

SHIP SUBSIDY TALES

When It Comes to Fairy Tales They Beat Jules Verne and Dean Swift's Dream-ers in Lilliput

Your common, every-day romancer should eschew mathematics. Jules Verne alone seemed to possess the happy faculty of writing a beautiful fairy tale, and yet to have every statement involving mathematics mathematically correct. However, we must not forget Dean Swift and his Gulliver's adventures.

But your modern romancer, hired to write fairy tales, cares little whether his problems will work out. Too lazy himself to make his stories consistent, he imagines his readers will not take the trouble to analyze them.

Hearken unto the voice of William E. Curtis, who is now doing stunts for Mark Hanna's ship subsidy steal, and attempting to remove any prejudice by means of cleverly written romances.

In his special correspondence he says: "It costs from \$50,000 to \$75,000 for one of the big Atlantic liners like the St. Paul to make a voyage, which is 30 per cent more than for a ship of the same speed and class sailing under a foreign flag.

The chief difference is in the wages and the accommodations of the crew. The wage scales are fixed by the seamen's union in the United States, which is affiliated with the unions in other countries, and if the steamship companies did not observe them they could not get crews on either side of the ocean.

At Southampton is about 30 per cent lower than that of New York for the same positions, which corresponds to the difference in the general wage scales in England and America, and is theoretically based upon the cost of living. The natural result, however, is that the American company gets the cream of the trades, and the sailors, stewards, firemen and other members of their crews are all good, sober and experienced men."

Precisely the same arguments we heard in favor of a so-called protection tariff: Bigger wages, bigger cost—and we must give a subsidy or we can't compete. But let us study the question a little.

Taking the maximum cost for a six-day trip of the St. Paul at \$75,000, this would make the maximum cost for a similar trip by a foreign vessel of the same speed and class, about \$58,000. Hence, the difference would be about \$17,000. And this \$17,000 chiefly "is in the wages and accommodations of the crew," says the versatile Curtis. Let us read further and see how it comes in.

"On the St. Paul there are accommodations for 350 passengers in the first cabin, 229 in the second cabin and 850 in the steerage. These passengers are on the ship which they sail are cared for by a crew of 285 persons all told, a captain, five junior officers, or mates, eight quartermasters, and six coxswains at the bridge. In the engine-room are seventeen engineers, twenty-two oilers, sixty-six stokers, and forty-four trimmers—the latter are men who shoveled the coal and put it up to the stokers who put it in the furnaces. The oilers are apprentices to the engineers. On deck, in addition to those I have already mentioned, are nine petty officers, boatswains, carpenters, etc., etc., and twenty-two sailors. In the dining saloon and down among the state rooms are ninety-seven stewards, seven stewardesses, seventeen cooks, and nine dishwashers and scullions. There are also baggage masters, porters, bell boys, and other employes for various duties.

The following is a comparison of the wages received by the employes of the American and the English lines: American, English.

Capt. year \$5,000 \$2,500
Engineers, mo. \$75-200 \$50-100
Deck officers, year 750-1,800 500-1,000
Petty officers, mo. 50 35
Quartermasters 20 20
Stewards 20 15
Stewardesses 20 15
Cooks 50-20 30-15
Scullions 20-12 12-15
Sailors 25 20
Oilers 40 25
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Assuming the trip to take six days, let us inquire how much additional wages the various employes of the St. Paul receive over and above what would be paid like employes on a similar vessel flying a foreign flag.

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44 trimmers 138.00
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7 stewards 97.50
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17 cooks 85.00
9 dishwashers, etc. 20.70
22 sailors 22.00
59 others 118.00

359 employes.
Total additional wages, \$1,600.61
*This includes porters, bell boys, baggage masters, etc., and the average increase in wages is figured at \$10 per month on each.

But this lacks nearly \$16,000 of accounting for the 30 per cent difference in the cost of making a six-day trip. What was the other item? Oh, yes; "the accommodations of the crew!" Rather luxurious accommodations for a crew of 285 persons, six days! Something over \$40 per day for each member of the crew. Who wouldn't be an American sailor? Just think of those stokers and trimmers, working half-naked, each receiving about \$8 wages for the trip and having "accommodations" that cost \$240 apiece on the average.

It is evident that the increased cost, in fact there be any actual increase, is not because coal or provisions cost more. Let Curtis testify:

"The next item of importance in the expense of moving the steamer is the coal. A vessel like the St. Paul, making twenty and twenty-one miles an hour, burns from 300 to 400 tons a day, or an average of 5,000 tons a voyage. This coal costs \$3 a ton in New York and \$4 a ton in London, the latter being a little better quality. All the provisions are bought in New York, which is a much better market for everything to eat than England, but the equipments, the china, crystal, linen and other things of that sort are bought in England, for steamers pay no duty."

Hence, that \$15,000 increase in cost can only be accounted for in the better "accommodations" furnished American seamen—and even Curtis is not big enough a fool to believe such a tale.

"American" seamen is almost a misnomer, too. Curtis again:

"According to the law, at least 75 per cent of them must be American citizens, but very few are of American birth. Nearly everyone is naturalized, or at least has his first papers. In the dining room of the St. Paul, for example, every steward is of English birth, most of them having served for a time upon English steamers until they could get berths on the American line at higher wages. Nearly all of the stewards on the White Star, Cunard and other English lines and many of the Germans have also taken out naturalization papers in the hope of securing positions for the same reason. As soon as they get their first papers they apply for employment and their names go down on the waiting list, for they get better treatment aboard American steamers than on those of any other nation. Our navigation laws require it."

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Successful Nebraska Business Men

(By J. W. JOHNSON)



EMIL LANG.

The city of Beatrice, with its elegant character, who is the mother of his six sons and one daughter. Of the sons, Joseph, the elder, is manager of his large mercantile interests, in which he is assisted by Henry, a young man of promise, and Bligius, a bright youth of 21, Louis, aged 21, years, is superintendent of the canning factory. Edmund and Leo, aged 8 and 10, attend school; at the St. Joseph Catholic school. Miss Anna, an interesting daughter of 15, has rare musical talent, in which she graduated the present year, and is now attending the high school.

Mr. Lang is a native of Austria, where he was born October 4, 1847. When 13 years of age he emigrated to America, landing in New York without one dollar and unable to speak a word of the English language. From here he went to Illinois, where he worked on a farm the following year, when he removed to Beatrice and engaged in the grocery business in partnership with Jacob Klein, now the owner of the large department store. This association continued most satisfactorily, both socially and financially, for 13 years, when the partnership was dissolved, Mr. Lang continuing his business, which has since grown to its present proportions, being the largest of any retail grocer of the state.

He was united in marriage to Caroline, daughter of Joseph Meyer of

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with it. A complaint was later made of this to Sir Robert Hart, but, unfortunately, the necklace could never be recovered.—Henry Savage Landor's "China and the Allies."

Minister Wu

Wu Ting Fang, in an address at Buffalo, said that the first Chinese metallic coin was made in the reign of Hwang Ti, twenty-seven centuries before Christ. He declared that in the Chinese numismatic collections there were still preserved coins that dated as far back as twenty-three centuries before Christ. These coins are made of copper alloyed with zinc and lead. Minister Wu impressed upon them that gold was something that the Chinese knew all about. On that subject he remarked that: "The value of gold as a medium of exchange was not overlooked by the ancient Chinese, for history mentions the use in the Chow dynasty (which flourished from the 12th century to the 3d century B. C.) of gold made in square blocks of a catty in weight. In the subsequent dynasty ingots of 20 taels in weight were used. Gold bullion now in use is usually in slabs or bars of ten taels in weight. Although gold in China parishes more of the character of a commodity than money in the ordinary sense of the term, it is an acceptable medium of exchange in any part of the empire and bankers as well as goldsmiths, often deal in it."

After throwing that tub to the whale he ventured to say something about silver which is now the currency in China. "Silver acquired a monetary value and use in the Han dynasty, when Wu Ti about the latter part of the 2d century B. C. made coins of silver alloyed with gold and tin. From that time on silver filled a place of more or less importance as a medium of exchange for large transactions and the cash for small ones."

Perhaps the gold bugs down there did not fully comprehend Minister Wu's statement that gold in China was a commodity and that silver and copper was the currency. If the job was undertaken to force the gold standard on the 400,000,000 of Chinese it would be found to be a bigger one than suppressing the boxers. As soon as that empire recovers from the present disturbances there will be a demand there for more silver than all the mines of the world can furnish. India has begun to absorb it again and China will soon follow. What will the poor gold bugs do then? When silver begins to rise, what will they do with their intrinsic value theory? They have told them something about paper money. He said: "Paper currency obtained favor in greater or less degree at different times in Chinese history. The earliest use of it in the reign of the Emperor Hwang in the 2d century B. C. The material employed was deer-skin, of the size of a foot-square. After the invention of paper, that material was used instead. The issuance of paper currency was regularly and systematically conducted under Emperor Hsien Tsum of the Tang dynasty. In the early part of the 9th century A. D."

EUROPE AGAINST US.

France's Ex-Minister of Commerce Predicts General Tariff War.

M. Jules Siegfried, who was France's minister of industry, commerce and the colonies in the cabinet of Ribot in 1892 and 1893, discussed the trade situation in an interview in Chicago the other night.

"If the great trusts in this country," he said, "encroach on European markets to the detriment of European manufacturers, I predict a combination of the commercial countries of Europe to raise tariffs on American goods to almost prohibitive figures. There is but one logical solution of the present situation, and that is the signing of a fair and equitable reciprocity treaty between the different nations. I always have been in favor of such treaties, because they foster trade and increase the friendliness of the political relations between the countries party to them. It really is the only logical solution of the approaching trouble."

"Do I believe a combination of European powers is probable in the near future? Well, it will follow after several of the countries have put up their tariffs to protect their own manufacturers. You are a wonderful people and your country is marvelous in its resources, and when your competition becomes so great as to be alarming the combination of governments will be a very natural result. Under reciprocity this situation would be almost impossible. Take my own country, France, for example. We buy our steel, iron and machinery from England, but we could buy it from your mills just as well. Under a reciprocity agreement between the two governments we would come to you for our steel, our iron, our coal, our machinery, and, in fact, nearly all of the material used in our manufactured industries. On the other hand, we would send you our gloves, our fine linen, our lace and our cotton goods. The commercial relations established would bring the two countries into closer and more cordial political relations. It would be of benefit to both."

GATES A GAME LOSER.

Unlucky Chicago Speculator Says He Feels Like a Kicked Dog.

The lights of the Waldorf-Astoria were the campfires on Thursday night, May 9, of hundreds of the soldiers of finance who were on the firing line in Wall street during the day, and as they sat in the cheery glow they nursed their wounds and counted their dead, says a New York dispatch to the Philadelphia Press. The casualty list was a long one, but the night held more cheer than the preceding one.

There was no wild scramble for overnight loans of Northern Pacific stock, and the new day seemed to be fair in promise. There was intense relief at the promised success of the Northern Pacific shorts. It was accepted as a fact that Kuhn, Loeb & Co. and J. P. Morgan & Co. would settle for 150 and believed that the action of those two great houses would fix the price for everybody. The price, it was generally agreed, was a fair one. As to the latter a very hopeful view generally prevailed. John W. Gates dispensed cheer. "The medicine has been hard to take," he said, "but it has done good. There was too much speculation, and it had to be checked. There will be heavy buying orders, and the market will rally promptly. This Northern Pacific settlement will clean things up. The banks saved the day, and I feel quite sure there will be no failures of any size."

Mr. Gates would not discuss his personal losses, but told a dog story that was eloquent in expression. "I knew a man in Youngstown," he said, "who had a poor yellow pup. Well, that dog was kicked so hard and so often that he walked sideways. I am walking sideways."

WESTERN EYES ON PHILLIPS.

Farmers in Nebraska Keenly Interested in Corn Speculator's Work.

"Every one in the west is talking about George H. Phillips and what he is doing in corn." This is the way Charles Neel, the corn operator of Lincoln, Neb., described the situation the other day when he was watching the action in the corn pit at Chicago. "Men, women and children who never heard of Phillips until a few weeks ago or who never read the commercial columns of a newspaper are now reading closely to see what Phillips is doing in the market and what he is saying. It is wonderful how much interested the west is about corn. When western men come here, they want to see the young man right away and shake hands with him, as his name is in every household."

"Out in Nebraska we have a little corn left, but farmers are too busy planting it to market it freely. They have seen the price get above 50 cents here and want to get that price at home. There will be a large acreage put into corn this year owing to the high price."

This illustration of the feeling about corn is only a sample of how all the people in the west talk, says the Chicago Inter Ocean. Here in Chicago wherever one goes he hears the small boys talking about Phillips. Down in Morris and throughout Grundy county, Ill., they are doing little else but praise Phillips, who is considered the star of that section. It is nothing but Phillips, Phillips, Phillips, and what he is doing and is going to do with corn.

Where Money Went Up in Smoke.

In determining to pay up all his old debts no doubt King Edward wishes, says the Boston Herald, that he had smoked more 5 cent cigars during the years he was running up an account at the tobacco shop around the corner.

The Time to Paint

Is right now The kind of paint to use is

Harrison's

The place to buy it is 1211 O street and the man to buy it is

Kostka

Guaranteed absolutely pure boiled linseed oil 65 cents. The best and purest lead in the world \$6.50. Mail orders receive prompt attention.

Kostka

Lincoln, Neb. 1211 O St. Mention The Independent.

Grindstones

Direct from maker to user. 78-lb. stone, diameter 20 inches, \$2.80. 100-lb. stone, diameter 24 inches, \$3.20. Extra size stone mounted, \$1.25 extra. The prices include cost of delivery at nearest railroad station. Write for circular. P. L. Cole, Lock Box 381, Marietta, Ohio.

We Cut Drug Prices

READ OUR ADS and you will know the extent of our cuts. Our prices are the same to all who pay CASH.

\$1.00 Riggs' Dyspepsia Tablets, 69c
\$1.00 Riggs' Sarsaparilla and Cleary Compound, 69c
\$1.00 Riggs' Female Regulator, 69c
\$1.00 Cook's Dandruff Hair Tonic, 79c
\$1.00 100 Peruna, 79c
\$1.00 Miles' Nerve, 79c
\$1.00 Pierce's Remedies, 79c
\$1.00 Hood's Sarsaparilla, 79c
\$1.00 Paine's Celery Compound, 79c
\$1.00 Wine of Cardui, 79c
\$1.00 Stuart's Dyspepsia Tablets, 79c
\$1.00 Malted Milk, 79c
\$1.00 Lydia Pinkham's Compound, 79c
\$1.00 Kilmer's Swamp Root, 79c
\$1.00 Scott's Emulsion, 79c

WABASH RAILROAD

SHORTEST AND QUICKEST TO PAN-AMERICAN EXPOSITION AT BUFFALO, MAY 1 to NOV. 1.

The WABASH runs on its own tracks from Kansas City, St. Louis and Chicago. Many special rates will be given during the summer months. Through fares allowed on all tickets at Niagara Falls. Be sure your tickets read via the WABASH ROUTE. For rates, folders and other information, call on your nearest ticket agent, or write Jos. Teahon, T. P. A., Omaha, Neb., or C. S. Crane, G. P. & T. A., St. Louis.

Dr. Shoemaker's Private Hospital

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