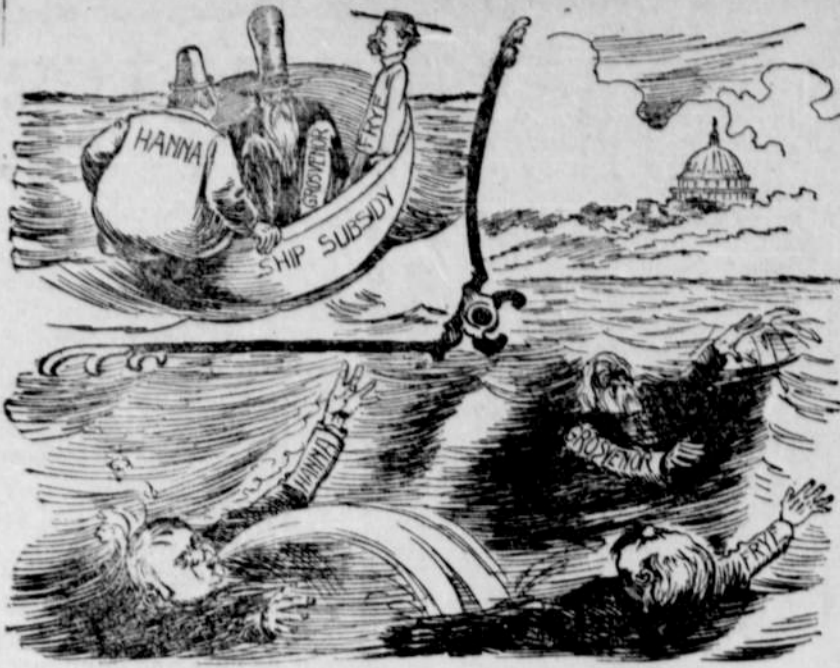


THE SHIPWRECKED THREE.



Three wise men of Gotham went to sea in a bowl. If the bowl had been stronger, my tale had been longer.

OUR PRINCELY PAUPER

The Steel Trust Is a Genuine Industrial Despot.

PROFITS MADE FROM PROTECTION

Collects \$72,000,000 Annually From Consumers Through the Tariff. Sells Cheaper in Europe Than in America—Some Indisputable Facts That Make Interesting Reading.

Mr. Byron W. Holt, in an article published by the American Free Trade League, makes some interesting statements regarding the United States Steel corporation. He begins by showing that this organization is a virtual monopoly, inasmuch as it owns 80 per cent of the iron ore mines of the Lake Superior region and all of the Connellsville coking coal lands and produces 70 per cent of the steel output of the United States. Yet this colossal combination is not satisfied with its legitimate earnings, but begs for the continuance of the protective tariff in order that it may charge higher prices for its products in the home market. Mr. Holt shows, by a comparison of export and domestic prices, that the steel trust virtually collects the whole amount of the tariff duties on iron and steel products.

The duty on steel rails is \$7.84 per ton. The difference, according to the best evidence, between the domestic price and the export price is from \$7 to \$8 per ton. Charles M. Schwab admitted in his testimony before the industrial commission that steel rails were sold more cheaply abroad than at home. His memory was so defective he could not state accurately the amount of the difference.

The prices of structural steel last year were about \$12 per ton higher for the United States than for export. Tin plate was sold for export by the trust at \$1 per box less than the domestic price of \$4.19 per box of 100 pounds.

The average domestic price of nails in 1901 was \$2.41. About one-tenth of our output of 9,000,000 kegs was exported at an average price of about \$11.45 per keg of 100 pounds. The duty of one-half cent per pound all goes to increase trust profits, which would be large even with free trade. As the steel trust makes over 90 per cent of our wire nails, this foolish duty adds \$4,000,000 a year to this trust's profits.

The average domestic price of barb wire was \$3.04 and the export price about \$2.20 per 100 pounds. The duty of four-tenths of a cent per pound is all "velvet" to the United States Steel corporation, which produced all of our 300,000 tons of barb wire. This tariff "velvet" amounts to \$2,500,000 a year.

About 1,000,000 tons of other wire brings the average of at least \$10 per ton because of the duties of from 1 1/2 to 2 cents per pound. Here are \$10,000,000 more of gratis tariff profits to our great steel pauper. It is worthy of note that the great steel trust, as a part of the wire rope pool, sells wire rope for export at considerably less than half what it charges home consumers.

Although the duty on wire rope varies from \$2.40 to \$3.50 per 100 pounds, which amounts to nearly 100 per cent on the price of American rope in Europe, yet we import large quantities of English rope and sell it here at a profit after paying duties, freight and other charges, and yet, in the opinion of leading Republicans, our beautiful tariff system must not be touched for fear of upsetting prosperity.

About 600,000 tons of tubular goods sell for \$5,000,000 more in our markets because of the duty of four-tenths of a cent per pound; \$4,000,000 of this goes to our pet giant. This is only one-third of the net profits of the National Tube company, which are said to average over \$1,000,000 a month.

About 1,500,000 tons of steel plates and sheets, other than those used for tin plates, were produced in 1901, probably two-thirds by the United States steel trust. The duty will average at least six-tenths of a cent per pound, and nearly all of it is effective. It is safe to credit the trust with \$10,000,000 on this account.

The above mentioned items make up only about 5,000,000 of the 7,000,000 tons of steel supposed to have been turned out by the steel trust in 1901. The unenumerated products include steel billets, hoops, channels, bars, skids, castings, etc. In most of which

duced about 600,000 tons of these products in 1901. The duties on these goods will probably average about 1 cent per pound. We will estimate that only \$10 per ton of the duty was utilized by the trust. Summing up these estimates, we have:

TARIFF PROFITS OF UNITED STATES STEEL CORPORATION.

Product	Quantity	Duty	Profit
Steel rails, tons	1,500,000	\$7.84	\$11,760,000
Structural steel, tons	350,000	11.20	3,920,000
Tin plate, boxes	7,000,000	1.50	10,500,000
Wire nails, kegs	9,000,000	.50	4,500,000
Barb wire, pounds	300,000,000	2-5	2,500,000
Other wire, tons	900,000	0 1/2 lb.	9,000,000
Tubular goods, tons	500,000	8.96	4,480,000
Plates and sheets, tons	1,000,000	13.44	13,440,000
All other steel, tons	2,000,000	0 1/2 lb.	20,000,000
<b>Total</b>			<b>\$72,000,000</b>

These estimates are conservative. It is evident from the fact that we were both importing and exporting many kinds of iron and steel goods last year and that generally domestic prices were near the import point. The tariff, therefore, is responsible for about two-thirds of the first year's profits of our greatest trust. The tariff, then, burdens smaller industries with taxes amounting to over \$70,000,000 a year and turns the proceeds over to this giant monopoly. Not only this, but because this trust's products are sold cheaper to foreigners this tariff tax puts all our steel consuming industries at a disadvantage with foreign competitors. Hundreds of small industries handicapped in this way are having the life crushed out of them by this tariff juggernaut. They are dying hard and are forming manufacturers' free trade and reciprocity leagues and are yelling desperately at congress to take the duties off steel goods and to stop the progress of the tariff monster.

The Victories That Are Needed. The congressional campaign this year will indicate whether a successful fight can be made against the tariff. In 1904, on the affirmative side the tariff is largely a local issue, and on the negative side it is more largely a national issue. In the congressional districts evidently the question of adhering to or modifying the present Dingley high tariff law can be most properly presented and passed upon, and the local significances of the law will be brought into opposition or agreement with its national effects.

There are New England Republican districts that want free hides and free coal and may turn Democratic in the hope of getting those needed concessions, concessions that the Dingley dervishes will never consent to. There are Louisiana Democratic districts that want a tariff of prohibition and protection in the interests of cane sugar, and they may elect congressmen committed to that policy. And then there are hundreds of districts in which opposition to the steel, lumber, sugar, cattle and fresh meat taxes, all of them the foundations of great and grasping trusts, will be fierce and make doubtful and perhaps Democratic the congressional results this fall.

If the Democrats, fighting the trusts and the protective tariff as the cause of them, can win a majority in the next house, they will be fairly sure of a presidential victory in 1904 and later on a senate that will make it possible for them to revise the tariff on rational lines, destroy the trusts and give to the people that relief which appears to be possible only through Democratic control of the government.—Atlanta Constitution.

General Hampton's Last Wish. General Wade Hampton expressed the wish that his people be allowed to look on his face and that he be buried in a plain pine coffin, says the Savannah News. The feeling of friendship for the negro deep in the heart of the old slaveholder was strikingly illustrated in the dying words of the great Carolinian—"God bless my people, all-white and black."

The Democracy's Urge. A crusade against that whole fabric of protection, rampant and gone wild; that scheme of subsidies to this interest and that interest, under the guise of laws framed to foster this or that industry! This flag of ours, wherever it goes, represents the American mandate that there shall be democracy and constitutional liberty and self government.—Edward M. Shepard.

A MODERN BEAUTY.

I fain would sing of Clytie's charms, Her classic head, her witching face, Her tempting hands and dazzling arms. Her queenly figure's sculptured grace; I fain would sing, like bard or linnet, But, then, I know there's nothing in it! Nothing for bird; for poet, less; Because, odd is the truth, I own, In setting forth her loveliness With all sweet meters ever known That bird could pour in wild abandon Or poet lay his seeking hand on.

No matter what I said or sang Nor how nor where nor whom unto, Though high as heaven my homage rang, I never could full justice do, No more, in fact, than half my duty To her opinion of her beauty! —Puck.

KICKS BY THE KICKER.

His Editor Blazes Away In His Usual Breezy Style. The editor of the Lone Jack Recorder, who went out rabbit hunting three weeks ago, is still missing. Our diagnosis in this case is: One bear, one editor, one dinner. It seldom happens an editor is so fond of bear.

A redheaded, cross eyed man named Potts passed through this town the other day to establish a weekly paper at Red Cove. Mr. Potts has come west



A MAN NAMED POTTS PASSED THROUGH THE TOWN.

from Michigan to get experience, and we'll bet dollars to cents that he gets it. It may not change the color of his hair, but it will give it a curl.

Old Jim Hewson started out the other day to celebrate the birthday of Julius Caesar, and he wounded two mules and a dog before he could be suppressed. Jim and Julius would have made a good team.

As the leader of the social Four Hundred in Givendium Gulch we have decreed that Scotch highballs and high tens can be mixed up together until the hostess begins to see double and has to sit down for a rest. The idea is to give zest to the occasion.

In order to offset various rumors circulating about us wish to say that the meetings of the common council of this town are as happy and harmonious as a Sunday school and that we have not had to point a gun at Alderman Murphy for the last four weeks. M. QUAD.

Arrangement. The great pianist bent a terrible look upon us.

"You tradespeople," he thundered, "have no soul for art! Why else do you get my checks cashed rather than frame them and hang them up in your front parlors as souvenirs?"

We could but wince, thus to testify that we were at least not unaware of our limitations.—Puck.

Charitable. Lady—I have made inquiries at your last place, and your former mistress doesn't speak very flatteringly of you. Applicant—No; I don't suppose she thinks any more of me than I do of her, but I hope I'm lady enough to keep my opinion of her to myself.



The man on the stage who does the trick of escaping from firmly tied ropes, submits to the bonds with a smile. He knows he can get out of the ropes that are being knotted. Put the same man in the woods and let Indian captors bind him to a tree for torture and he would struggle to the last against the bonds.

When the stomach is diseased there are bonds being woven every hour about the organs dependent on the stomach—heart, lungs, liver, kidneys, etc. The folly of mankind is to passively submit to the fastening of these bonds with no effort to escape until the pain they cause arouses fear.

Dr. Pierce's Golden Medical Discovery cures diseases of the stomach and other organs of digestion and nutrition. It cures diseases of heart, liver, lungs, kidneys and other organs, when these diseases, as is often the case, have their origin in the diseased stomach.

"For a long time I was suffering and was hardly able to get about," writes Mr. Andrew J. Jennings of Thomas, Tucker Co., W. Va., Box 24. "Was bothered with kidney trouble and my whole system was out of order; had no appetite. A friend of mine told me to try Dr. Pierce's Golden Medical Discovery. I did so and the first bottle restored my appetite. I took six bottles of 'Golden Medical Discovery' and some of the 'Pleasant Pellets' and feel like a new person."

Dr. Pierce's Pleasant Pellets cleanse the clogged system from impurities.

A PASTOR'S TROUBLE

Trials Which Beset a Minister in Indian Territory.

For many long years the Rev. William R. Brock, of Providence, I. T., was burdened with troubles more than fall to the lot of the average man, but finally he was able to throw them off and now tells entertainingly how he accomplished it. He says:

"When I was a boy of about twelve years, I had what a boy seldom has—rheumatism. I had been in bad health for some months and was taken out of school on account of it. But I kept getting worse and at one time could hardly get around. This I suppose, undermined my health and was the cause of the later troubles which afflicted me.

"Some sixteen years ago I developed a torpid liver and an enlarged spleen which finally caused a chronic diarrhoea. This in itself was very weakening but, in addition to that, my stomach refused hearty food, I had a severe pain in my side almost all the time and, when I walked any distance, I became out of breath, with a feeling of burning at the heart. My head and limbs would ache fearfully, especially at night. Then my rheumatism came on again and, later, I had a dry, hacking cough which nearly drove me distracted.

"I was under the care of two physicians but, although the tonics they gave me seemed to do me good for a while, the effect was only temporary. Finally I was induced to try Dr. Williams' Pink Pills for Pale People by an advertisement in a paper which told of the cure of a case similar to mine. This was four years ago. I took them and eight boxes made me well. I am now well and strong and Dr. Williams' Pink Pills for Pale People have made me so."

Mr. Brock took a medicine that attacked his trouble at the root—the blood and nerves. Poor blood and disordered nerves are at the seat of nearly all the ailments which afflict mankind, and Dr. Williams' Pink Pills for Pale People have been proven to be a certain remedy for all diseases arising from this cause.

Dr. Williams' Pink Pills for Pale People are sold at fifty cents a box or six boxes for two dollars and fifty cents, and may be had of all druggists, or direct by mail from Dr. Williams' Medicine Co., Schenectady, N. Y.

CHEAP NEWSPAPER.

A Daily Started in Vienna Sells For a Farthing.

The farthing newspaper is at length an accomplished fact, according to the Westminster Gazette. One has been started in Vienna. It is called Die Nege Zeitung and is about two-thirds the size of an English halfpenny daily. There are eight pages, three of which are devoted to advertisements and five to news. The newsmen is not a party organ, but will be generally progressive in tendency. The proprietor intends to give in tabloid form all the news printed by other journals, together with articles and generally interesting matter. There will be a morning edition and an evening edition, the latter published at noon. The fact that paper manufacturers hold a large interest in the property solves the most difficult part of the problem of making a farthing journal pay, for the cost of paper is, of course, one of the most important considerations.

The proprietor, who was formerly the owner of a leading daily in Budapest, says that he requires a circulation of 80,000 daily to cover the bare cost of publication. This is an enormous circulation in Vienna, where the most popular paper at present does not exceed 50,000 per day and where there are several dailies with a circulation of less than 10,000.

The increase of a penny in the pound in the tax on incomes recently proposed in parliament by Sir Michael Hicks-Beach raises the rate to 1s. 3d., which is within a penny of the high rate prevalent during the two years of the Crimean war, says the New York Evening Post. The following table shows the rate per pound sterling imposed during a series of years, the periods taken being the fiscal year ending March 31:

Year	Pence	Year	Pence
1903	15	1873	4
1902	14	1872	4
1901	12	1871	4
1895-1900	8	1870	5
1894	7	1869	5
1889-93	6	1868	5
1888	7	1867	5
1885	6	1866	5
1884	5	1865	5
1883	6 1/2	1864	5
1882	5	1863	5
1881	6	1862	5
1879-80	5	1861	5
1877-78	3	1860	7
1875-76	2	1859	14
1874	3	1858	7

The 1855-57 figures are those of the Crimean war. The rate imposed for the coming year amounts nearly to 6 1/2 per cent.

Novel Device For the Injured.

It is reported that a novel and ingenious apparatus for rendering first aid to the injured in street accidents is being tested in Paris. It resembles a pillar letter box and contains a small medicine chest, a folding stretcher and a telephone communicating with the nearest ambulance station. Access to these can be obtained by breaking a glass panel, it is apparently an adaptation of the penny in the slot principle.

Might Serve a Double Purpose.

It is said that Mr. Hanna must decide to lay aside the ship subsidy steel until after election. In that way he might hope to keep it out of the campaign as an issue and at the same time make the subsidy seekers stand another big assessment.—Albany Argus.

THE FOXY SAP SUCKERS

The Thin Mask Behind Which Mr. Griscom Dissembles.

WHAT MORGAN'S MERGER PROVES

All Alleged Arguments in Favor of the Ship Subsidy Bill Fall to Pieces. How Mr. Cramp Goes Back on Himself and the Records in the Shipyards.

Representative McDermott of Jersey City, N. J., thinks that the recent steamship merger proves the utter fallacy of the subsidy arguments. Although Mr. McDermott comes from perhaps the largest shipping district in the United States, he has no sympathy with the attempts to tax the people for the benefit of a few rich shipowners and shipbuilders. Commenting upon the situation, he said:

"That J. P. Morgan & Co. should bring together the leading foreign and American steamship lines into one great combination with a capitalization of two or three hundred millions seems to the average mind to put the shipping industry beyond the necessity of subsidy. It is especially noticeable that at the time of this news so unfavorable to the subsidy cause the subsidy papers are beginning to exploit the fear that all the new steamers to be built under the steamship combination will be built abroad, and the subsidy promoters in congress are arguing the more urgent necessity of the subsidy bill as an offset to this. Even if this fear should be realized it would be an easy matter to bring all such ships under the American flag. But that is another story.

"An additional complication arises in a widely published interview with General Griscom, president of the International Navigation company, in which he affects indifference to the subsidy bill and intimates that his line would benefit very slightly under it. At the same time he adroitly suggests that the subsidy bill is necessary to enable ships now building and to be built to sail under the American flag on an equal footing with the ships of other countries. He also naively suggests that it rests with the American congress to determine to what extent the new services will be conducted by steamships built in this country and sailed under the American flag. Notice that Mr. Griscom's company is by far the largest American entry into the new shipping combination and hopes to have its charter adopted by the combination.

"Now, it is interesting to recollect that the friends of the International Navigation company have been for some time saying that this company had lost interest in the subsidy bill. The giving out of this impression has been largely attributed to a belief that the subsidy bill would more probably pass if this were true. In other words, that the International company had so largely overdone the work of attempted subsidy promoting that they could hereafter best help the subsidy cause by seeming indifferent to it. All the calculations, official and private, have shown that the International would be by far the largest beneficiary of any of the subsidy bills proposed. Senator Frye in his report upon the pending bill put this company down as the prospective recipient of \$1,713,803 per year. And this neat sum involved no requirements of moment in addition to what they are now doing; hence their vital concern for the pending subsidy bill is fully as evident as the reason for their assumed indifference.

"And now comes Mr. Charles H. Cramp, the great Philadelphia shipbuilder, who eloquently argues in a newspaper interview that the subsidy bill is an absolute necessity to keep all the new ships of the Morgan merger from being built abroad.

"That Russia and Japan have been ordering ships built in the United States, that James J. Hill is building his big ships in the United States because he can build them more cheaply here than abroad, that it has been proved to all who are not unwilling to believe it that ships can be built as cheaply in the United States as abroad, that Mr. Charles H. Cramp himself argued years ago that ships could be as cheaply built here as abroad—these things matter not to Mr. Cramp now nor to any of the interests back of the subsidy bill.

"It is no wonder that on the heels of this giant shipping combination, showing most conclusively its ability to scorn government aid, the advocates of government aid are putting forth their strongest and most subtle arguments.

"The promoters of the subsidy bill have for years tried to advance their cause by newspaper propaganda, by working conventions and business organizations, by hearings before committees of congress and by the splendid advocacy of their friends in congress. The new result has been utter failure. Now they are trying a combination of assumed indifference and tactful insinuations as to the probability of all the increase in shipping being under foreign flags. The late debate in the senate, the editorial discussions in the leading papers of all parties, the honest study given the question by a majority of congressmen, have all shown the incorrectness of both their premises and their conclusions. Their new plan seems to be sure of failure as their old plan."

You Know What You Are Taking

When you take Gravel's Tastesless Chili Tonic, because the formula is plainly printed on every bottle showing that it is simply Iron and Quinine in a tasteless form. No Cure, No Pay 30c.

© Grip threatens us Let Miller Nerve

Women as Well as Men Are Made Miserable by Kidney Trouble.

Kidney trouble preys upon the mind, discourages and lessens ambition; beauty, vigor and cheerfulness soon disappear when the kidneys are out of order or diseased. Kidney trouble has become so prevalent that it is not uncommon for a child to be born afflicted with weak kidneys. If the child urinates too often, if the urine scalds the flesh or if, when the child reaches an age when it should be able to control the passage, it is yet afflicted with bed-wetting, depend upon it, the cause of the difficulty is kidney trouble, and the first step should be towards the treatment of these important organs. This unpleasant trouble is due to a diseased condition of the kidneys and bladder and not to a habit as most people suppose.

Women as well as men are made miserable with kidney and bladder trouble, and both need the same great remedy. The mild and the immediate effect of Swamp-Root is soon realized. It is sold by druggists, in fifty-cent and one dollar sizes. You may have a sample bottle by mail free, also pamphlet telling how to get it. Thousands of testimonials received from sufferers cured. In writing Dr. Kilmer & Co., Binghamton, N. Y., be sure and mention this paper.

Kodol Dyspepsia Cure Digests what you eat.

This preparation contains all of the digestants and digests all kinds of food. It gives instant relief and never fails to cure. It allows you to eat all the food you want. The most sensitive stomachs can take it. By its use many thousands of dyspeptics have been cured after everything else failed. It prevents formation of gas in the stomach, relieving all distress after eating. Dieting unnecessary. Pleasant to take. It can't help but do you good.

Prepared only by E. C. DeWitt & Co., Chicago. The 11c. bottle contains 3 1/2 times the 30c. size.



Makes a poor looking harness like new. Made of pure, heavy boiled oil, especially prepared to withstand the weather. Sold everywhere in cans—all sizes. Made by STANDARD OIL CO.

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