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on equal terms with our own, and in 1858 senators and congressmen from the Southern states induced congress to repeal the laws that helped American ships by what were called mail subsidies, and then our people couldn't afford to keep ships, so they sold them and went out of business. Since then we have paid other people for carrying our goods, and lots of times when we wanted to send things to South America we had to send them to Great Britain or Germany first, and, because of the delay and expense, we could not get our share of the trade. Just before the European war started very little of our foreign trade was carried in our own ships, and while we were in the European war, as also when we were in the war with Spain, we had to depend largely upon the ships of other nations to take our soldiers across the ocean and carry supplies to them. You see, we were dependent upon other countries for ships just as you were upon Fred Strong for a boat, and the other countries looked after their own trade first, just as Fred used his boat for his own nut-gathering."

"But I've often heard papa talking about ships being built in this country lately," remarked Jack.

"Yes," replied Uncle Ted, "we have lots of them, and I do hope that congress will pass some kind of laws that will make it possible for Americans to regain the place they used to have as the greatest sailors in the world."

Can Now Eat and Sleep in Comfort.

If troubled with indigestion or sleeplessness you should read what Miss Agnes Turner, Chicago, Illinois, has to say: "Overwork, irregular meals and carelessness regarding the ordinary rules of health, gradually undermined it until last fall I became a wreck of my former self. I suffered from continual headache, was unable to digest my food, which seemed to lay as a dead weight on my stomach. I was very constipated and my complexion became dark, yellow and muddy as I felt. Sleeplessness was added to my misery, and I would awake as tired as when I went to sleep. I heard of Chamberlain's Tablets and found such relief after taking them that I kept up the treatment for nearly two months. They cleansed my stomach, invigorated my system, and since that time I can eat and sleep in comfort. I am today entirely well."

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UNCLE TED'S BED-TIME STORIES

BOATS, NUTS, SHIPS, AND TRADE

"Well, well, why this dark cloud of gloom o'erspreading the usually sunny face of little Jack?"

It was Uncle Ted coming up the walk and expressing surprise at the appearance of his nephew sitting alone on the bottom step of the porch, his elbows on his knees and his chin resting in his hands. "What's gone wrong with the world now?"

"Oh, nothing much," replied Jack, "but it does make me sore to see a boy as selfish as Fred Strong. You remember, Uncle, over on the hills across the river, north of town, there are a lot of nut trees. The trees are on sort of waste land and anybody can go and get nuts. There's a bridge across the river down south of town, but the road runs back a long way from the river and its too far to walk. I had counted on gathering a lot of nuts and selling them to get some Christmas money, and I thought Fred Strong would let me use his boat. Several of the neighbors told me they would buy nuts from me. But when I went to see Fred last night he said he and his two brothers were going after nuts today—this is Saturday, you know—and that there wouldn't be any room in the boat. The boat will hold four easily but he said they would need all the room for their baskets and lunch. That was just an excuse to keep me from going. He knows he can sell more nuts if I don't go. And then, too, if he gets nuts for people this year, they will be the more likely to buy from him next year."

"Where's your papa's boat?" asked Uncle Ted. "He had one, I know, for I used it to go fishing once, two years ago."

"Yes, daddy did have a boat," answered Jack, "and he took Ruth and me over to gather nuts last year, but we didn't use the boat often and neglected it, and the highwater last spring carried it away. I hope we have one next year before the nuts fall."

"I hope so, Jack, and since it's sort of all in the family, I'll make a boat if you will help. If you want to put in some of the money you made out of your wa' garden to help pay for the lumber and boards and paint,

all right, and we'll own it together. Then you won't have to depend on Fred Strong or anybody else." To this Jack agreed, and then asked Uncle Ted for a story.

"I haven't any story in mind just now," said Uncle Ted, "but do you know, Jack, your trouble over a boat reminds me that this country of ours—the United States—has had very much the same trouble in regard to ships to carry goods across the ocean and to carry soldiers and guns and powder when we were in war. Years and years ago, before you were born, there were lots of men in the United States who not only built ships but sailed them on the ocean. Yankee sailors were about the best in the world, and in some of the rivers and bays along the Atlantic coast there were ship-yards where they made ships as good as any that were then sailing on the ocean anywhere."

"You see, when this country was first settled, all up and down the Atlantic coast, the best way to travel was by water, and people had to have ships to get goods from Europe and to trade with the West Indies. So they began building ships as soon as they came here, and they planned better ships than had ever been used before. They invented the 'schooner,' which could be more easily sailed in the harbors and rivers and later the 'clipper,' which was the fastest sailing ship ever built. When the colonies started the Revolution against Great Britain they had no navy of fighting ships; but all the ships carried guns in those days to fight pirates, and the colonial government sent out what was called 'privateers,' owned by people who were glad to fight for America. Those privateers played hob with the British merchant ships and really made it possible for the colonists to win the war by keeping the sea free enough to bring supplies for the war."

"When the United States became free, the very first law passed by congress was one that levied a tax on goods coming from other countries, but making the tax less if the goods were brought in American ships. Other laws encouraged ship-building in this country so that in about eleven years nine-tenths of our commerce was carried in our own ships. And our ships carried goods for other countries."

"But 'way back in 1849 Great Britain got us to let her ships bring in goods

PRINCE ALBERT



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