

THE NEED FOR AMERICAN SHIPS

By EUGENE T. CHAMBERLAIN United States Commissioner of Navigation.

In his last great speech at Buffalo President McKinley dwelt upon several lines of policy which he declared the Nation should pursue in the future, and one of these was the development of our merchant marine, and President Roosevelt, since his accession to office, has affirmed his adherence to the same view. The policy thus declared refers particularly to ships on the ocean engaged in foreign trade.

American shipping, in this sense, is a national institution, or, as affirmed by our Supreme Court, a national service. The American ship not only carries the country's flag, but for the time being and to the extent of its deck, actually extends national territory up to the jurisdiction of the foreign nation in whose harbor it anchors. Exports, such as corn, cattle, steel, sewing machines and bicycles, and the like, have become merged into the things of the foreign country into which they are sent. Outside of American books—encouraged by national and international copyright—recall no thing, except the American ship, which takes with it to foreign territory its American nationality and keeps it. It is both national and international, therefore, to put any project to develop American shipping on the same plane as a bill to establish the tin-plate industry, or to promote the importation of cheaper woolen clothing, or to encourage the exportation of dairy products. All of these will concern special industries, and only indirectly and remotely affect the general growth. The development of shipping is primarily national. Even in secondary results it reaches directly many more forms of human activity—of which shipbuilding is but one—than any other industry now recalled.

The influence of Great Britain in shaping the world's history and growth—an influence entirely out of proportion to her population and natural resources—has radiated through her merchant shipping. Through it the English language and Anglo-Saxon ideals and methods have pervaded the world. We have only lately come to the last chapter in the history of the earlier dominion over the world which Spain held by virtue of her navigators and her ships. "Our future lies on the sea," the watchword of the Kaiser, tersely expresses the laudable ambition of Germany to attain leadership among nations. It is not an unworthy ambition to aspire to be the most powerful nation in the world, the most pervasive influence in shaping the world's future. It is a proper ambition for Americans to entertain at the beginning of the twentieth century.

A BENEFICIAL FORCE. If, as we believe, our national ideals and purposes are pure and elevated, the extension of American shipping will carry with it not merely an increase of trade and an increase of wealth, but also an expansion of forces working for the general welfare of the world. Like other nations, we are now sending our warships to foreign ports "to show the flag." The propriety of this course does not admit of question. The flag above the muzzles of steel guns and the national ensigns with our purposes or our industrial rank, continue to be the only display of American colors in foreign ports. Even army transports and navy colliers, peaceful in their way, will hardly suffice as our permanent representation on the sea.

What may be termed our industrial independence happens to have been attained almost simultaneously with the acquisition of Hawaii, Porto Rico and the Philippines, and our inevitable appearance in the commercial politics of Asia. The opportunity to become a maritime commercial power and the necessity for becoming such have arrived together. It is a national question as to the need for American ships in the minds of the leaders in practical affairs in this country. That need is disputed academically by some on whom traditional theories have so strong a hold that they have not as yet adjusted themselves to the principles which must govern the Nation's course in this connection. A relatively small but influential number find it obvious to self-interest to dispute such need. Each class may have done something to confuse the issue and retard action thus far, but together will scarcely be able long to keep the United States in its painfully absurd position on the sea.

POLITICAL NECESSITIES. It is a political necessity for the United States to carry all its mails to northern Europe, Asia and Australia by American mail steamers, precisely as all the mails of England, Germany and France to the United States, Asia and Australia are carried by the mail steamers of each nation, respectively. It is a political necessity for the United States to carry its mails to South America by American mail steamers, precisely as the mails of England, Germany and France are carried to Africa by the mail steamers of each nation, respectively.

QUESTIONS AND ANSWERS. How high above the ocean level is the Lick telescope?—J. E. H. It is 4,306 feet above the sea. What is the commercial value of silver and gold?—L. E. D. Gold is worth a trifle over \$20.67 an ounce; silver sells for about 69 cents an ounce. I have searched for the quotation beginning, "I am dying, Egypt, dying," and cannot find it. Will you trace it?—G. W. It is from Shakespeare's "Antony and Cleopatra," Act IV.

A says there is no legal execution in Michigan, that the most any one can get for murder is life imprisonment. Is this right?—C. Yes; Michigan is one of the four States that forbid the death penalty by law. Can you trace an officer of the revolutionary army named Lieut. Churchill Gibbs?—J. G. F. He was a second lieutenant of the First Virginia State Regiment, serving from Dec. 7, 1777, to January, 1781.

To what tribe did Pocahontas belong?—C. R. McE. To the Powhatan, a confederation of small tribes or clans dominated by, and called its name from, Powhatan, her father. They were of the Algonquin stock. How many gallons of crude oil are obtained from one ton of cotton seed? How many pounds of cake after the oil is pressed out? How many pounds of hull?—G. E. D. About 11. 2. From 70 to 75. 3. From 50 to 55.

Will you compare the heat to be derived from coal with that from oak?—L. Both wood and coal vary much in their calorific power, but for equal weights of fuel the comparison is not far from 25 for the oak, to 75 for the coal.

Did Lord Wolcott give the last Louis Riel rebellion without firing shot or losing a man?—J. R. No; the commander of the royal forces was Major General Middleton, of the Canadian militia, who was killed for his services. The losses of the organized forces were 53 men killed and 129 wounded, and

respectively. The service is national, and should be entrusted to agencies at all times under national control. Foreign ships owe and perform their first duty to the nation whose flag they fly. Whatever may have been formerly the case we are no longer so small, weak or poor that we must bargain to get our letters carried as an incident to their letters carried as an incident to a British, German or French mail contract by the auxiliary cruisers of the British, German or French navies, officered and manned by their naval reserves. We do not, of course, apprehend war with any of these powers, but that is no good reason why we should help to support their auxiliary sea forces, particularly as those navies are the only ones, except the Russian, which our own navy does not already outrank. Congress every year votes more money indirectly to support the British naval militia than it votes for the National Guard of any one of the great States of the Union.

By the muddy waters of "improved" southwestern rivers men are denying the usefulness in war of auxiliary merchant cruisers and their seamen. This year England has increased her list of such auxiliary cruisers from twenty-eight to fifty, and Germany is doubling hers. It is a case where "the shallows murmur, but the deeps are dumb." National policy requires that our mail steamships should be built in home yards by home labor. The requirement has been recognized by every nation of the first rank as soon as its industrial growth permitted. The plant, the machinery, and the skilled mechanics needed to build these ships are part of a nation's scheme of defense. Next to having a most powerful navy is the ability to construct one when required. It is to the national interest that such ships should be officered and manned, so far as practicable, by American citizens, constituting in effect a naval reserve. Federal appropriations create a body of merchant seamen would stand more firmly on constitutional grounds than federal appropriations to arm the militia. The latter can be done through the agency of the States. The former, by our scheme of government, can effectively be done only by federal authority.

CONFLICT OF PRINCIPLES. These propositions conceivably set commercial principles at defiance. Our mails can be carried more cheaply by foreign than by American steamers. Ships cost less in England than in the United States. British seamen may be had for about half and German and French seamen for less than half the wages of American seamen. The proposition cannot be debated on the basis of the cash balance of receipts and expenditures, for only the latter can be put down in dollars and cents. The British, German and French ocean mail services are conducted at an annual loss of millions. Like many other national needs, the need for American ships can be supplied only by the expenditure of national money without return in kind.

With obvious qualifications, what has been said of American mail steamers applies to other American vessels. Their reliance on the whole Nation are less direct, and, based on those relations, less expenditure proportionately is warranted. The number, speed, size, regularity and large crews of a country's ocean mail steamers indicate its greatness in a manner cargo steamers or sailing vessels cannot. With the cargo steamer and sailing vessel the national element is secondary to the commercial. Such vessels concern mainly the grazing, grain, cotton, lumber, coal and oil-producing States. American mail steamers concern those States with all the United States and the world. The commercial phases of the need for American ships are important, but outside the scope of this article.

The cool judgment of the country less than twenty years ago directed the beginning of a programme of naval construction, since consistently developed and carried out. In that short time the United States has risen from almost no rank to be the fourth naval power of the world. Meanwhile American ships, relatively and absolutely, have been decreasing. Our shipping in foreign trade is about one-third smaller than when the Chicago and Atlantic were laid down. The increase in our tonnage has been of vessels seldom, if ever, a day's run distant from the protection of our shore batteries.

The future sea power of the United States, mercantile and naval, depends upon an intelligent response to the need for American ships. The eminent writer upon the new navy asks and answers the question of commercial and military interdependence: "Can this navy be had without restoring the merchant shipping? This is doubtful. History has proved that such a purely military sea power can be built up by a despot, as was done by Louis XIV, but, though a fair seeming experience showed that his navy was like a growth which, having no root, soon withers away."—Washington, D. C.

there was much hot skirmishing and most difficult campaigning.

Who is Vice President, and how was he appointed?—In case of President Roosevelt's death, who would be President?—C. L. F. The vice president is vacant. 2. Secretary of State John Hay is next in order of succession.

Does it cost 2 cents to mail a drop letter on the rural free delivery? 2. Is it compulsory that all routes be furnished with special boxes?—M. C. Yes. 2. Yes; on your application the Post-office Department will furnish you with the names and addresses of the makers of fourteen different accepted kinds.

What is the correct pronunciation of Roosevelt? 2. On what day of the week did the assassination of President Lincoln occur?—R. C. Secretary Cortelyou, an authority who should be accepted, tells all inquirers that the name is properly pronounced "Roosevelt." 2. Lincoln was shot on Friday, Gardner on Saturday.

Has a passenger train ever passed over the stringer tracks on Washington street, Indianapolis? If so, on what occasion?—E. C. During the Harrison campaign of 1888 a locomotive with passenger car attached, was a feature of a parade of railroad men and organizations. The car was brought up to Washington street.

Just what is meant by "an Americanism," and what would you say are their sources?—F. C. A word or phrase peculiar to some or all of the folk of these United States, or a peculiar sense in which word or phrase is used here. The sources are many; survivals of old English, inheritance from the English dialects, selections from other languages and collocations come into at least general use.

Is the degree of S. conferred from a course of study?—H. C. G. When signifying master of science, it is given for a year's resident or three years' nonresident graduate study and examinations, to holders of the degree of bachelor of science. When meaning master of surgery, it is conferred on holders of medicine and bachelors of surgery for two years'

MODERN FABLES BY GEORGE ADE

The Modern Fable of the Young Woman Who Had to Have Everything Just So

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Fastidious Fannie was the name of a girl who had her pencil out and marked down an error the Minute it was made. She knew the Rules and Regulations by heart. She slept with the Hand Book of Etiquette under her pillow and worked the Eagle Eye whenever she was in company, looking over the Counter and said to Geneva, the sweet-faced Saleslady, "Oh, Little Girl, how I sympathize with you."

Geneve looked at him in a Startled Manner and then her gaze fell. "What is Biting you?" she asked timidly. "I am so sorry for one who is compelled to Toll," he said. "I am thinking of starting a Non-Day Rest Club, where you and the others may come and drink Tea and listen to me read Advice to the Young."

"That would be lonely Billiards, wouldn't it?" asked Geneva, as she gave him the Chair. "We don't want to be rounded up and sozzled over. Not on your Lead Lards. The Poor Working Girl draws the line on having a kind-hearted Gentleman pull the Weeps on her. Why should I do the Repeal? I see more Money every Week than the average Married Woman, and when I get on my Best Clothes, why I put her on the Blink, easy. When I want some small change I don't have to coax for it. I go to the Ten-Twent-and-Thirt several times a week, and I don't have to sit up in any six-by-nine Bed waiting until all hours for it. I think I can struggle along without having you come around to hold my Hand."

The Philanthropist walked away deeply grieved at her Point of View. Moral: Any Girl with a Geneve kind of a Name is not looking for Sympathy.



FASTIDIOUS FANNIE.

ing for Misplays. Fannie was so Grammatical that she made nearly every one tired, and she was so Finicky that those who took long Chances and started in to Chat with her, had to weigh every Word.

At least a dozen Young Men came fooling around at different Times, attracted by her cold Beauty and the fact that she was the Only Child of a National Bank. Fannie put the Blue Tag on them one by one. The first was six hours late in making his Party Call, and when he came around he found the Gate nailed up. The second wore his Dinner Jacket and a Black Tie one Evening when he should have worn his long Henry Miller, so Fannie wrote to him that he was 90 per cent. Pinky doodle and belonged in a Lumber Camp. Another was careless enough to strike a Match and light his Student's Lamp one evening when he was seeing her Home. She screamed and called for a Cab, for she held that no True Gentlemen would Smoke a Cigarette while walking with a Lady. A fourth Aspirant wrote to her on the wrong kind of Paper and put the Date at the Top instead of the Bottom, and the Answer that he longed for never came. A fifth got the wrong Clutch on her, while they were Waiting, and after that she couldn't see him, not even with a Spy Glass.

Thus she threw them into the discard as fast as they bobbed up. One parted his Hair on the wrong side and another kept his Hands in his Pockets and another walked on the off side of her, when they went up Street.

At last she had checked up the whole Push and not one would do. And they were so Scared of her that when they came near her Corner they did a little Foot Work to the other side of the Street.

For eight years she sat with the Lace Curtains pulled, keeping a keen lookout for old Perfection. She knew that there were some Real Gentlemen in the World, because she had read about them in Laura Jean Libbey.

At last she began to lean against the chilly Fact that the Tide had gone out and left her tangled in the Sea Weed. So she went out and put up a Sign in the Front Yard: "Man wanted. White one preferred."

Moral: Marry him first and remove the Kinks afterward.

THE MODERN FABLE OF THE PHILANTHROPIST AND THE POOR WORKING GIRL.

While in a Department Store, whither he had gone to save 2 cents each on his Col-lars, a Nice Man with black Lambrequins,

side of his Coat. The Mantle of Edwin Booth had fallen on him, but it did not reach to the small of his Back. All he wanted was a Chance, and he would make Otis Skinner look like a Side Order of Something. He read the Dramatic Papers and unless he was choked off he arose at Evening Parties and Recited. Then all the Girls told him he had Wonderful Talent, and after he went away to write he was the jaded piece of Punk they ever saw.

The Bill Clerk began to write Letters of Congratulation to himself and use Powder on his Face. He forsook the low-down Grocery Trade and decided to go on the Stage. He changed his name from Wesley Fink to Ormonde Dupont and had "Theater" painted on his Trunk. After that all he needed, in order to be an Actor, was an Engagement. He picked up and headed for the Rialto, with all the Photographs of himself and the Notice from the Home Paper. The Managers and Agents turned him down and waved him away and kept him sitting in Waiting Rooms for hours at a time, but they could not drive Ormonde back to the Canned Fruit Business. He was going to Act, whether or no.

So finally he signed with a Company presenting a Problem Play entitled, "A Wet Dog." In the First Act he played the part of a Man who brought in the Trunk. In the Second Act he had to walk right out in the Glare of the Footlights and ask, "Did you Ring?" In the Third Act he was number four from the Right End. And now all his old Friends in the Grocery Trade can say that they knew some one who is really on the Stage.

Moral: A Word of Encouragement at the right Moment often determines a Career.

When the stick and case were the composing room's equipment and each "print" carried with him his own "rule," but with the introduction of machinery it lost its charm and now is a thing of memory to the gray-haired members of the printing craft.

A scrap of paper, neatly rolled and filled with fragrant, shredded gold; From Thee a realm of joy I get—My dainty, soothing Cigarette.

And when, the minutes swiftly fled, Thy fire is out, thy fragrance dead, A merry sweet remanent yet Of Thee, my dainty Cigarette.

And when—like Thee—my race is run, My fire gone out, my duty done; I hope—like thee—some merrymen yet Will linger sweet—my Cigarette.

I understand that an anti-cigarette crusade was inaugurated in Indianapolis last Sunday under the leadership of a Chicago official of the American Anti-cigarette League. As a friend of the weed, as well as of the boys of Indianapolis, I hope those who have the work in charge will conduct a propaganda of truth. Let it be impressed that the evil is the use of tobacco by a boy during the years of his physical growth and greatest mental enlargement and moral development, and not the tobacco itself. Boys love fair play and have a hearty respect for truth, even if they are sometimes untruthful. Treat the weed—whether it be pipe, cigar or cigarette—fairly, and their minds will be opened freely to receive the truth of the evil of tobacco-use before they reach man's estate. Tell them that its use in boyhood will stunt their physical growth, for boys love to be strong. Impress on them that a sound body and a sound mind go together, for boys long for mental power even if they do not seek to attain it in right ways. Teach them that anything that hampers the growth of the body and warps the mind in its development is inimical also to the attainment of moral stature, for there are few boys who want to be—and to be considered—bad. An unreasonable, intemperate crusade against the cigarette will increase the smoking of the same as surely as the night follows the day. So, my anti-cigarette friends, be reasonable.

THE GOSSIP'S CORNER.

There does not exist (there never did exist) a human being that would refuse credulity to evidence of a future state; but it is still the Unknown, although not, I believe, the Unknowable. The "discoveries" of a host of investigators have left untouched the mystery of mysteries—the condition of our future state—the one item of knowledge which that all routes of progress which we know not, and when all is said we fall back on the words of old Omar: "Strange, is it not? that of the myriads who Before us pass'd the Door of Darkness thro' Not one returns to tell us of the road Which to discover we must travel, too?"

Gregory is dead. To a large part of the reading public of Indiana, Kentucky, Tennessee and Missouri (for his newspaper career covered all those States) he was unknown by name, but was nevertheless an important part of the great journalistic machinery which daily turns out the record of the day's world history, its tragedy and comedy, joy and sorrow, and the spice of life; but to those who knew and loved him Frank Gregory was a very winning personality, with sunshine ever in his heart, even when the clouds of adversity and trouble were darkening his life. There was no acerbity in his humor, no sting to his wit; he was steadfast in his friendships and had a tender heart for the sorrows of others. Long a prey to the ravages of pulmonary disease, his most marked attribute was his hopefulness. If he had forebodings, they were locked in his own inner consciousness. More recently, however, he came to a realization of his condition, but it did not dim the light of his cheerful spirit. Thirty-two days before his death he wrote to me: "Two months more will tell me something definite," he said. "I have been skulking in the edge of the eternal shadow. I shall soon know whether I take it safely or am to be dumped, a wreck, in the course. The evidences are that the old craft is beyond repair. I am doing some heavy retooling, but am thinking of doing a joke department for one of the Topeka papers."

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THE MODERN FABLE OF THE WOOLY AMATEUR AND HOW THEY STRANG HIM.

A Bill Clerk in a Grocery House once took part in a Production by Home Talent. Every one who bought a Ticket had a Friend in the Cast. The Bill Clerk was Glisten, but most of the People were wedged in and had to Slick. His Acting was very bizarre. When they gave him a Call, he did not know that they were Kid-ding him. After the Show they came around and pounded him on the Back and told him he was Great. The Paper gave him a Notice better than any other he got. He had himself photographed in Costume and began to grow a Marguerite Curl in the middle of his Forehead and keep one Hand in-

side of his Coat. The Mantle of Edwin Booth had fallen on him, but it did not reach to the small of his Back. All he wanted was a Chance, and he would make Otis Skinner look like a Side Order of Something. He read the Dramatic Papers and unless he was choked off he arose at Evening Parties and Recited. Then all the Girls told him he had Wonderful Talent, and after he went away to write he was the jaded piece of Punk they ever saw.

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THE GOSSIP.

TIME TO CONSIDER YOUR NEEDS IN Fall Apparel. We are exclusive dealers, handling nothing but ladies' and children's wearables, and do it better than houses that make ready-to-wear goods a side issue only. Our new garments are here, and we ask your comparison, not only at home, but with the best offered in any city in the Union.

MAN-TAILORED SUITS. We have them made in Norfolk shapes, blemish effects, Etons with and without vest, double breasted tight fitting and the swell Louis XIV styles, with a variety of skirts that have correct shape and hang right. We have these Suits in Cheviots, Venetians, Home-spuns, Bronzicloths, Hop-sackings, in black, blue, gray, brown, oxford and fancy mixed effects. Prices range from \$13.50 to \$100.

Furs. We are manufacturing furriers, the largest in the West, carry the greatest line of made-up Garments and Fur Neckwear in the city. Modeled from ideas only found in Besten & Langens' garments. If we haven't what you want in stock, we'll make it for you on short notice. QUALITY COUNTS. Besten & Langens. TWO STORES—INDIANAPOLIS—LOUISVILLE.

\$7,000 Stock Musical Instruments. Sold to Carlin & Lennox, AT 50c ON THE DOLLAR. From the Albert Krell estate at Cincinnati, Ohio. This stock is now in our store room to be closed out at the lowest price that musical instruments have ever sold at in this city. Great bargains at just one half the regular prices. VIOLINS That sold for \$3, \$5, \$8 to \$50. Now sold for just ONE HALF. Mr. Albert Krell had in his stock a large collection of very fine old and new violins that were personally selected by him. These all go in this sale. They are the finest violins ever brought to this city. GUITARS That sold for \$5, \$8, \$10 to \$50. Now sold for just ONE HALF. This stock consists of such a makes as genuine Martin, Krell, Maurer, Washburn and others. MANDOLINS That sold for \$3, \$5, \$8, \$10 to \$50. Now sold for just ONE HALF. Such makes as Martin, Washburn, Fairbanks and others. BANJOS At one half regular prices. Fairbanks, Stewart, Lusk and others. MUSIC ROLLS One half regular prices. 50c roll 25c; 60c roll 30c; 75c leather music roll 35c; fine \$1.10 music roll 55c; \$3, \$4 and \$5 rolls at one half.

The Greatest Bargains Ever Offered in Fine MUSIC BOXES. Regina Box, regular price \$45, now \$22.50, including 10 tunes. Olympia Box, regular price \$70, now \$35.00, including 10 tunes. Symphonion Box, regular price \$100, now \$50.00, including 10 tunes. Symphonion Box, regular price \$120, now \$60.00, including 10 tunes. Symphonion Box, regular price 200, now \$100.00, including 10 tunes. Symphonion Box, regular price 320, now \$160.00, including 10 tunes. Symphonion Box, regular price 400, now \$200.00, including 10 tunes. Symphonion Box, regular price 450, now \$225.00, including 10 tunes. Symphonion Box, regular price 700, now \$350.00, including 10 tunes. Toy Music Box, \$15 style for 50c; 75c size for 38c. Music Boxes may be selected now for future delivery and payment can be made by the week. SEVERAL STELLA MUSIC BOXES AT SPECIAL PRICES. See our Counter of one cent Sheet Music. See our Counter of ten cent Sheet Music.

CARLIN & LENNOX, 5 to 9 E. Market St. Between Circle and Pennsylvania St.

STILL THE BARGAINS COME. We are closing out the celebrated Allen Bicycle at \$20.00. Everyone is familiar with the Allen and knows the quality of this high-grade wheel. Stimulator Bicycles, \$12.50. Excelsior Bicycles, \$22.50. Ariel Chainless Bicycles, \$35.00. We have several good second-hand wheels from \$5.00 up. Bargains on Sundries: Jim Dandy Oil Lamp, \$1.40c. I C Oil Lamps, .60c. Majestic Gas Lamps, \$2.00. Solar Lamp, \$2.00. Oil, 3c per bottle. WATSON & CO., 136 East New York Street. ASK FOR A MERCANTILE. Contains the BEST HAVANA TOBACCO. Equal to imported cigars. Manufactured by F. R. Rice Mercantile Cigar Co., St. Louis, Mo. Union Made.