WEARING THE IRON YOKE.

The Iowa Lines Fixing Rates to Suit Themselves.

WHAT THE GOVERNOR MAY DO.

Political Position of the State Farmers' Alliance—Attorney General Baker's Defeat—The Record of Commissioner Dey.

Exorbitant Rates.

DES MOINES, Ia., Sept. 9.—[Special to THE BEE.]—The opinion is freely expressed among all classes of people that the legislature made a great mistake in not passing the maximum tariff bill last winter, and the anti-monopoly senators, like Weidman of Montgomery, Mills of Marshall and Poyneer of Tama, who became faint hearted and stampeded to the railroad side of the fight at the final critical moment, are being "roasted" without mercy. The railroads are utterly disregarding the schedule established by the commissioners and charging an excess of some 25 to 40 per cent, which the shippers are paying under protest. Meanwhile the lawyers are making up the case to be presented to the supreme court in the October term covering the points sustained by Judge Fairall in his injunction decision. Should the supreme court of this state decide against the railroads—as it most likely will—an appeal will be taken to the United States supreme court and a final decision will not be reached for years. The railroads are now talking "compromise" and their attorneys imprudently suggest to the commissioners that if the people will repeal the law, the roads will come down in their rates to a reasonable figure. Governor Larrabee is watching the contest with a great deal of interest, but declines to indicate whether or not he will convene the legislature in extra session if no other solution of the problem is reached. The backbone of the recreant senators has been wonderfully stiffened by the unequivocal action of the state convention, and even conservate senators like Hutchinson, of Wapello, are now ready to give the railroads such a dose of positive law in the shape of an iron-clad tariff as they will not be likely to forget.

It is said that hundreds of cases of extortion, under the schedule prepared by the commissioners, are being prepared by lawyers in all parts of the state, and the prospect for no end of railroad legislation in the near future is very promising.

The railroad attorneys realize the ticklish situation in which they have placed themselves by refusing to obey the schedule, and have tried to enjoin one attorney—Hon. Charles A. Bishop—from bringing suits of this character. This unheard-of proceeding of endeavoring to prevent the citizens of a state from enforcing its penal laws increases the feeling of opposition to the roads and will only result in embittering the struggle. Of course no court not absolutely under corporation dictation would grant or sustain such an injunction, and the railroad attorneys who suggested this move utterly mistake the temper of the people and exhibit their reckless disregard of public opinion. The Milwaukee attorneys seem to appreciate the situation better than the others and promptly admit that perpetual litigation with the people of Iowa is something no railroad can afford.

THE FARMERS' ALLIANCE.

The state meeting of the Farmers' Alliance was held upon the fair grounds this week. About one hundred and fifty delegates were present, representing every part of the state. Notwithstanding this is a presidential year, partisan strife was lost sight of in the deliberations of the convention. The resolutions adopted were more radical than last year. The railroad legislation and the action of the commissioners were heartily endorsed; a 2 cent fare was demanded and the taxation of money and money credits. Although the convention was made up largely of democrats and greenbackers the administration of Governor Larrabee was squarely endorsed by a unanimous vote. Resolutions were also adopted requesting the candidates for congress to pledge themselves to support anti-monopoly measures. The defeat of General A. J. Baker for the nomination of attorney general was greatly deplored and the candidates for this position on the different tickets were requested to define their positions and pledge themselves to sustain the railroad commissioners. A few hot-headed members wanted to bring out Baker as an independent candidate, but this suggestion was not accepted by the conservative element. It is very certain, however, that the alliance will watch the actions of Mr. Stone, as attorney general, with a sharp eye, and should he be the least remiss in his duties he will be summarily bounced at the end of his first term.

The action of the alliance will fairly paralyze the democratic combine with the railroads for the election of railroad commissioners. The alliance declared in favor of lifting the present contest for these positions above the plane of partisanship by the election of Campbell, Smith and Dey. This action will insure the defeat of both Wills and Lund, for the alliance vote drawn from democrats and greenbackers will more than offset any possible defection of railroad republicans. The prohibitionists will also support the republican nominees. While the election of Smith and Campbell is assured, the action of the alliance may possibly result in the defeat of Hon. John Mahin, the other republican candidate. Mr. Mahin is one of the best men in the state, and in every way is competent for the position. As editor of the Muscatine Journal, he has made a life long anti-monopoly record, and, above all, his integrity is absolutely unquestionable. Mr. Dey has been on the commission for ten years. He was a member when that tool of corporations—Governor Sherman—appointed men like McDill and Coffin for commissioners, and never wrote a single dissenting opinion. When Hon. A. R. Anderson wrote the able opinion on the famous Greene county case, Mr. Dey refused to sustain him and compelled Mr. R. to present his views as a minority report. As an anti-monopolist Dey has not proven a brilliant success, and should the anti-monopoly republicans scratch Mahin and elect him, and the railroads "plump" their votes in favor of Wills and pull him through the commission will not only be democratic, but exceedingly conservative if not positively under the control of the corporations, as the republicans will be responsible for the settlement of the railroad question because they are in the majority. Thousands of alliance members will not run the risk of the contingency mentioned above, but in spite of the action of the state meeting will support all three of the republican candidates.

THE STATE FAIR.

The state fair this year was a decided success, especially from a financial standpoint. Nearly forty thousand people were on the grounds Wednesday, and the total receipts footed up to nearly $45,000. The show of stock was very fine, exceeding that of any previous year. It is in order to congratulate President Wheeler, Secretary Shaffer and the board of directors upon the result.

REX.

IOWA NEWS.

The Opinions Handed Down by the Supreme Court.

DES MOINES, Ia., Sept. 8.—[Special Telegram to THE BEE.]—The supreme court handed down the following decisions to-day:

Ellen Arquite, appellant, vs Board of supervisors of Marshall county; from Marshall county; J. L. Stevens, judge; reversed.

The Minneapolis & St. Louis railway company, appellant, vs Miles Beckett, treasurer; from Boone county; H. C. Henderson, judge; affirmed.

John F. Duncombe, appellant, vs Walter Powers; from Webster county; D. D. Miracle, judge; affirmed.

C. L. Gardner, appellant, vs Catherine E. Conelly et al; from Boone county; J. L. Stevens, judge; affirmed.

N. J. Talbot vs John W. Noble, appellant; from Decatur county. This was a case in which the plaintiff had obtained a judgment against the defendant for breach of promise of marriage. The supreme court formerly affirmed the case, and an attempt for a rehearing was made, but the court now dismisses the petition.

J. C. Boyd, appellant, vs T. S. Mantz et al; from Wright county; S. M. Weaver, judge; affirmed.

Charles C. Shuler vs Daniel J. Dutton, appellant; from Grundy county; C. F. Couch, judge; affirmed.

Julia L. Bently, appellant, vs M. W. Taylor; from Black Hawk county; C. F. Couch, judge; affirmed.

Carruthers & Murray, appellants, vs J. H. McMurry; from Poweshiek county; David Ryan, judge; affirmed.

Louisa Hawn, by her next friend, appellant, vs T. V. Banghart; from Jasper county; David Ryan, judge; reversed.

Samuel McVey vs Florence Johnson, appellant; from Keokuk county; J. K. Johnson, judge; affirmed.

Anna Lewis, appellant, vs Ole Lewis; from Webster county; D. D. Miracle, judge; reversed.

William Bradley vs J. A. Brown, appellant; from Wayne; R. C. Henry, judge; affirmed.

John Groves, appellant, vs the Burlington, Cedar Rapids & Northern railway company; from Hancock county; G. W. Ruddick, judge; affirmed.

J. Fereakes & Bros., appellants, vs A. Case and James Heidredge; from Dickinson county; George H. Carr, judge; affirmed.

A. B. Carter vs R. M. J. McFarland, appellant; from Palo Alto county; George H. Carr, judge; affirmed.

D. C. Chase, appellant, vs C. F. Weston, sheriff; from Hamilton county; D. D. Miracle, judge; reversed.

Cook and Wheeler vs the Chicago, Rock Island & Pacific railway company, appellant; from Jasper county; David Ryan, judge; affirmed.

Charles P. Johnson vs the Chicago & Northwestern railway company; from Webster county; S. M. Weaver, judge; affirmed.

M. E. Bullis vs the Chicago, Milwaukee & St. Paul railroad company, appellant; from Hancock county; affirmed.

UNCLE SAM'S NEW FIGHTER.

What the Line of Battleship Maine Will Be When Built.

In 1890 it is expected that the pride of the American navy will be the warship Maine. The Maine does not amount to much as yet, but hundreds of men are making the Brooklyn navy yard hum with the industry that will in time result in the grandest ship ever turned out in this country. The Maine is going to be a fighting ship. Unlike the Atlanta, Boston and Chicago, which are designed as fast armed cruisers, the Maine will be a regular line of battleship. She will be fast and still be a fighter.

The Maine is the first big ship to be built at the Brooklyn navy yard in many years, and the consequence is, a livelier state of affairs exists in the yard than has been known in some time. It will take at least two years to build her. Since the war little has been done at the Crooklin navy yard except to put the finishing touches upon vessels. The Atlanta and Boston were completed there, and the Chicago is lying in the yard now, receiving her finishing touches.

It takes a great deal of machinery to build a big ship—machinery, too, of a complicated kind. There must be almost a complete rolling mill to roll the iron into shape. There must be big machines to punch rivet holes, immense steam hammers to pound the iron, and great planers to plane it. To build solid foundations for these heavy machines, to arrange shafting and tramways, overhead, takes considerable time, skill and experience. That is what is being done at present. Four big sheds have been constructed, and in each some branch of the work that is to result in the big ship will be done. In another month work will be actively begun in every department, and little by little the parts of the monster warrior will be completed.

In order to see how a big ship is built a reporter paid a visit to the yards. The first thing he did was to seek out Master Shipwright J. R. Magee.

"Talk about clockwork, why clockwork is nothing to building one of these ships," said the veteran shipwright, as he hurried over to where a gang of men were finishing two long and narrow tanks. "These are acid tanks, and here is where the first work on the ship begins."

These tanks are six feet deep, about three feet wide and about ten feet long. They are placed in line with each other. The iron for the ship is received in sheets. It is loaded on small railroad cars and pushed, by men, to the big shed, at the end of which are the acid tanks. The sheets are stored in this shed until they are wanted. When this time comes one of the tanks is filled with acid and the other with water. The sheets of iron are loaded on a car again and rolled up to the tanks. By machinery they are raised from the car and lowered into the acid. This cleans away all the dirt, rust and foreign substance upon the iron. The sheets are lifted from the acid and swung by means of an overhead tramway to the water tank and rinsed off. Then the iron is bright and clean and and ready for working.

In the big shed next to the storage shed are to be the rolling machines, the big planers, steam hammers, etc. Some of the machinery is ready, and the rest is being placed as rapidly as it arrives. An immense engine will furnish the force to drive all of the machinery in this department. The boilers are already in place. The biggest planer in the United State will be among the machinery to be found here.

The preparations that are being made are not temporary ones. They are permanent, and no doubt if the Maine turns out to be as great a ship as it is hoped she will, more of the armored cruisers will be constructed at the Brooklyn yard.

But the most interesting part of the preparatory work for the Maine is being done under the supervision of George McMullen, the master joiner of the yard. His men are constructing the frames for molds. Every piece of iron that goes into the ship must be "framed." A trip to the mold loft is one of great interest. The loft is a room of great size, and on the floor are laid out two big block sections of boards. Each one is fifty-seven feet wide and thirty-three feet deep, the exact dimensions of the Maine. On this block surface, in white lines, are marked off all the frames that are to be constructed. It is a wonderful fine piece of work, and indicates how minute and exact must be all the calculations that enter into the work. The frames are made of half-inch pine stuff. Men are busy turning them out, and many have already been completed. Each piece is numbered on the diagram, and as it is turned into wood the numbers are transferred, as, for instance: "Frame 43—Maine." These designations are marked in plain letters that will not rub off.

The keel blocks of the Maine are already laid under the big shed, where she will gradually take shape. The blocks indicate the length of the ship, and show the graceful curve of stem and stern. All of the preparatory work, such as getting in the machinery and placing it, is under the supervision of Master Shipwright Magee, and a busy man he is, too.

While considerable attention is being paid to the Maine, it is by no means all that is going on in the yard. Work is being done on the Chicago and the iron monitors Terror and Miantonomah. The Terror arrived at the yard a few days ago. She and the Miantonomah will in time be fitted for sea, but as there is no demand for their services now the work will not be hurried.

When completed the Maine will be a 6,900-ton vessel. She will be supplied with the heaviest guns, such as the two eight-inch guns on the Boston. She will have two turrets—one at the bow and the other at the stern, not amidships. The one at the bow will be close to the port side, while in the stern the turret will hug the starboard side of the vessel.

The Boston is now lying at the yard. It was a lively scene that met the reporter's eyes when he boarded her. The sailors had just finished their midday meal. They were cleaning away the swinging tables and washing the dishes. Everything was bustle and seeming confusion. The rattle of the dishes mingled with the noisy hum of conversation and merry laughter.

The aroma of the after dinner pipes was distinguishable above everything. Here six tars were sitting in the shadow of one of the big guns, engrossed in checkers. Four are playing, the rubber checker boards spread upon the deck, and two are looking on. There were two more sitting under the frowning mouth of another gun, playing cards. Others were simply laying back enjoying their pipes. The noon hour on board a man of war is an interesting one. The men enjoy it because it is an hour of relief from stict disipline, and because the hearty food which the government furnishes them braces them up for the further work of the day.

The Dynamite Cruiser "Vesuvius."

American Magazine: The "Vesuvius" was launched at Cramp's shipyard April 28, and is intended to demonstrate the practibility of Captain Zalinski's dynamite gun afloat in naval warfare. She is a small, mastless vessel of 725 tons displacement, long and arrow-like, drawing only nine feet of water, and with powerful screw triple expansion engines designed to give a speed of twenty knots. Her length is two hundred and fifty-two feet and breadth twenty-six feet. A small central superstructure and a thinly-armored conning tower are built upon the upper deck, which is five feet above the water line. The after part of the ship is devoted to the quarters for the captain and officers, the middle compartments to the engines and boilers, and the forward compartments to the crew and to the three fifteen-inch dynamite guns, which are built into the ship at a fixed elevation of 18°, projecting above the upper deck near the bow, and extending down nearly to the keel. The annle of elevation has been recently increased from 16° to 18°, to diminish the chances of ricochet and thus insure the torpedo action of the shell. The guns are side by side, and must be pointed by the helm, the steam steering-gear and twin screws contributing quick turning powers. The guns are smooth-bores, fifty-four feet long, made in sections of thin cast-iron. It isas yet thought best not to rifle these guns, as it would cause additional strain upon the gun and projectile, and increase, by friction, the heat and consequent danger. To keep the shell steady in its flight there is a tail tube with spiral vanes attached, which act much on the principle of the feather on an arrow. The shell is made of thin drawn brass tubing, and is fourteen and three-quarter inches in diameter, and about seven feet long, exclusive of the tail tube. The operation of loading is very simple. Compressed air is the firing medium. A storage reservoir near the keel contains air at a pressure of 1,000 pounds a square inch. From the storage reservoir the air is admitted to the firing reservoir near the breech of the gun. A valve admits the air from the firing reservoir to the gun barrel in the rear of the shell, and starts the latter on its journey. The man at the firing lever controls the valve, so that it may be opened to any extent he may desire, thus regulating the amount of air that is to be admitted to the gun barrel. The greater the amount admitted the greater will be the range of the projectile. Experiments will readily determine the size of the opening for any desired range, thus bringing the gun under the complete control of the operator.

Was America Ever Discovered?

At the time when Columbus started in search of the new world, nearly every man, woman and child in Europe insisted that there was no new world to discover. When they came back, crowned with success, a large proportion of these good people adhered to their theory; and if they were alive today many of them would doubtless insist that America had never been discovered at all. A man will give up anything in the world more readily than a pet theory. For example, look at the individuals who still maintain that consumption is incurable. Dr. Pierce's Golden Medical Discovery has cured thousands upon thousands of cases, and will cure thousands more, but these people can't give up the point. Nevertheless the "Discovery" will cure any case of consumption, if taken in time.

A Patent Lightning Calculator.

Chicago Times: About a year ago, Dorr E. Felt, of Chicago, perfected a little machine that does away with the "lightning calculator" and is destined to greatly simplify the handling and use of figures. The machine has been named the "complometer," and is ready for the market. It is about the size of an unabridged dictionary, is operated by numbered keys, very much as typewriters are, and seems capable of a large amount of work. It adds, subtracts, divides and multiplies with equal facility, and with a rapidity in practiced hands almost incredible. The only thing against its popularity, probably will be the cost, which from the fact that it is of intricate construction will be considerable.

There have been half a dozen machines invented intended to do the same class of work, but none of them has been successful, or even reached popular use. The Felt invention, however, differs from them all in that it is operated on the unit system, and that when the addition of a column of figures has been made it is not necessary to turn the registering wheels backward and commence on another, but column after column can be added and the machine will carry the additions to any extent. As an example, suppose it is proposed to add

327
946
183

the operator begins with the units and successively depresses the keys 7, 6, and 3 in the unit column, and the machine registers 16. The next operation is to commence on the column of tens by striking the 2, 4, and 8 keys, and the result of the additions is 14, while the register is 156. The hundred column is next taken, and keys 3, 9, and 1 are depressed, and the machine by its cumulative work registers 1,456, which is the result of the addition. The numbers may be added by either vertical or horizontal columns with equal case, and the machine is unerring.

It is almost impossible to convey a correct idea of the mechanism of the device, or yet to explain its workings in detail so that the reader can understand it. In fact, it must be seen, and then even unless one's mind runs to mechanics and figures some explanation will be necessary to a clear conception of its usefulness. As has been illustrated, it adds with facility, doing all of the figure-making itself, and it multiplies, divides and subtracts just as readily, though the processes are somewhat more intricate and difficult to explain. For these latter operations the use of the keys is varied somewhat, but they are so marked that there is little trouble with them, and it is claimed that a few lessons is all that is necessary to make an expert of a person with ordinary intelligence. Mr. Felt has started west to exhibit his invention and has already succeeded in getting it in several of the departments at Washington, where it is said to be giving abundant satisfaction, not only on account of its accuracy, but its great speed and ease of operation.

Electric Cars vs. Cable Traction.

Electrical World: It seems that the struggle for supremacy between electric and cable traction for street cars, although practically settled so far as the electric side is concerned, is still a subject for the advocates of the cable, who refuse to recognize defeat. We have so often pointed out the advantages of electricity that it is needless to recall them again here, and we only draw attention to the matter now in order to meet the remarks which have been made by an engineer at Kansas City, who, as one of his arguments, puts forth the fact that the electric current cannot compete with the cable, because the latter can pull cars up grades as steeep as 18 per cent; a thing, he says, that the electric car cannot do. The criticism is perfectly correct, and we are not at all desirous to see any electrical engineer undertaking to run an electric railway on roads having 18 per cent grades. It is obvious that in such situations the cable is in the right place, and is probably to be preferred to any other method devised up to the present time, so far as we know. But, as experience has demonstrated, grades up to 9 and 10 per cent, which are ordinarily as great as need be considered, can be successfully mounted by the electric car, and the economy of the system on such roads has long ago been proved to be greater than that which can be obtained from the cable. To argue, therefore, from an extreme and special case is avoiding the main question, and even if such arguments are successful for a time, they can only slightly keep back the final acceptance of electricity as the general source of power for street car traction.

An Unfailing Sign.

When two young people of dissimilar sex, with a singleness of purpose and a doubleness of affection, sit up with each other, and so on, and when the clock strikes a dozen, says: "Is it possible?" and she says: "Why, I didn't know it was so late!" you may draw your conclusions that very soon a united couple will be buying some furniture.

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Two-piece Children's Suit, size 4 to 13, at $1.00. We cannot describe this suit, but we ask you to come and see it. You will be astonished what a suit you can get in our store for $1.00. Other houses would charge $2.00 for such a suit and pretend to give you a bargain.

Two piece Children's Suits, of good cotton mixed Cassimere, heavy weight, nice patterns and well made, at $1.60.

But the greatest of all bargains is the Knee Pants Suit we are offer this season at $2.50. This is a suit we are proud to show. To call the material "all wool" would not mean much, as we have sold all wool suits at that price before, but we can truthfully say we never offered SUCH a suit for the money. This suit is conscientiously made with special view to wear. The material is honest all wool cassimere—no shoddy. The pants are made with double thickness of cloth in knee and seat, and every seam is sewed strong. It is a perfect wear resister. Besides that it is neatly plaited and finished. Other houses would charge $5.00 for such a suit.

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