

High School Notes.

Thursday, Friday and Saturday, teacher's examinations were held at the Austin High school under the supervision of Supt. Fanny G. Gies. About 48 took examinations for second grade certificates. It seemed natural to see Miss Gies back to school again.

Those who come on the first program of orations have commenced to learn their orations. The subjects are all well chosen and indeed will interest everyone.

This week Mr. Martin will show the Physics class the structure and working of the X rays.

Miss Grace Hoy has been on the sick list.

The C class examination in Ancient history was held in the Assembly room Thursday afternoon.



FIRST CONGREGATIONAL CHURCH.

Cor. St. Paul and Mill Sts.
Services of Special Interest at 10:30 a. m., 12 m., 6:30 and 7:30 p. m. Every Sunday.
Seats are free and Strangers Especially Invited
Feb. 17. Morning subject, "Un-answered Prayer." Evening, "Abundant Life."

ADAMS.

Miss Katie Bertram went to St. Paul Wednesday to visit her sister.

Warren Duan is in Northfield visiting his mother and other relatives.

The Adams Firemen will give a grand masquerade ball next Monday evening, Feb. 18.

The annual meeting of the Adams Co-operative Creamery Association will be held Tuesday, Feb. 26.

The agitation for the location of a first-class flour mill here continues and we hope to see it materialize.

DEXTER.

Mr. G. W. Buck is very ill at his home in the village and but little hope is entertained for his recovery.

L. R. Scott, who has spent the winter at the national soldiers' home in Milwaukee, returned to this village last week.

J. H. Buck of LeRoy is spending a few days in Dexter, called here by the serious illness of his father.

O. J. Dickens returned from his trip to the Twin Cities last evening.

O. C. Warren, who has been very ill for several weeks past, is gaining very slowly and is now able to be out again.

Miss Blanche Walker was calling on friends here Saturday and Sunday. She is at present staying in Austin where she is taking a course in music.

A number of the relatives and friends of Mrs. Sivalla gave her a surprise last Friday, it being her birthday. A good time was had and the guests departed leaving a goodly number of the necessities of life as a reminder of their visit.

Vermilyea and Hill are hustling these days to get the start of Durr and Dickens selling wall paper.

Dexter Lodge, No. 128, I. O. G. T. gave a public installation of officers followed by a free entertainment at their hall in this village last Wednesday evening. It was a decided success. The officers installed for the next quarter are: C. T. Mrs. J. T. Miller; V. T. Miss Nellie Leslie; P. C. T. E. C. Higbee; C. Mrs. G. L. McNier; Sec. Miss Maude Vandover; Ass't Sec. Eva Buck; Treasurer, M. D. Williams; F. S. G. McNier; M. D. Dickinson; D. M. Fanny Vermilyea; G. Bert Peterson; Sec., Howard Wood; S. Y. T. Mrs. Hopkins.

Mr. and Mrs. Floyd Englehart of Pleasant Valley visited in town last week.

J. T. Gordon is on the sick list.

Fred Dickens drove to Stewartville Saturday, returning Sunday.

A meeting was held at the school house last Tuesday evening to consider the subject of "Centralization of School Districts." A petition was presented and signed by nearly all present asking the legislature to pass a law allowing districts to centralize if they so desire.

Mrs. Matison, who has been very ill at the home of her daughter, Mrs. S. A. Sorenson, is reported much improved at this writing.

P. Vandover made a business trip to Austin Tuesday.

Mrs. Joe Rowley died at the home of her daughter, Mrs. Revel, Tuesday morning from the attack of a stroke of paralysis which she had Saturday evening.

Several of our young people drove out to Will Hoppin's Friday night and all report a pleasant evening.

Mr. and Mrs. C. E. Dickens of Austin visited in this village Thursday night and Friday.

Notice.

I have two good farms to rent for the season of 1901. Plowing done and all ready for crops. Anyone meaning business will do well to call upon me at once.

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Austin Steam Laundry.

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REPUBLICANS DENOUNCE SHIP SUBSIDY BILL.

Senator Hanna seems to be having more than his hands full in his attempt to round up the Republican papers of the country in favor of his ship subsidy bill. The following quotations from important Republican papers indicate the way his overtures are received:

THE PEOPLE OPPOSED TO SUBSIDIES.

"Not only is there no popular demand for a subsidy measure, but there is no reason to believe that it would benefit any person outside of those engaged in building and running ships, and of these classes it would benefit only those who least need it—the large builders and ocean liners and not small ones. . . ."

"Congressmen must not mistake the atmosphere of Washington for that of the country at large or the clamor of a few ship builders and owners and their lobby for the voice of the people. Let Republican members go back to the platform of 1896, which demanded the upbuilding of our merchant marine and carrying trade by other methods than a money subsidy."—Indianapolis Journal.

SHIP SUBSIDY BILL.

"The ship subsidy proposition is less popular than the tariff for at least two reasons. One is that nobody can be induced to believe that the foreigner pays the freight when the bill itself expressly provides that it shall be paid out of the national treasury in cold cash. The other is that the word subsidy has an unpleasant sound, suggestive of the credit mobilizer and land grants for railroads that were never built.

"The subject is one little understood by the people, and even if the subsidy principle be conceded only those familiar with the condition of the ship-building industry and the condition and needs of the merchant marine can undertake to say whether the pending bill has been framed on the lines best calculated to increase this nation's importance in the carrying trade at the minimum of cost to the treasury. There are conflicting interests in the trade, some being interested in one class of vessels and some in another and each desiring a bill in its own interest.

"If the pending measure becomes a law, it will be heard from in the next campaign. No inconsiderable part of President McKinley's support in the recent election came from those to whom the subsidy idea is extremely distasteful."—Dubuque (Ia.) Times.

SUBSIDY SCHEME NOT VOTED ON IN NOVEMBER.

Discussing President James J. Hill's intensely interesting prophecies of what the merchant marine of the nation is approaching in development, the Chicago Tribune editorially says:

"It was not understood when the spellbinders were urging the people of the northwest to vote in favor of the re-election of President McKinley that one of the first items on the senatorial programme when congress met would be the passage of a 'shipping subsidy' bill which contemplates annual expenditure for 30 years for the special benefit of a number of rich men residing in eastern cities. There is nothing whatever in this adroit resolution (the shipping plank of the Republican national platform of 1900) about 'subsidies.' The word 'subsidies' was carefully omitted from the platform. Nor was anything said during the campaign in regard to the extension of our merchant marine by a scheme of public expenditure continuing for a generation. Nobody can recall an instance of a public meeting at which the shipping subsidy bill was made the subject of fair, candid argument or any argument at all, nor were the claims to public aid of the persons interested in such legislation ever explicitly set forth. . . . The Republican party should not be in favor of one set of measures prior to Nov. 6 and in favor of an entirely different kind of measures subsequent to Nov. 6."

FACTS AGAINST THE SUBSIDY.

"Every ship yard of importance in the country is running to its fullest capacity, and many new ones have come into existence, with some of the old-doubling and trebling their facilities for turning out vessels. Contracts for mercantile craft alone on the Atlantic and Pacific coasts amount to \$30,000,000, and it is now almost a certainty that more new tonnage will go into the water under the American flag in 1901 than in any previous year in the history of the country.

"The fact that America is building ships for foreign governments, which have had the world for a market in which to buy their ships, shows plainly that there is an advantage in our favor on the first cost of the ship. The fact that building and sailing American ships in competition with the fleets of the world has enabled a few Americans to pile up colossal fortunes shows that we can operate the ships as cheaply as the foreigners can operate their craft.

"Of the grainships en route to Portland at the present time 25 fly the German flag, while Great Britain, for the first time in the history of the port, has dropped back to second place, with but 23 ships. Over two-thirds of these German ships were built and owned by the British until a short time ago. As a matter of fact, half of them have passed from the British to the German flag within the past three years. No subsidy was asked or needed when Germany decided to increase her merchant marine, but she said to her subjects, 'Go forth into the markets of the world and buy ships wherever you can buy them the cheapest.' If American capital could have secured the same permission from our government, all of these ships which Great Britain

SHIP SUBSIDY NO ASSISTANCE TO AGRICULTURE.

Walk of Subsidy Will Go to Passenger Ships, Which Carry but Little Cargo and Practically No Farm Products.

The Fitzgerald minority report from the house committee on merchant marine shows conclusively that as the subsidy bill is drawn it cannot be expected to reduce freight rates on farm products.

Not only are the rates of subsidy twice as high for swift passenger steamers as for ordinary freighters, but, as it appears from an examination of the amounts of subsidy which would go to the various steamships and lines, the passenger steamers, at least for the first few years, would get considerably more than half of all the subsidy given, and yet the passenger steamers do not carry more than about 10 per cent of our total exports and less than 5 per cent of our agricultural exports.

A careful examination of the manifests of passenger and freight steamers makes this statement apparent and leads to the further conclusion that the swift passenger steamers carry mainly a high class of freight composed largely of manufactured goods exported at prices considerably below those charged to American consumers.

Subsidies to the Favored Few.

The provision for paying subsidies to foreign built ships is in itself contrary to the avowed purpose of the measure. It is utterly in conflict with every idea ever put forward by the advocates of subsidies for American shipbuilding. Nevertheless, if subsidies were given to ships bought abroad by any and all Americans, say, for the next 20 years, on the sole condition that an equal number of ships of the same kind should be built in America, it is conceivable that this would add considerably to the number of ships owned by Americans and to the number built here. That is not what this bill does. It gives subsidies only to the ships built or contracted for prior to the 1st of January, 1900. For what reason such peculiar and valuable privileges should be directly conferred on any class we do not know, nor have we seen any rational explanation of it by the advocates of the plan in congress. It is easy enough to understand how it was proposed by the gentlemen who would reap the profit, but how any responsible man in public life could allow himself to be implicated in so transparent a prostitution of the public authority for private gain passes our comprehension.

We believe that this feature of the bill will produce its defeat. We do not think that congress will have the hardihood to resist the strong public opinion that has sprung up since the true nature of the bill has been made known. But if the scheme should, by the means open to the wealthy corporations interested in it, be pressed through congress, we shall hope that the president will veto it. It is a shameless attempt to pervert the principle of protection to American industry to which he has lent the force of his advocacy, and to loot the treasury for private interests. As a true friend to an American mercantile marine, he should kill it.—New York Times.

The Ship Subsidy Bill.

[From Dry Goods Economist, Dec. 15, 1900.]
The present moment, when the people of the United States are urging congress to remove a large portion of the burden of taxation imposed by the war with Spain, is a most inopportune one for the introduction of a bill whose object is to draw from the treasury some \$9,000,000 per year for a period of 20 years, even though the ostensible aim of the measure is the building of our merchant marine. Not only, however, is the ship subsidy bill inopportune; its object is entirely unjust. The proposed bill is, indeed, in line with the proposition to establish a parcels post; in the one case as in the other the money of the people is to be used for the benefit of a few, the few in this case being a limited number of owners of ships. Still worse, not only would our citizens be required to pay a large sum for the benefit of American shipbuilders, but it appears that this bill, if enacted into law, would furnish bounties to many foreign built vessels, since it provides that foreign built ships, of which 51 per cent or more is owned in America, are to be allowed to participate in a half subsidy if their owners agree to build ships of an equal tonnage in American yards.

The Merchants' association of New York has strenuously opposed the passage of the measure and adopted a resolution to the effect that the bill now pending before congress is counter to public sentiment and in conflict with the public good in admitting foreign tonnage to American registry and one-half subsidy.

The Intention Not Fulfilled.

The ship subsidy bill is intended, according to the claims of its advocates, to promote the creation of an American merchant marine, built in America, owned in America, manned by Americans, and carrying American products. It will not do any of these things, and the pretense that it will is hollow. A large proportion of the ships to which subsidies will go under the bill are, as we have pointed out, to be foreign built. None of the ships needs be owned entirely by Americans. There is no adequate requirement that even a fraction of the crew need be Americans. By far the larger part of the subsidies will go to ships that do not and cannot carry any considerable amount of freight. It is as absolute and shameless a piece of special legislation for the benefit of a small number of rich persons at the expense of the treasury and the taxpayers as was ever devised, and it is decidedly worse than anything that has ever been undertaken by congress.—New York Times.

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Current Topics

Specially prepared articles on Current Topics, explanatory and instructive, are often just what the newspaper readers want. Readers of The Minneapolis Journal are to have this advantage. On February 18th and the special mail edition for February 19th there appears in that paper the first of a series of articles under the general title of

The Current Topic Club.
Among the subjects to be treated are: "Colonial Government of Today," with reference to the colonial questions that confront our own country. "The Opportunity and the Man," which will show whether the opportunities are all gone. "The Art of Living a Hundred Years," not a whimsical notion but a matter of scientific as well as popular interest at this time. "American Life a Century Ago," interesting and instructive comparisons and contrasts with the present. "The Woman's Club Movement," and what it is really accomplishing, and "What the Government Does for the People," a valuable and instructive insight into a matter about which the most of us have rather vague notions.

These articles will appear daily in The Minneapolis Journal for at least four months. Back numbers may be obtained for a reasonable time. The Journal containing these articles for three months and a fine map of Minnesota and map of the world for

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Butter 12c to 17c per lb.
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