Real Objects of the Hanna-Frye-Payne Bills.

WERE FRAMED BY CAPITALISTS

Combines Formed and Forming to Get Their Hands in the Public Tremsury.

BOSTON, Feb. 28.-The New Englan Free Trade League issues the following letter by ex-Congressman John DeWitt Warner, of New York:

In view of all the evidence that government bountles in the protective tariff lead to the formation of "trusts," this country should profit by experience and refuse to create a shipping trust by a shipping sub-

The pending ship subsidy bills provide that the United States Treasury shall contract to subsidize owners of certain for from 20 to 30 years, up to \$5,000,000 a year. The subsidy varies from 1 cent to 3.8 cents per ton of registered tonnage per 100 miles sailed, and will average about 1% cents for sail vessels and those making less than 14 knots an ur, and about 3% cents for swift pass ger steamers. Minor features of the bill are incidentally discussed.

Characteristics. (1). The philanthropy and patriotism with which the title and preamble fairly

"A bill to promote the commerce and in-crease the foreign trade of the United States, and to provide auxiliary cruisers transports and seamen for Governmen use when necessary.

Whereas, The profitable employment the surplus productive power of the farms, factories, mines, forests and fisheries of the United States imperatively demands the increase of its foreign com

merce; and "Whereas, The merchant vessels, cers, engineers, machinists, electricians and seamen necessary to the increase of commerce of the United States also essential as auxiliary to the forces of the United States in time of war, and otherwise, and to the better security of the Nation and the protection of its possessions; and

Whereas, It is deemed especially expedient to make immediate provision to these ends."

The extent to which, in the body of the bill, provision is made exclusively for Government bounty to shipowners without material relation to our expor-

trade, American labor or the Navy. (5). The provision in favor of foreign-built shipping, of which American citizens at present own a majority interest this is dependent "upon such American owner or owners of such majority interest" obtaining the remaining interest-thus excluding other American citizens., (4). The contrast between its provis-

ions, the required 100 per cent immediate American capital and the suggested 25 per cent of American labor-with such as exemption clause that under this bill no erican sailor will ever be hired unless otherwise profitable to hire him, since shipowners get their sallors anywhere, and no wage standard is suggested.

(5). The contrast in deep-sea fishing be tween the 52 per gross ton yearly for full registered tonnage, though employed only three months in the year, with but one-third American crew, and the bounty to each American member of the crew of \$1 per month "during his time necessarily employed." Without a minimum wage this \$1 bounty to sallors simply enables the shipmasters to get sailors at a dollar

(6). The proviso that, "if" required, s subsidized vessel shall carry "one American boy for each 1000 tons gross tonwho shall be kept at work at sea manship or engineering, to be paid what he earns—the boy being given no guarantee of after employment Concern for Export Trade a Sham.

Subsidies are graded by the capacity and speed of ships, with no requirement of any cargo—the highest subsidy to the ships that carry the least cargo—e. g., 2.8 cents per registered ton per 100 miles, to the "great 21-knot ocean fivers," but only 1% cents per ton per 100 miles to steamers of less than 14 knots' speed.

Cabins, saloons and other accomm tions for passenger traffic leave but a small space for freight. Fast steamen also need more room for coal, engine room and crew-room; e.g., a 10-knot freighter burning 35 to 40 tons of coal a day, and needing 12 men to liandle it, would, if built for 20 knots an hour, require 360 tons of coal a day, with 100 men to rush it; while a "12-000"-ton, 10-knot freighter can, therefore, carry 10,000 to 15,000 tons actual freight, a 12,000-ton, 21-knot passenger steamer carries only 1000 to 3000 tons-making the subsidy, in pro-portion to freight carried, from 10 to 25 times as high for the typical passenger steamer as for the freighter. (Amendments so far propo Promotion of Swift Mail or Trans

port Cruisers a Sham.

Swift passenger steamers are so expen sive to run that they have no existence except in trade (mainly trans-Atlantic), in which they are already the most profitable. For this trade, therefore, they have been built, and would be built without subsidy. This is admitted at page 34 of the House hearings of January 19. Mr. Clyde, shipbuilder, speaking on behalf of the bill, says:

"We know from the inquiries we have made as to what shipe will be built if this bill is passed, that all the vessels contemplated will be vessels of moderate speed-none of them exceeding 17 knots.

The Actual Object of This Bill. It is not hard to find the real object of this bill. At "House Hearings," pages 24-25, Mr. Griscom explained:

"I should say offhand that the 14-knot ship of the largest possible size—that would carry 10,000 tons—would be the ship that under that (subsidy) bill would get the best compensation. A great many are building in Great Britain now which will carry 10,000 tons of cargo, and not meas-ure 10,000 (registered tonnage)."

of such ships there are comparatively.

They have only refew in the world. They have only re-cently been built at all. In 1898, the greatest year for shipbuilding in the world's history, but six in all were turned out-four in Great Britain and two in Germany. But on September 30, 1899, there were then building of such vessels 16 in Great Britain and several in Germany-

largely for our subsidy beggars.

Take two instances: Mr. Griscom, of the International Navigation Company, or "American" line ("House Hearings," page 25), admits his company has eight vessels of over 10,000 tons, and of speed 14 knots, or above, on which to collect subsidy. At page 265 of the last report of the Commissioner of Navigation we find that of these eight, in September last, four were con-structing abroad—three not to be com-pleted until some time in 1901; also that the Atlantic Transport Company had then four others under foreign construction; also that in 1898 this last-named company built abroad five steamers of over 14 knots' speed, averaging over 7000 tons gross register each-these, with the four now building, being the only ones of their vossels that are fast enough to get the

extra "speed" subsidy, Of T. Hogan & Son's fleet of 12 ships (aggregating 47,000 tons) awaiting subsidy, seven (aggregating 31,500 tons) were under construction in foreign shipyards in September last. The case was similar with two (aggregating 940) tons) of Grace & Co.'s fleet of six (aggregating 21,600 tons).

The key to this energy is furnished by Senator Prve. who explains ("Senate page 2) that in 1897 the coterie behind this bill was organized. In short, the object of this subsidy bill

is not to encourage the building of ships which would not otherwise be built; but further to line the pockets of prosperous entlemen who, without subsidy, have sullt or contracted for the very ships to which this bill is framed.

Sham Patriotism. The proposed guaranteed contracts for silding ships here are farcical. For the great steel ships that are now rapidly supplanting all others can be built in this country cheaper than elsewhere in The only danger is: (1) Allowing

trusts to continue to charge American shipbuilders higher prices for raw maerials than those at which they supply foreign ones; (2) such a shipbuilders combine as, though ships are built here cheaper, shall compel our shipowners to

pay more for ships.

There is no probability of this, unless (as proposed by this bill) shipbuilders are either bought off by Government largess from insisting upon their rights against the steel trust, or guaranteed, at rates to be fixed by themselves, such an amount of shipbuilding that they can charge trust prices, instead of competing to build ships at fair profit.

Again, 16 voyages are permitted in each year; even if a United States built ves-ael be assumed to draw subsidy upon only 10 round trops of 6400 miles each, may 000 miles, this, at the rate provided (7½ cents per gross ton per 100 miles for 1500 miles on each outward and homeward trip, and 2 cents per ton remaining dis-tance), means \$1.42 per ton for each voyage, say \$14 30 per ton each year and \$143 per ton for the 10 years permitted. That is, in the case of ships now having American registry, the aggregate security exacted for new construction within 10 is but \$2.50 per ton of present to on within 10 years and this security is a little less than one-fifty-seventh of the amount of the sub-sidy which the subsidy getter may have drawn from the Government before the

Foreign Capital Admitted to Subsidy While 100 per cent American ownership is required to entitle a vessel to a 20-year subsidy contract, there is nothing to pre-vent prompt sale of this interest to foreigners and the payment of the subsidy during the whole 20 years to foreign cap-

Italists Indeed, by the proviso as to corporate ownership, it is contemplated that pres ent stockholders of corporations owning subsidized shipping shall be enabled to "realize" at once by selling it abroad-the bounty of our Government thereafter to go to foreign owners. See Senate hear-

ings, page 16: Senator Elkins—Now that corporation might be made up of citizens of the United States, and incorporated under the laws of the State of New York or West Virginia, or your state, and yet all the cap-ital be held in England. Mr. Edmunds (counsel for promotion of

the bill)-That is perfectly true.

Shipping Industry Prosperous With out Subsidy. President McKinley, in his speech at the Chicago commercial banquet, on Octobe

10, 1899, said: shipbuilding has been greatly in-Our tonnage increased during creased. the year 100,000 tons, and is without a parallel in our recent history; More large ocean steamships are under construction in the United States than ever before. Our shipbuilding plants are being enlarged and new establishments projected." From Marine Review (Cleveland), Feb-

ruary 8, 1900, is clipped: "The Newport News Shipbuilding & Dry-dock Company, of Newport News, Va., has assuredly had its full share of prosperity during the past year. The aggregate value of the new vessels and repair work within the twelve-month has never had a parallel in any single year in th history of American shipbuilding. Constant Descrimination Agains

Public Interests. The Secretary of the Treasury is to con tract to pay subsidy for 20 years or more and there is no condition under which the Government can commute, much less get released. As to the vessel-builders, how-ever, it is provided: "But if it shall happen that any such new vessels shall, with-out any fault or want of diligence on the part of the owners, fail to be built and registered as required, the Secretary of the Treasury shall extend the time (for

shall seem to him to be just." Under section 5, the Government is to pay subsidy as per speed test; (this is on the corresponding assumption that fastcosts more than slow steaming.) But, under this bill, this same ship, in earning high speed subsidy, can actually sail at the lowest speed that its owner finds most

In the deep-sea fishery, the vessel-owner is paid his yearly subsidy, even though the vessel may have been employed threefourths of the time outside of this indus try, or laid up idle; while the petty ty to American sailors is limited to "\$1 per month during the time necessarily employed

No Increase of Shipping Mr. Fitzgerald, of Massachusetts-How

much money, Mr. Criscom, would your company (American Line, etc.,) receive next year? Mr. Criscom—About \$1,400,000 or \$1,500,000

(Expert calculations show this to be more nearly \$2,500,000). But we would have to relinquish to the Government the \$750,000 we now get. Mr. Fitzgerald-That would make how

much? Mr. Griscom-About \$750,000.

Mr. Fitzgerald-You say a net profit? Mr. Griscom-I didn't say profit. I said compensation. Compensation goes toward equalizing the extra cost of running under the American flag.
At page 23, of the House hearings, we

Mr. Clyde-The sum that the American line ships will get under this bill will be more than sufficient to compensate their American owners for the addition in cost of furnishing ocean transportation with that type of ship, as compared with fur-nishing it under the British or Norwegian or other foreign flag, in the same type of

If the full subsidy permitted by the bill is bare compensation, as these gentiemer assert, then it is no encouragement what ever to any increase of shipping. Indeed. to any extent that the \$9,000,000 limita-tion reduced the subsidy paid below the full rate allowed, these subsidy-beggars could not afford to run as many ships as

they do now. But any one who might otherwise credit the veracity of Messrs. Griscom and Clyde will be cured of such a mistake when he notes that, to one after another interest which grumbles at being left out, amendwhich gruindles at design set out, amends ments are offered by which their own subsidy is further lessened—unless these amendments are but the basis of a larger combine, promptly to remove the \$9,000,000

An Ideal Field for a Trust.

Mr. Edmunds says (House hearings, p. 6):-Then another characteristic of bill, and I might as well say it here, is that it provides an open field for everybody. There can be no syndicate formed, as there can in the case of railroads and plants which are on lands, which are fixed, like the Standard Oil Company, for illustration, inasmuch as there are probably 1000 places in the United States where ships can be built; it would be impossible for a syndicate of all the shipowners that are now in the United States to prevent anybody else who can get \$100,000 today from his neighbors from building one of these smaller classes of ships, that are capable of sailing all over the ocean, and

he could not be squeezed out. Compare this with his statement (Senate hearings, p. 19)-Mr. Edmunds (The United Kingdom.) Building ships for all the world and able to build them cheaper, aside from the cost of material, etc., from the fact that they do a wholesale bu

"It is just like the case of the manufac turer—the man who has got a market for 10,000,000 yards of cotton can turn that cotton into the cloth and sell it at 10 per cent profit. Whereas I, who have an establishment and a capital enabling me to

do only a quarter of that amount of bustness, would go bankrupt the first year if I only got 10 per cent."
Of concerns that are competent to handle contracts for such shipping, 10 include all the United States that can claim so

Indeed, a late report of the Commissioner of Navigation shows only five are now actually handling contracts for deep sea shipping of even 3500 tons or upward and only three—the Newport News Ship-building Company, William Cramp & Sons and the Union Iron Works—building ships of over 6000 tons.

These three concerns are the giants this industry, the investment of the first two being at least \$10,000,000 in each case and the Union Iron Works probably using \$6,000,000 to \$10,000,000 of capital. One easily imagine how much chance Mr. Ed munds' American citizen, with his bordearned \$100,000, would have in competition with them. Trusts Behind Ship-Subsidy Scheme

The lion's share in this scheme is held by interests that can be named on the tingers of one hand. The coterie behind it are the leading trust interests of the As to the prime movers, Mr. Griscom's

ompany, the International Navigation Company, the American line, will be by far the greatest beneficiary under this bill The Chicago Tribune (Rep.) thus sym-"Among the officers of this so-called American line company are Clement A. Griscom, president, and W. H. Barnes,

Alexander J. Cassatt and W. E. Elkins firectors. That is not the only directory however, of which these gentlemen are members. They are also directors of the Pennsylvania Railroad Company, and Caseatt is president of that company. "John D. Archbold and Henry H. Rog-

Navigation Company. The first named is ominent director and the last named ard Oil Company. There is a concern known as the National Transit Company, which is a part of the Standard Oil trust, and controls its oil-distributing business. Its relations

with the Pennsylvania company are exeedingly intimate. Among the directors of the National Transit Company are Archbold, H. H. Rogers and Clement A. Griscom. The latter is the connecting link between the International Naviga. tion Company and the Standard Oil Con Shipbuilding Trusts Organizing

The following from the New York Her-ald of November 13, 1899, speaks for itself: "Much interest has been aroused by the recent announcement in the Herald that steps are being taken to form a syndi-cate for the purpose of purchasing five of the largest shipbuilding plants in the United States.

"These are the plants which it is said the syndicate is anxious to obtain: William Cramp & Sons' Shipbuilding & En-gine-Building Company, of Philadelphia; Newport News (Va.) Shipbuilding & Dry-dock Company; Union Iron Works, of San Francisco: Columbia Iron Works, of Bal-Md., and the Bath (Me.) Iron Works. J. W. Seligman & Co. are said to have a hand in the financial arrange-ments. When I spoke to Mr. Henry Selgman yesterday he said:

'I will say that negotiations ere progress for a combination of several of the largest shipbuilding companies in the country. They have not yet been comleted. The amount involved may be said to be in the neighborhood of \$20,000,000.

I am not at liberty to discuss matter further at this time, nor can I give the names of the concerns or individu who are interested in the project. You may say that the firm of J. & W. Seligman & Co. is not interested as an investor. No foreign capital will be invested. Several New York men are interested in the plan." A large stockholder in the Cramp Com-

pany said: "It is a fact that a syndicate has been formed with a view to combining the largest shipbuilding plants in the country This syndicate, I am informed, already secured options on the Newport News illding & Drydock Company, the the Bath (Me.) Iron Works plenty of money back of the syndicate, The publicity which has been given to this scheme in the last few days may seriously interfere with its consu

In view of the claims that shipbuilding concerns on the Great Lakes can build deep-water vessels, and the great interest in the subsidy bill shown by Cleveland gentlemen, the following from the Chicago nicle of April 31, 1899, is of interest;

"With a capital stock of \$30,000,000, the ewest of all the giant trusts-a consolidation of the shipbuilding interests of the Great Lakes-was effected in New York yesterday. At the same meeting the dictors practically decided that Cleveland, not Chicago, was to have the headquar-

ors of the combine.
"In the new trust are the following concerns: American Steel Barge Company, West Superior, Wis.; Milwaukee Drydock Company, Chicago Shipbuilding Company, Detroit Drydock Company, Cleveland Shipbuilding Company; Lorain Globe Iron Works, Cleveland; Shipowners' Drydock Company, Cleveland,

"Though the authorized capital is \$30, 000,000, the actual capital is only \$14,000,000. Of this sum, \$7,000,000 is nonaccumulative 7 per cent stock, and \$7,000,000 comme stock. What purports to be an authoritative announcement of the formation of the combine is made in the Cleveland Marine Review of today, 'Shipyard Consolidation' is the appellation which the publi-cation gives to the new trust. Organization of the company has been effected under the laws of New Jersey, and the concern is to be known as the American Shipbuilding Company.

"From the start the trust will be in esition to pay big dividends, the promoers say, all the companies being in a pros

"In all, not fewer than 10,000 person have had steady employment in the yards of the concerns absorbed. Whether the formation of the trust will have the effect of reducing the number of employer is a problem which those interested say cannot at present be answered. However the consolidation involves a plan to lesse perating expenses as well as to contro

the output and regulate prices." Subsidy the Mother of Trusts.

Mr. Chamberlain, our Commissioner of Navigation, cites the relation to Great Britain of the Peninsular & Oriental line as a normal beyond which we have not gone, and as an example of the beneficent effect to British interests of this pol-

fey says: 'No more explicit statement could b asked for than the declaration of the president of the Peninsular & Oriental Company at the annual meeting two years

"Our policy is that of a British com pany, which is keenly alive to British in-terests, and I believe that, in this respect, represent the general feeling of the shipwners of this country."

In view of Mr. Chamberiain's reference

to the Peninsular & Oriental as a sam-ple of what we may hope for, he should be interested in the actual experience of Great Britain with that company. Mr. Thomas Scanlon's letter on "Trusts in Great Britain," recently issued by the New England Free Trade League, is authority for the following statem

"Mr. E. E. Williams, in his interesting ittle book, entitled 'Marching Backwards, published a couple of years ago, shows how the 'shipping ring' keeps up freights From this it appears that the Peninsular & Oriental reciprocated the subsidy given it by charging much higher freights to English shippers than to their Belgian and German competitors. At Hong Kong the es of non-British as against British

counced that the Governor appointed a eport of that committee was to the effect that the lower freights from for compared wih British ports was due to the action of the shipping conference, consisting chiefly of British steamship-own ers, which, while maintaining freight from British ports, carried cargo at a much lower rate from Continental and American ports. The report went on to suggest whether the imperial government would not be justified in requiring from the conference a modification of thei freight rates before continuing a sub sidy or support to any shipping which is a party to a compact that place British manufacturers at a disadvantag as compared with foreign rivals."

Mr. Chamberlain's reference to French subsidies is equally fortunate—for the oplittee of the Fre Deputies last year reported that the merchant marine was in such a state of decadence as to cause uneasiness about the navy; and the New York Journal of Comnerce notes:

"The construction bounty paid to steam ers not receiving postal subsidies has had no beneficial effect. The construction of steamers under this head averaged 19,434 tone from 1881 to 1894, and only 6116 tons from 1895 to 1897. In 1898 the half bounty paid to foreign-built vessels under the French flag was withdrawn for the benefit of the French shippards. The consular remarizes the evidence in the state-

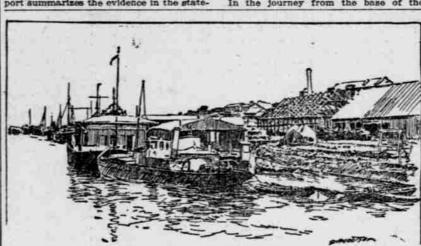
LIKE OUR OWN PLAINS CHARACTERISTICS OF THE COUNTRY

Changes in Towns Brought by Advent of the Railroad and Diversion of Trade.

WHERE THE COSSACKS ABIDE.

SAMARA Russia, Aug. 11.-Travelers who journey by the through trains of the great transcontinental line across the Russian Empire may judge this city to be but a way station of a larger size and not worth any other attention. As a matter of fact, however, as it is the place where the system of railways extending to the Ural Mountains and Siberia leaves the Volga River, it is one of the most important shipping points in the country. An immense traffic passes here on the river, and it is the initial place of shipment for large quantities of agricultural products raised in the immediate vicinity. Some weeks ago I reached Saware by a Volga-River steamer on my mara by a Volga-River steamer, on my way from Nijni Novgorod to the Cas plan Sea. This time I have come to the city from the West over the European line that ultimately becomes the Siberian Railway when it crosses the Urals into

In the journey from the base of the



THE VOLGA RIVER AT SAMARA.

ment that 'the law of 1883, enacted for the purpose of improving the efficiency of the French merchant marine, has not accom-

Evidently the French shippards had combined, not only to avoid competition, but to exact the entire government aid the shipowner. Speaking of the law of 1893, the consular report says the shipowners, 'at first disposed to give orders to domestic builders, found the latter constantly increasing their prices, until the point was reached where the were accused of calculating the amount of premium which proposed constructions would command, and adding that amount to their own cost price, thus absorbing the premium for navigation and the one for construction. It is said that the three companies named are virtually agreed as

to prices. Trust Anarchists.

If it were not too serious, it would be in resting in this conection to note the lack of a sense of humor in men like Hanna and other leaders and go-betweens in this matter when they or their kind deprecate populism, anarchy and other heresies ascribed to those who question their representation of patriotism and Providence. Every time Senator Hanna defends such a steal, or Mr. McKinley connives at it, or Mr. Griscom stands in public, holding trensury, more conservative American citizens, who until then have believed they belong to the party of Abraham Lincoln. are convinced that if this be government, then something else is better, than could ever have been thus persuaded by the most eloquent avowed anarchist in the

A HIGHBINDER WAR.

Two Prominent Chinese Merchants

Killed. SAN FRANCISCO, March 5 .- The war of the tongs in Chinatown was renewed today by the murder of two of the most prominent merchants in this city, and the wounding of a third man, all members of the Sam Yup organization. The victims of today's outbreak are Poon Gee, Low Soon and Long Chou, members of the pork-packing firm of Tuck Wo & Co. The two first named were killed and the third

seriously injured.

The store of Tuck Wo had just been opened for the day's business when four highbinders darted out from a small alley, opening up a fusiliade on Poon Gee, who was standing in the doorway of the store. Low Soon went to see what the trouble was and was also killed. The murderers escaped, after wounding Chou. The police have been at work for some time trying to rid Chinatown of this horde of high-

Caucasus Mountains to this city one see a large part of the most characteristic agricultural region of Russia, as well as the edges of the industrial region that centers at Rostov-on-Don. The great plains where the Cossacks live are prairies, like those of Iowa and Nebraska one who has been accu one of their own poets "the music of

All through the first day's fourney the succession of wheat and corn fields, the multitude of hay and grain stacks, the profusion of wild flowers and the number of song birds were constant reminders of our own Western farming regions. The differences, however, were marked. Great fields of sunflowers, alike a necessity and ternated with the wheat and corn. The houses of the little Cossack villages had their roofs corded on by cables that ran right around them and reminded me of a round-topped trunk roped for a long journey. On this section of the line the they were "Baldwins" from Philadelphia burning coal. In the Caucasus and Turk-esian naphtha refuse is the only fuel. and north of the Don coal measures wood burned in the locomotives.

Many of the more prosperous towns and

cities of Russia are on the line between Vladikavkaz and Samara. Rostov-on-Don itself, with a population of some 70,000, is the seat of two fairs each year, where horses and cattle are sold in great numbers. Its exports are received chiefly from the Caucasus, and they are shippe in barges down the Don to the road-stead at Taganrog, on the Sea of Azov. The bar at the mouth of the Don forbids any but small vessels to come up the river to Rostov, but above the bar river steamers of considerable size ply be-tween the neighboring towns. A railway connects the Don River, at the town of Kalatch, 335 miles above Rostov, with the city of Tsaritain, on the Volga. The distance between the rivers at this point is but 50 miles, and the flow of traffic back and forth is considerable. Undoubtedly the most available means opening the Casplan Sea to ocean trade is to construct an ample canal across this

entirely without forests, but covered with the richest of pasture grasses, splendid grazing lands, or equally good for the raising of grains. Where they are left uncultivated there springs up a gor-geous growth of highly colored wild flowers, and song birds are very numer ous throughout this portion of the steppes. The Cossack needs no sympathy for the character of the land where he makes his home. Monotonous as it ma to forests or mountains, it is just wha these warriors like. They always have preferred treeless regions, because there is less danger from the coming of an enemy unawares where he can be seen for many miles across the prairie. They love their prairie grasses, and the song of the meadow larks has been called by



binders, and lately Chief Sullivan notified | distance and improve the channels of the Chinese consul that he would not further increase his force in the Chinese district, but would look to the Chinese to do their share in putting down the war, or, in case the trouble was not settled, he would clear Chinatown out. Some decisive action on the part of Chief Sullimost important commercial institutions

Electricity on Warships.
Philadelphia Press.

van is looked for.

The conclusion of naval experts regarduse of electricity on warships is that electric motors will ere long be employed to drive all auxiliaries on warships, steam eing used only for the main engines and the central electric generating plant. Turrets are handled by machinery as easily as a boy spins a top. Wonderfully Well,

Detroit Free Press. Mr. Littlefield, of Maine, is doing his share toward the filling of the vacancy in the House states

Our Increase of Insanity. Our Increase of Insanity.

Much discussion has been aroused lately by the alarming increase of insanity. Our high rate of living is the cause assigned. In the sush for money, both men and women neglect their bodies until the breakdown comes. The best ways to preserve health is by a faithful use of Hostetter's Stomach Bitters. By curing all stomach ills, this remedy prevents nervous break-down. It is also an excellent medicine for constipation, dyspepsia and biliousness.

the two rivers. There would then be fairly direct course from the Caspian to the Black Sea, and thence to the outer oceans. Rostov, next to Odessa, is the largest industrial center in South Rus-sia, its tobacco manufactories being the

Capital of Cossack Country.

Novocherkask, 30 miles from Rostov, is the capital of the country of the Don Cossacks, and in its archives are preserved many highly prized relics and trophies of Cossack history. Varonej, with 60,606 inhabitants, maintains four annual fairs and otherwise is most famous today for its great trade in corn, linseed, tallow, candles and sonp. Kozlov, 515 miles north of Roztov, with 28,000 inhabitants, is a center of tallow-melting houses, breweries, distilleries and kindred industries. Around it is one of the most fertile of the "black soll" regions of Russia, corresponding with the prairie loam of our own central states, and the country about is rich in grain and cattle. Riajsk is a much smaller place, but its merchants control a large trade in the agricultural products of the

From Rinisk the trains from the south continue directly on to Moscow. Trains for Samara, however, run from Moscow to Tula, and thence turning east at a right angle pass through Riajsk and continue toward the Volga. Between Riajsk and Samara the agricultural conditions are particularly favorable, except in years of famine, which have been recurring all too frequently of late, as a result of insuffi-

cient rainfall. The towns on the way are not important until the Volga River itself is reached. The only places worth nam-ing in this distance of 455 miles are Morsh-charsky Parts and Vivnetsky which like. chansk, Penza and Kuznetsk, which likewise catalogue all sorts of agricultural products as their industries. At the latter place, however, large quantities of agricultural implements are made, while Penza is famous for the manufacture of cloth of camels' hair and peculiar Russian hoods made from that beautiful fab-

Trains reach the Volga at Sygran, Although a city of 35,000, with important ag-ricultural industries and a large trade in the asphalt worked from desposits in the river banks near by, Sygran is not a soint of any consequence in the adminis tration of the railway. The honor of end-ing the division is given over to the vil-lage of Batraki, 10 miles beyond, where the construction of the great Alexander bridge across the Volga started a town which has grown rapidly of late years. Large transfer yards and docks have bee onstructed, and Batraki bids fair to rise as a rival to its neighbor. Once across the ong bridge, a splendid work which played an important part in the uniting of Russian territories east and west of the great river, it is a run of 80 miles From Samara to Orenburg, 261 miles

tends a railway which has played a promient part in the trade of Russia and in the plans for a line across Siberia. It was the curlicst line to be extended that far east, and naturally was considered as a possible start of that possible trans-Asiatic railway which seemed so visionary but a few years ago. Until the building of the Transcaspian Railway virtually all the travel between European Russia and Central Asia was by way of Samara and Orenburg, so that the construction of the rail line to connect these two cities was a notable undertaking. Most of the military expeditions against the khanates traveled over this route, and the traders of Bokhara, Khiva and Khokand brought their wares to the fair of Nijni Novgorod in the same way. Of course, all this travel over the caravan route was by camels, and until the railway was built to Orenburg in 1877 the processions of these useful carriers of the desert were familiar sights as far into the heart of European Russia as this city. The construction of that railway made the carayan route end at Orenburg, and the two cities continued to dominate the shipping trade with the khanates until the railway was completed from the Caspian Sea to Samarkand. Since that time Orenburg has retrograded materially from its proud position as the most important city on the Euro-Asian frontier, although it is still a city of prob-ably 70,000 inhabitants, with handsome buildings and shops and a large trade in wool from the herds of the Kirghiz Tartars, whose steppes extend for hunireds of miles from the Ural River. The famous Orenburg shawls of goat hair the most famous products of the city, and are sought by travelers as much softer and lighter than the finest Shetland Trade Was Diverted.

The people of Orenburg have hopes that the Transcaspian Railway will be extended through the 1900 miles or less between their city and the present terminus at Tashkend, along the old caravan route by way of Orsk, Uraisk, Turkestan and the Jaxartes Valley. They believe that this perity by diverting traffic from the Caspian Sea route that it now follows. Un-doubtedly the wares of Bokhara and Samarkand would reach Russia by this alternative route, thus avoiding the annoying transshipment at the Caspian, but it is hard to see how Orenburg even would be anything but a way station. Although such a line must be built before many years, and through trains put in service from Moscow to Tashkend, in all probability it will not be done until after the completion of the proposed extension from Tashkend to a connection with the Siberian Railway at Omsk by way of Vernoe and Semipalatinsk. Indeed, the promoters and supporters of the Transcaspian Railway oppose the plan altogether, with the argument that the latter railway would suffer by the diversion of traffic. In a sparsely settled country where the lines have to be built by government this At any rate, it is not likely that any thing can restore to Orenburg its halcyon days when more than 100 caravans arrived annually from Central Asia, laden with cotton, silks, rare carpets, precious stones and other products of the khanates, to be

exchanged for textile fabrics, hardware, sugar and other European goods. Bankruptcy has come to the merchants, property has declined in value, and social life has become dull and subdued. The prosperity of the Kirghiz, whose great herds of camels once served to carry all the goods between the railway and the khanates, has suffered likewise.
TRUMBULL WHITE.

THE SPADE IN WARFARE.

One of the Lessons Taught by the

South African Campaign. London Daily Mail. Probably one of the sharpest lessons the British military authorities have learned from the Boers is the remarkable power of the spadesman as compared with swordsman in modern warfare. Provided they are intelligently placed, the judicious digging of a few trenches, carefully protected by lines of barbed-wire entanglement or hastily improvised abattis, is incalculable benefit to a regiment acting

upon the defensive,
This has long been recognized upon the Continent, the great armies of which are amply provided with entrenching tools. For instance, in the Austrian Army'99 and | popular education.

in the German 100 men per co carry entrenching spades. infantry each company carries 78 entrench ing tools, 30 of which are loaded upon a mule, while 20 axes and 80 spades form the Russian allowance per company.

A favorite dodge is to dig a deep ditch in front of the actual position and to half fill the excavation with the entangling branches of trees. The effect of such an obstruction upon a charging enemy is most disastrous, since the exact range having previously been measured out, the defenders have merely to pump lead into the floundering mass of men and horses until they either retire or surrender. Needless to say, the great art in all envisible to the enemy until he is right be-

neath your guns, an art, by the way, which the Boers appear to have mastered to a nicety.

AN ANGRY INDIAN CHIEF.

of the Umatillas, Is Wroth at Shownway, of the Cayuses,

Pendieton East Oregonian. Czar of all the Umatilias, is m onsiderably madder than a hatter. His inger is directed against Paul Showaway, the hereditary chief of the Cayuses, who disputes the title of Young Chief to the rone. Peo wanted to make the journey Washington to see his Uncle Samuel and his cousins who attend to his Uncie Sam's affairs in the departments at the capital. He and one or two other Indians got up the scheme, and proposed to take Showaway along as an interpreter. The latter talks good English, and is not acknowledged by Peo to rank as a chief, or even as a head man. But they were will-ing to have Showaway go with them as subordinate and stand between them and Uncle Sam in a linguistic relation

Showaway, however, stole a march on Peo. He procured sufficient money to pay the expenses of the trip to the national capital, and employed legal counsel to go with him. In his trappings and with all the glory of usurped regality Showaway boarded the cars, and is now just about due to make his triumphal entry into Washington and be for a season the cync-

sure of all eyes on the streets there. And Peo remains here, clad in his ac-customed greasy garments, and contract-ing a semi-occasional "jag," and riding to and from the reservation on his scrub-by "cultan," the while Showaway struts along Pennsylvania avenue and attende the theaters with all "de swell guys" of the capital.

All this hurts Peo, and makes him vow vengeance upon the head of Showaway. His anger is so fierce and resentful that he may be expected to assemble his braves and take the warpath against the pretended chieftain now whirling across the continent to hear the music of the vaves washing the shores of Chesapeake

Peo says, too, that Showaway is a false envoy, anyway, and that he bears no legitimate mission from the Indians here. The outraged Umatilla chief gives away the whole game by revealing that the alleged council of the Indians was a fake affair. Peo asserts that no council was held, and that the report sent out to that effect was invented by him and one of two others, merely to lend their contem-plated journey an air of importance and make them appear like ministers pientpo-tentiary from the Court of St. Peo to the Court of Uncle Sam: In short, Peo turns state's evidence and testifies against his plotters who wanted notoriety and

took that way to achieve it. Peo also says that the Indians seem not o care anything about the Simon bill for the sale of the ceded unsold lands, and that the fullbloods are not concerned about the other bill permitting the halfbreeds or those of less than half Indian blood to sell their allotted lands. It is further asserted that many of the part bloods were really not entitled to receive ents, and that they paid old Chief Homily to get them on the allotment lists. It is claimed that at the present time unpaid and standing against those who

All of which proves that the China has no monopoly on ways that are dark and tricks that are vain.

A Father of Popular Education.

Chicago Tribune An Illinois newspaper speaks of the canonization of Jean Baptiste de la Salle as an honor to America. It has evidently confounded the founder of the Christia Brothers with Robert Caveller de la Salle, the French explorer and discoverer of the Mississippi River, which he named the River Colbert in honor of the French financier. The explorer was born eight years earlier than the priest. The latter's great service was to be the real founder of primary schools, of simultaneous or class in-struction, and of the first regularly organized training school for primary teachers. In his work he gathered around him a band of young men, who were known as the Brothers of the Christian Schools, and who still continue his work along the same lines. Today they conduct schools that are among the best in the world, steady progress having been made according the ideals of their founder. La Salle's doctrine was that the pupil had a soul to be saved as well as a mind to be instruct-ed. His schools were the first to make Latin optional, using the vernacular for instruction, thus making the schools really accessible to the plain people. The growth of the Christian schools has been enor-mous. A writer in the Catholic World recently estimated the number of their pupils at 225,579 in France, Belgium, Spain, England, United States, Canada, Spanish America and other countries. They are taught by 14,913 brothers, In the United States are 16,789 pupils under the direction of 239 brothers. The church, the canonization of La Salle, will pay on May 24 fitting honor to the cause of

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