The Daily Astorian.

ASTORIA, OREGON:

SEPTEMBER 22, 1889. SUNDAY

TIN PLATE.

to a nearly parallel case in the past. adjourned at San Francisco, arrived Not very many years ago the price of Bessemer steel rails in England was from \$60 to \$80 a ton. The United States put on an import tax of \$28 bibds per ton. This tax, added to the cost kinds.

American manufactures to compete ment. with the English. The result of this with the English. The result of this competition was a rapid depreciation in prices. This depreciation was due in part to improved processes of man-ufacture which were adopted in both countries. But the effect of the heavy countries. But the effect of the heavy

duty was to bring the prices down until the American manufacturer controlled the market. A reduction in the tariff to \$17 followed, but the American manufacturers still increased as to its success: "It will be the largtheir proportion of the product est one ever known in this country The conclave at Chicago in 1880 is their proportion of the product consumed in the United States. It is admitted now that a tariff tax of \$11 per ton is sufficient to cover the difference in the cost of production in the two countries. Samuel J. Ran-dall has proposed a reduction to this extent. If our respected contempo-rary had been engaged in 1870, or thereabouts, in advocating a free rate as the Knights, one fare for the trade policy for the United States it round trip, and I therefore confidently would have been amused, doubtless, expect that from 150,000 to 200,000 exat the proposition to reduce the cost of steel rails in the United States by putting a duty of \$28 a ton on the for-eign supply,' the home production then cutting no considerable figure in the total needs of the country. Yet the price of steel rails was reduced under this \$28 a ton duty and still Known and and a still the state of t further reduced under the present duty of \$17 a ton. The industry large enough to make one of the would be safe now under a grand divisions and you can say the duty of \$17 a ton. The industry \$11 a ton duty. But a \$11 a ton duty would not have been sufficient at the start. As England continues to send us tin plate with a duty of one cent a pound, or \$20 perton, so it would have continued to send us steel rails under a duty of \$11 per

ton. We are not sufficiently familiar with the process of the manufacture of tin to judge whether competition would produce results nearly to those recorded in the steel rail industry. It is certain that under a duty of two cents a pound tin plate manufacturers flourished for a time, but they did not reach the point at which competition could be maintained on the lower rate of tariff. Taking the history of the Baltimore, which made such a sucsteel rail production as an example, there is reason for the conclusion that with a duty equal to the difference in the cost of labor in this country and in England the tin plate in-better or swifter war vessel afloat. He said that in his opinion the ship country.

TELEGRAPHIC. Specials to The Astorian.

TIN PLATE. A FREE trade contemporary claims to be unable to comprehend how an to be unable to comprehend how an

to be unable to comprehend now an instantly killed. Anderson is from increase of duty on tin plate may effect a reduction in the present price of the article. As the hindsight of our respected contemporary is much clearer than its foresight we will point to a nearly parallel case in the past.

of production in England, enabled is still out. No likelihood of agree-

The old mechanics pavilion is to

THE TRIENNIAL CONCLAVE. WASBINGTON, Sept. 21.-Chairman Parker of the committee in charge of The representation from Ohio will be

same of Pennsylvania and Illinois Then there will be a very large dele-gation from the great northwest, almost out of the world. The south-west will also be well represented, while the Pacific coast, as usual, will send a large number and entertain magnificently."

SPANIARDS SEIZED AT MOROCOO. WHAT A "SUNDOWNER" IS.

WASHINGTON, Sept. 21.- Captain Schley, recently chief of the bureau of equipments and recruiting, and cessful run last week, was at the navy department to day. He was greeted on all sides with congratulations up-on the great speed of the vessel, and he assured his friends that there is no made even greater speed than appeared from the record, for he be-

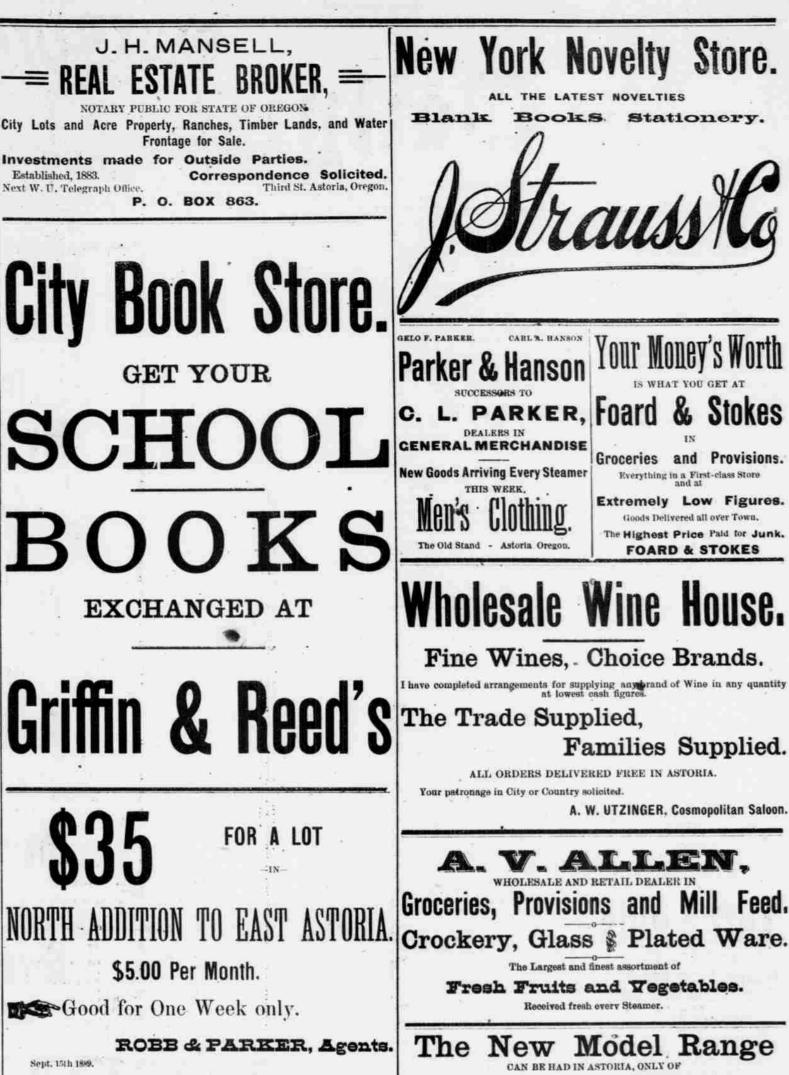
Out of the Fire

Tormented with Salt Rheum-Cured by Hood's Sarsaparilla. Only those who have suffered from salt rheum in its worst form know the agonies caused by this disease. Hood's -Sarsaparilla has had great success in curing salt rheum, and all affections of the blood. " I owe the gratitude to Hood's Sarsapa rilla that one would to his rescuer from a Burning Building I was torwith salt rheum, and had to leave off work altogether. My face, about the eyes, would be swollen and scabbed, my hands and a part of my body would be raw sores for weeks at a time, my flesh would seem so rotted that I could roll pieces from between my fingers as large as a pea. One physician called it type Poison and gave me medicine accord. ingly; but salt rheum cannot be cured in that way. Finally I bought a bottle of Hood's Sarsaparilla. It helped me so much that I took two more bottles, and was Entirely Cured I have not been troubled with salt rheum since. I also used Hood's Olive Ointment on the places affected. It stops the burning and itching sensation immediately. I will recommend Hood's Sarsaparilla not only for salt rheum, but for and that Loss of Appetite 'all-gone' feeling so often experienced.' A. D. ROBBINS, Jamaica Plain, Mass. N.B. If you decide to take Hood's Sarsa-parilla, do not be induced to buy any other. Hood's Sarsaparilla Sold by druggists. \$1; six for \$5. Prepared by C. I. HOOD & CO., Apothecaries, Lowell, Mass.

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E. R. HAWES,

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