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**THE GOLDEN RULE STORE**

**NO REBATE FOR  
AMERICAN SHIPS**

Tariff Discount Is Declared Void by McReynolds.

**VIOLATION OF TREATIES.**

Attorney General, in Opinion Sent to Secretary McAdoo, Holds That 5 Per Cent Duty Clause in Tariff Law Is Inoperative by Its Own Terms—Legal Test Probable.

The provision of the new tariff law authorizing a discount of 5 per cent on all goods imported in American vessels is made null and void by its own terms, qualifying its application. The qualifying language is that "nothing in this subsection shall be so construed as to abrogate or in any manner impair or affect the provisions of any treaty concluded between the United States and any other foreign nation." This is the opinion of Attorney General McReynolds, submitted in response to the inquiry of Secretary McAdoo of the treasury department and just made public in Washington by Mr. McAdoo.

At the same time Secretary McAdoo announced that in accordance with it collectors of customs would be directed to continue to disregard the subsection, as they were instructed to do Oct. 8. Entries held up pending the decision now will be liquidated, leaving importers who desire to insist upon getting the 5 per cent discount to protest, with the right of finally carrying the question to the court of customs appeals.

**Ends Protracted Discussion.**

This ends, for the present at least, the protracted discussion over the proposed differential duty provision, the subject of much debate in congress while the tariff was under consideration. The attorney general gave his opinion to Secretary McAdoo ten days ago, but it was withheld to allow consideration by the treasury officials.

Mr. McReynolds held:

"That the 5 per centum discount to American vessels only, which was the primary object of the subsection in question, cannot be given without impairing the stipulation of existing treaties between the United States and various other powers and that consequently the subsection by the expressed terms of the proviso is inoperative."

Twenty-three nations have treaties with the United States under which they claimed their ships had a right to the differential in common with American ships. These included Great Britain, Germany, France, Austria-Hungary, Italy, Japan, Belgium, Denmark, Greece, the Netherlands, Spain,

**Norway and Sweden.**

Several foreign governments, including those of Germany, France and Spain, made strong protests to the state department against the proposed discrimination, and there were some indirect threats of a trade war if the preference duty was enforced.

Efforts were made by some of the administration leaders immediately after foreign protests were received to have congress repeal the provision. Representative Underwood, chairman of the house ways and means committee and the original champion of the clause, however, expressed himself as opposed to such action, and the president did not urge it.

**\$10,000,000 Loss in Duties.**

Allowance of the discount to ships of those nations claiming equal rights with American bottoms would have resulted in an estimated loss of \$10,000,000 annually in customs duties. This would have created a deficit instead of a surplus in the treasury, as has been estimated by the tariff framers.

Rehabilitation of the American merchant marine was the expressed purpose of those who had the provision inserted. They claimed it would operate as an incentive to the construction of ships in the United States, since shippers of goods in American built bottoms would get the 5 per cent reduction and the American shipowners would be assured of an increase of business.

Importers who are dissatisfied with the opinion of the attorney general may protest to the collector of customs at the port of entry, who will lay their objections before the board of general appraisers. In case the board's decision is unsatisfactory to the appellant the case may be carried to the court of customs appeals for final disposition.

**ONE D. A. R. AGED 107 YEARS.**

Twelve "Real Daughters" Still in Massachusetts to Be Pensioned.

There are only twelve "real daughters" of the American Revolution living in Massachusetts, according to a report just made by a special committee at the fall conference of the Massachusetts society, Daughters of the American Revolution.

The committee recommended that the several chapters in whose vicinity these "real daughters" reside should see to it that they receive the pension of \$8 a month given by the national society. Special reference was made to the case of Mrs. Louise Carpenter of Worcester, who was 107 years old on Aug. 25.

**Free and Equal.**

"Do you truly and honestly believe that all men are born free and equal?" asked Jimyson of the genial philosopher.

"I sure do," replied G. P. "Free of all responsibility and equal to not less than three square meals a day."—Life.

**Ocean Depths.**

Scientists have found fifty-six areas in the oceans where the water is more than three miles deep, ten where it exceeds four miles and four where the bottom is further than five miles down.

**An Appeal**

O jingo man  
In this U. S.  
I would to you  
This prayer express:  
Do not in haste  
Too forward go;  
Don't war declare  
With Mexico.

O jingo man  
In Mexico,  
I prithee, pause,  
Go very slow  
And hold your wrath  
Or make it less;  
No war declare  
With our U. S.

O jingo men,  
Be cautious, please,  
Nor on this chance  
Too rashly seize.  
Of course, we know,  
All rests with you.  
'Tis as you say—  
Be good, now—do!

—Josh Wink in Baltimore American.

**WOMEN'S SHORT HOURS  
PROVE BENEFIT TO ALL**

Industries Affected Not Harmed, Says Bureau of Labor Statistics.

Investigations into the hours of employment for women have shown that a reduction of the working day has not been burdensome to the industries, according to a bulletin just issued by the bureau of labor statistics in Washington. On the other hand, the report shows that the general health of the women whose hours have been reduced has been much better. The bulletin is a comprehensive review of working conditions of women all over the world and cites various authorities to bear out the statements contained in it.

The reduction in the working day has not made it more difficult for the women to compete with the men, the bulletin continues. In those countries where the hours of labor of women have been reduced there is nothing to show that the greater legal protection given to women has made it more difficult for them to obtain employment. However, this reduction has in a way benefited the men. The protection given to women has led indirectly to the reduction of the hours of work of the men employed in that industry, and as a result wages have risen in many cases.

"Industrial occupations, domestic duties and motherhood impose a very great burden on most women," says the bulletin. "If, then, it is impossible for a woman with a large family to do her washing and cleaning except on Saturday nights and if her vitality is often prematurely exhausted even when she is employed for only ten hours a day, the excessive strain to which the women in industrial employment are put in countries where long hours are worked is bound to result in self neglect on the part of the mothers and in the neglect of their children."

"The majority of women," the report continues, "make use of the additional spare time secured to them by the reduction of the hours of labor to take greater care of their homes. Young women are also enabled to cultivate their minds and to obtain domestic instruction. Only when they are employed for short hours is it possible for young women to train themselves for more skilled trades and for the mothers of the next generation of workers to prepare themselves to bring up their children."

**SENDS ORE BY PARCEL POST.**

Washington Prospector Finds Way to Avoid High Freight Charges.

A new use has been found for the parcel post that is liable to make it necessary for Uncle Sam to put on large drayage wagons with which to make deliveries if it is taken up by many persons. John B. Donahue, a prospector, who is working a gold claim in the Olympics, in Washington, is the discoverer. Donahue is working a claim about thirteen miles northwest of Lake Cushman. Reports on his ore had shown that it runs from \$4 to \$6 a ton, but he was not satisfied and wanted to send out enough for a mill test run. He took it up with the University of Washington and was told that he would have to send out 400 pounds.

After getting his ore to Lake Cushman he found that to freight it from there to Hoodport would cost \$3.50. At Hoodport there would be a wharfage charge of 40 cents, while drayage from the water front to the University of Washington would take another \$3.

The total cost of delivery from Lake Cushman, \$10.80, made Donahue think twice. He had heard of the new parcel post, but had never used it. Thinking it might help him, he inquired. He was informed that he could send 100 pounds from Lake Cushman to the university for \$1.24. The parcel post got his 400 pounds of freight. The total government charges were \$4.96. Donahue saved \$4.84.

**Leprosy in a Boarding House.**

Boarders at a Maiden (Mass.) house discovered recently that for three months a leper had been among them in Hyman Klein, twenty-five years old, who after treatment at the Boston City hospital for a skin disease found to be leprosy was placed in the detention hospital prior to being sent to the leper colony on Poughkeepsie Island. The boarding house was fumigated and its inmates examined. No one was found to have contracted the disease.



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After November 30th mill wood will be \$2.25 a load. Pay the driver on delivery and get 25 cents discount.  
Geo. B. Morgan, Phone 1173

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the confidence of the  
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I have a good buy in mud flat lot on First Street  
Also best corner in Azalea Park