BOUNTIES AND SUBSIDIES.

Senator Hanna of Ohio, in an interview which appears in the New York "Mail and Express" of September 22, is reported as expressing much interest in the restoration of the American merchant marine. "It is a matter always of importance," said Mr. Hanna, "but never more so than now. The results of the war bring that question home to us as the vital one of the day, and it should not be neglected. We have taken a long stride toward competing on the sea with the commercial world, and the nation ought to back up its enterprising business men by giving them, at least partially, the support that other governments give their citizens. The prejudice of our people against subsidies alone prevents the building up of a merchant marine of which we could all feel as proud as we do of our navy. I believe that capital would go into shipping, even though only a small return could be had, if it could be assured against ruinous loss in competition with the subsidized lines of other nations.

"I am for the Nicaragua Canal and for tonnage and mail subsidies to steamship lines. There is not the slightest doubt that the Nicaragua Canal, if built will be a success. The government ought to stand by it. The Clayton-Bulwer treaty? Oh, that has been bent so many times and in so many ways that it won't interfere. Once the determination is reached that the government should give its indorsement to the canal a way will be found to do it.

"We ought to take right hold of this far eastern trade, as well as the West Indies and South American trade," continued Senator Hanna. "The figures show that we have the advantage in mileage and in our producing capacity, both as to quantity and quality. One-third of the population of the world is to be reached across the Pacific. Already other countries have their commercial eyes eagerly fixed on that section and on the advantages to be gained there. If we don't avail ourselves of the opportunity other nations will. The wheat raised on the Pacific slope should be made into flour there and shipped away. Not a bushel of it should come east to compete with cereals raised in this section. It should also be possible for the manufactures of the east to be shipped profitably on our transcontinental railroads to the Pacific coast and thence across the ocean. In order to do this the first requisite for wheat grower or manufacturer is to know what it is going to cost him to deliver his goods in China or Japan.

"It must be possible for a railroad freight agent here in New York, for instance, to make one rate to Hong Kong or Tokio, or any other place, and the only way to do that is for us to have American bottoms in which to carry the goods. President Hill of the Great Northern found a way last year to take cotton and steel over his road for China, Japan and other ports to the extent of all the available ship room he could hire on the Pacific coast but under great disadvantages. What he accomplished in this respect is only an object lesson of what is possible in foreign trade if we had a merchant marine, fostered by our government. The American Line is another illustration. Had not American capital been encouraged into that enterprise by a mail subsidy we never would have had those four splendid ships for transport service and guards during the war. Those vessels were of more service than almost all the rest of the transport fleet. They did great work, and the country was proud of them. Had there been no mail subsidy, however, there would have been no 'Harvard,' 'Yale,' 'St. Louis' or 'New York.'"

DISTRIBUTION OF PRIZE MONEY.

Rear-Admiral Sampson will receive as prize money and bounty about $100,000.

Rear-Admiral Dewey will receive about $9,000.

Rear-Admiral Schley's share will be about $5,000, less than some of the captains in the navy, who were capturing prizes while Schley was "bottled up" in Hampton roads at the beginning of the war.

The seamen, "including the men behind the guns," will get from $30 to $200 or $300, according to their pay and number of prizes captured by their respective shipes.

The law provides that the prize money shall be paid for every vessel, whether warship or merchantmen, that is captured, and that a bounty shall be paid wherever a vessel is destroyed. If the ship captured is larger than the captor, the law gives the entire net proceede to the captor. If it is smaller, one-half to the captor and one-half to the United States. The captors are entitled to $100 for every man on board the destroyed ship at the time of action. If the number on board cannot be accurately got at, it is assumed that there were as many aboard as there would be on a similar ship of the United States navy.

In dividing prize money and bounties the commanding officers of the fleet get one-twentieth of the whole sum, the commander of a squadron, under commander-in-chief gets one-fourth. Commanders of ships that make captures get one-fifth of the sum awarder their ships.

The rest of the money is divided among afficers and men according to their pay.

The three great profitable items in this war were the battle of Manila, the battle of Santiago and the Cuban blockade. Of these, the Cuban blockade was far and away the most profitable. There was never any danger in it, and it will net the American fleet under Sampson's command something like $3,000,000. His share of this will be $75,000.

Rear-Admiral Dewey and his officers and men will divide $178,400 There were, approximately, 1784 men in the Spanish fleet. On this basis Rear-Admiral Dewey's share would be $8920, and the six commanders $2973 each.

The bounty money for the battle Santiago will be about $245,000 Rear-Admiral Sampson's share of that will be about $12,000. Rear-Admiral Schley's share will not be more than $5000. The commanders of the American ships in the action—Clark, Cook, Chadwick, Taylor, Evans, Philp and Wainwright—will each get about $4000.

HOW WE GET INTO THE MARKET.

The new York Commercial writing of how the Bessemer steel process is being discarded, gives us a glimpse of the wedge that is opening the markets of the world to American manufactures. That paper says:

"One of the most remarkable advances made in the steel industry has been that of the open hearth, Siemens process, which, according to statistics just issued, has made such wonderful strides in the past few years that it promises to completely revolutionize the trade. When Sir Henry Bessemer invented the process that bears his name, it was thought that the limit had been reached, and that no better process could be discovered for the refinement of steel. His name was placed on an equal footing with the inventors of the steam engine and the telegraph, and the civilized world rang with praises for the man who had made such a discovery. But while his glory was yet at his highest point Siemens quietly invented the open-hearth process. The world did not ring with praises for him, and to-day his name is comparatively unknown, for it was supposed that his invention was superfluous.

During the last six months the open-hearth process has come to the front more rapidly than ever before, and with it has come the decline of the Bessemer product. The Iron and Coal Trades Review, of London, the accepted authority on all matters relating to the manufacture of steel, goes so far, in its last issue, as to state that the invention of Bessemer steel might now be dispensed with, so completely is the open-hearth product taking its place. This statement, too, is made by an authority of a country that is slowly but surely seeing its laurels wrested from it, for the manufacturers of the United States were the first to successfully use the open-hearth process, and to-day this country is making more and better steel after the Siemens invention than any other nation on the face of the globe. Great Britain is also pushing aside the Bessemer process and producing large quantities of open-hearth steel, realizing full well that they must use the latest inventions if they hope to retain any of the trade that is so rapidly slipping from their grasp.

The immense steel plants of Pennsylvania, Ohio and Illinois are invading new territories every day, and so satisfactory are their products that a permanent market is established wherever their products are sold in foreign countries. This, with the acquisition of our new territories, cannot help but make the United States the greatest steel-producing country in the universe.

A POTENT COMMERCIAL RIVAL.

The marvelous increase of manufacturing in this country is demonstrated and discussed by an elaborate editorial in a recent issue of the London Times. After quoting official statistics of our diminishing imports and enlarging exports of manufactures, the Times concludes that no tariff law that we might substitute for that known as the Dingley tariff will turn back the flow tide of American manufactured exports. "It is doubtful," it says, "if we [the English]and our rivals, can ever again resume our old footing in the American market, because of the progress recently made in the manufacturing industries by the Americans themselves. The United States is beginning to compete in neutral markets with European manufactures, and if it can do that it may be accepted as beyond question that it can do the same in its own home markets." Continuing the Times says: "Through out the controversy over the 'Made in Germany' bogey, the more level-headed experts in this country saw that in America we had a potential commercial rival of much more consequence than Germany, and they are already being justified by the event."—Brooklyn "Manufacturer."

How to Prevent Croup.

We have two children who are subject to attacks of croup. Whenever an attack is coming on my wife gives them Chamberlain's Cough Remedy and it always prevents the attack. It is a household necessity in this county and no matter what else we run out of, it would not do to be without Chamberlain's Cough Remedy. More of it is sold here than of all other cough medicines combined.—J. M. NICKLE, of Nickle Bros., merchants, Nickleville, Pa. For sale by Delta Drug Store.

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The Horses of Manila.

Among the first things to impress a stranger are the horses. Descended from horses brought from Mexico, they have become much smaller, while they are also much more shapely. In fact, I have never seen a better looking breed. There is nothing of the pony in their shape, though in size they range between 48 and 52 inches. At first it looked absurd to see them ridden by big men whose stirrups hung down to the horses' knees, but I soon found out that they easily carried a rider weighing 200 pounds. The foreigners have a jockey club, which holds two meetings a year at the beautiful turf track at Santa Mesa. To avoid sharp practice members of the club only are eligible to ride. This necessitates a scale of weights starting at 132 pounds and rising to 154 pounds. It demonstrates the speed and strength of these miniature horses that a mile has been run in 2:10 by a pony carrying 150 pounds. Only stallions are used. Mares cannot even be brought into the city. Nobody walks; everybody rides, and on any special fiesta thousands of carriages fill the streets. I doubt if there is a city in the world that can turn out half the number of private vehicles in proportion to the population.

A TRANSPOSITION.

It Mangled the Salutation, but the King Controlled His Face.

An American who years ago served as our minister to Spain was fond of telling the following joke upon himself:

Shortly after he had become settled in his new home he was bidden to a state ceremonial, where he was to be presented to the king. His knowledge of languages was limited to English and French, and being desirous of addressing the sovereign in his own tongue he took pains to "coach" for the occasion. Several phrases were rehearsed until he felt that he had mastered them. When the critical moment arrived, he saluted the king with great dignity, spoke a few words in Spanish and passed on.

"What did you say?" asked an English gentleman.

"I spoke in Spanish," was the rejoinder. "I said, 'I cast myself at your feet,' which I am told is the most respectful form of salutation."

"Ah, no," corrected a Spaniard, who had been observed to smile at the embassador's greeting. "You are mistaken. You transposed your words, and quite altered the meaning."

"What did I say?" asked the diplomat.

With a twinkle in his eye the Spaniard made answer, 'What you really said was, 'I throw my heels at your head.'"

But the king had not betrayed by so much as the fluttering of an eyelid that anything unusual had occurred.—Harper's Magazine.

Merely From Observation.

"Is Miss Blinkins at home?" asked Mr. Saunders of the Irish girl who answered his ring at the door.

"Yes, I b'lave she is, sir."

"Is she engaged?"

"An is it engaged you say? Faix, an I can't tell you, sir, but she kissed Mr. Vincent last evenin as if she had never seen the like uv him, an it's engaged I b'lave they are, sir."—Exchange.

Those Girls.

She—He kissed me when I was not dreaming of such a thing.

Her—I'll wager you were not. You always were wide awake when kissing was in sight.—Cincinnati Enquirer.

If a man could yell as loud in proportion to his size as a baby cast, telephone companies would soon be unable to declare dividends.—Atlanta Constitution.

People who think they are misunderstood often are really understood too well.—Chicago Record.

As one of the compensations of our war with Spain, the restoration of the country to the pre-eminent position occupied by it previous to the Civil War is not likely to be the least. It seemed to need the spur of some such awakening to arouse our people to the building up of a long-neglected and important branch of industry [American shipping] that must inure greatly to our importance as a nation and to our future prosperity.—Boston "Journal of Commerce."

Three Doctors in Consultation.

[From Benjamin Franklin]

"When you are sick, what you like best is to be chosen for a medicine in the first place, what experience tells you is best, to be chosen in the second place; what reason (i. e., Theory) says is best is to be chosen in the last place. But if you can get Dr. Inclination, Dr. Experience and Dr. Reason to hold a consultation together, they will give you the best advice that can be taken."

When you have a bad cold Dr. Inclination would recommend Chamberlain's Cough Remedy because it is pleasant and safe to take. Dr. Experience would recommend it because it never fails to effect a speedy and permanent cure. Dr. Reason would recommend it because it is prepared on scientific principles, and acts on nature's plan in relieving the lungs, opening the secretions and restoring the system to a natural and healthy condition. For sale by Delta Drug Store.

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