows in detail the steps that were taken on the part of this government. The language of the initial notes indicates that each was framed to fit the supposed attitude of the power addressed, and that the negotiations were skillfully planned and executed in accordance with the tenor of the replies and by the successful outcome.

The correspondence extended from September 6 last to the 20th of March, the latest date marking the successful completion of the undertaking. The nations addressed by the United States were Great Britain, Germany, Russia, Italy and Japan. The object was to obtain from each of the various powers claiming "spheres of interest" in China a declaration substantially to the following effect: (1) That it shall in nowise interfere with any treaty port or any vested interest within any so-called 'sphere of interest' or leased territory it may have in China. (2) That the Chinese treaty tariff of the time being shall apply to all merchandise landed or shipped to all such ports as are within such 'spheres of interest' (unless they be 'free ports'), no matter to what nationality it may belong, and that duties so leviable shall be collected by the Chinese government. (3) That it will levy no higher harbor dues on vessels of another nationality frequenting any port in such 'sphere' than shall be levied on vessels of its own nationality, and no

TROOP TRANSPORTS.

British-Boer War Shows Need of Merchant Ships.

The Boer-British war has demonstrated to every nation the necessity of merchant ships for transport service, making each nation feel keenly that to the extent it lacks in merchant shipping it lacks in an essential of national defense. They will certainly apply themselves as a consequence to the creation and maintenance of a home-built and manned shipping, first for the national defense, and second, for commercial advancement.

The total population of the two South African republics does not exceed 300,000, and yet 750,000 tons of British shipping have been and still are employed in transporting 250,000 British soldiers, their accoutrements and supplies of all kinds to the seat of war. Great Britain alone is capable of producing a merchant shipping equal to such an emergency. The great powers are saying to themselves, "If this be so when pitted against only 300,000 people, what will be the case when the number is greater?"

The Philippine islands contain nearly 8,000,000 people. Cuba contains 1,575,000. With a general revolt in any of them, our need of merchant ships for transport and other service auxiliary to naval and military operations would several times over exceed our present supply. Were we to engage 750,000 tons of our merchant shipping for such purposes not a ton would be left in its present employment. It is impossible for this country to do what Great Britain has done, simply because we have permitted foreigners—chiefly Britons—to absorb the bulk of our ocean carrying, so that her withdrawal of that shipping has least affected her maritime interests. The cost of ocean transportation has risen, however, 30 per cent as a consequence. Since this country pays \$200,000,000 a year in ocean transportation, that increase if continued for only one year means that the British-Boer war will cost the United States \$60,000,000 in extra ocean transportation charges, the bulk of which goes to British ship-owners. It is easily possible that the increase in ocean transportation charges levied upon the commerce of other nations, will reimburse Great Britain, through her shipowners, for the entire cost of the British-Boer war.

Our war with Spain has caused this country to create a fleet of magnificent transports. But they would be entirely inadequate for our needs in any great war, while we have nothing upon which to fall back—nothing commensurate with our needs. Moreover, it is but one year in ten, at most, that we are at war; during that time our merchant ships should be employed in carrying merchandise, rather than in being in immediate readiness for transport service. But to have the ships available we must encourage their construction by effective legislation, and congress has not begun the broad consideration of this subject one moment too soon.

Our foreign trade is increasing wonderfully. The increase in our exports, and in the exports the increase is wholly in manufactures. When our great trade was in raw products which furnished employment in manufacturing to Europeans, they were content. But now, when we rival them in the world's markets in manufactures then our real serious danger threatens. The nations of Europe will not stand idly by and see themselves denuded of their foreign markets. They will commercially combat our progress until they see how futile such opposition is; and then, we may be sure, resort will be had to less peaceful methods to stifle our growing trade. Without merchant ships of our own we are at the mercy of our great commercial rivals. This robs our progress of stability. We cannot permit this condition to exist a moment longer than is necessary to secure the adoption of such legislation as will inaugurate a new departure. We must have an American-built merchant marine. It must be owned and manned by Americans. That shipping must be adequate to all our commercial needs. Only then shall we be commercially independent and properly re-enforced in a naval sense.

Possessing of ourselves the means for our commercial development, we also become possessed of an essential element in its proper defense. Development is uncertain, lacking the proper defense. A merchant shipping is essential to our proper commercial expansion. Its production and maintenance is possible if congress does its duty. The knowledge that this country is paying out \$200,000,000 in ocean freight charges to foreign ships each year, when the money could as easily be paid to our own shipowners, properly protected by our government, is humiliating and galling. We are not lacking in anything necessary for the construction, ownership and operation of a merchant marine equal to all of our national needs. We are only lacking in congressional legislation that will cause the creation of such a marine.

The people are beginning to realize their maritime dependence upon other nations, and to understand that progressive commercial development so dependent is impossible. There are many indications that congress is awakening to the situation. But it should not only understand what it needed—it should supply it. Nor should political considerations prevent such legislation at this session. It can be done at this session, and it should be.

A Sop to the Wabblers.

The Hon. Robert E. Pattison, who has been mentioned in connection with the Democratic vice-presidential nomination, is accused of being a political wabblers. Perhaps the Democrats will do well to throw a sop to their wabbling vote this year.

On the Suspect List.

Ex-Gov. Stone of Missouri is the man who engineered the conspiracy against Silver Dick Brand in 1896 and he occupies a place on Mr. Bryan's suspect list this year.

He Can Smile.

As to the Hon. Arthur Pue Gorman, he can continue to smile and smile and be a Democrat still.

How to Steady the Ticket.

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TWO GIRLS RUN A RANCH.

Do Both the Out-of-Door and Financial Work.

Gussie and Louise Lamm run a sheep ranch covering fifty miles of California mountains. They run it both mentally and physically. Both the financial and out-of-door work they do themselves, and it is a success. "How did I come to begin this sort of life?" Gussie said, as we sat on the steps. "Well, it was five years ago, when wool first went so low. Before that father had three men, and after that he could only afford to pay one Indian. I was at home for my Christmas vacation. It began snowing, and it snowed all day and all night and was still snowing when father and Sam were out trying to get the sheep in. They did not come to dinner till after 4 o'clock, and when father came in he was so tired he could hardly get off his horse. About 700 sheep were in the snow down in the gulch back of the Chinese mountain. They would just lie down and die unless they were driven out. 'Father, I am going down to help get those sheep in,' I said, and just made father let me. We worked in the snow till every sheep was out and safe. They were wet and chilled, and we had to keep them moving till they got some life into them. It was nearly daylight when we went home, and my mother was waiting asleep in her rocking chair, with lots of hot coffee and a blazing fire in the kitchen stove. Such a sight as I was! Every time I jumped off it was torn from top to bottom and off the band, and I was wet to my neck. When I woke up next morning father was getting ready to ride the range to see how the other sheep had stood the storm. You know, he was an old man, past 60, and it was at least thirty miles' hard riding. I put on his clothes and went, and I have been doing it ever since. I don't think it is half as hard as mother's work, and I know there is not one thing about it which hurts my girl, and we like it, don't we, Lillian?"

HOUSE INDULGES IN FUN.

Originated with the Member Who Decried the Mace.

The grand sacred mace of the house of representatives is a gilded standard crowned by an American eagle, supposed to symbolize the authority of the government. It is used to suppress any disturbances beyond the control of the speaker, and when held before obstreperous members its effect upon such bell-ringers is in most cases wonderful, says the St. Louis Republic.

One of these few exceptions, however, brought forth a most amusing remark from the bearer of the mace, Col. Ike Hill, a veteran official of the house, and then sergeant-at-arms a remark which convulsed those within earshot. A lively exchange of personalities was taking place between two members, one of whom was particularly boisterous and noisy. After commending him to sit down, which he refused to do, the speaker ordered fiercely with his gavel and pointed the sergeant-at-arms to preserve order. Holding the mace aloft and with grave and dignified mien he slowly walked up to the offending member and held the sacred symbol before him. The member, however, still refused to be seated, much to Col. Hill's irritation. Finally he could stand the suppression no longer, and, pointing the eagle-topped staff at him in a threatening manner, exclaimed in a high-pitched stage whisper: "I'll peek you if you don't sit right down!"

Macabees Are Loyal.

Capt. Matthew A. Hanson, the originator of the now celebrated Battalion of Macabees scouts, who played so important a part in the recent campaign in northern Luzon, is at his home in Newark, N. J., on sick leave, nursing a wounded foot. He is most enthusiastic in his commendation of the Macabees as soldiers, and he will urge the formation of a cavalry regiment. The Macabees, he says, are the personification of loyalty to their officers, and never during the entire campaign was there so much as a suspicion of anything akin to disloyalty. In entering towns he always careful to give them specific orders not to loot, and he never heard of a case of disobedience of his order.

The Iron-Clad Warrior.

England has struck off the Warrior, the first British ironclad, from the roll of vessels in active and effective service. The Warrior was launched in 1860 and completed the next year. She has a displacement of 9,210 tons, armor of 4 1/2 inches of iron, an armament of 320 muzzle loading guns and with engines of 5,300 horse power is rated at a speed of 14 1/2 knots. Till this year she was included in the British navy list of armored battleships, though Brassey's Annual excluded her. People in England are wondering whether many more such relics are still included in the effective list.

Paris a City of Palaces.

Paris is a veritable city of palaces, and most of the public buildings if not really palaces are modeled after such. The Palace of the Elysee is the town residence of the French president, and is splendidly furnished and decorated. It was built at the beginning of the 18th century for the Count of Evreux, and was afterward in the hands of Mme de Pompadour, the Duchess of Bourbon and Napoleon I. and III. Its large gardens stretch to the Champes Elysees.

Mathematics in Music.

A teacher of music in one of the public schools of the south desired to impress the pupils with the meaning of the signs "+" and "-" in a song they were about to sing. After explaining that "+" meant forte, he said: "Now, children if "+" means forte, what does "-" mean?" Silence reigned for a "ft" moment, and then he was astonished to hear a bright little fellow shout: "Eighty!"

A Pronounced Insult.

Maud—I can't understand how Gladys ever became engaged to young Sottleigh, he's such an apology for a man. Ethel—I suppose she had to accept the apology.