

With Edged Tools

By HENRY SETON MERRIMAN
Author of "The Sowers," "Mabel's Curfew,"
"From One Generation to Another," Etc.

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My Dear Jack—At the risk of being considered an interfering old woman, I write to ask you whether you are not soon coming to England again. As you are aware, your father and I knew each other as children. We have known each other ever since—we are now almost the only survivors of our generation. My reason for troubling you with this communication is that during the last six months I have noticed a very painful change in your father. He is getting very old. He has no one but servants about him. You know his manner; it is difficult for any one to approach him, even for me. If you could come home—by accident—I think that you will never regret it in after life. I need not suggest discretion as to this letter. Your affectionate friend,
CAROLINE CANTOURNE.

Jack Meredith read this letter in the coffee room of the hotel of the Four Seasons in Wiesbaden. It was a lovely morning; the sun shone down through the trees of the Friedriehstrasse upon that spotless pavement, of which the stricken wot. The fresh breeze came bowling down from the Tannus mountains all balsamic and invigorating. It picked up the odors of the syringa and flowering currant in the Kurgarten and threw itself in at the open window of the coffee room of the hotel of the Four Seasons.

Jack Meredith was restless. Such odors as are borne on the morning breeze are apt to make those men restless who have not all that they want. And is not their name legion? The morning breeze is to the strong the moonlight of the sentimental. That which makes one vaguely yearn incites the other to get up and take.

By the train leaving Wiesbaden for Cologne, "over Mainz," as the guide book hath it, Jack Meredith left for England, in which country he had not set foot for fifteen months. Guy Oscar was in Cashmere. The simlacine was almost forgotten as a nine days' wonder except by those who live by the fads of mankind. Millicent Clyne had degenerated into a restless society hack. With great skill she had posed as a martyr. She had allowed it to be understood that she, having remained faithful to Jack Meredith through his time of adversity, had been heartlessly thrown over when fortune smiled upon him and there was a chance of his making a more brilliant match. With a chivalry which was not without a keen shaft of irony father and son allowed this story to pass uncontradicted. Perhaps a few believed it. Perhaps they had foreseen the future. It may have been that they knew that Millicent Clyne, surrounded by the halo of whatever story she might invent, would be treated with a certain careless nonchalance by the older men, with a respectful avoidance by the younger. Truly women have the deepest punishment for their sins here on earth, for sooner or later the time will come, after the brilliancy of the first triumph, after the less pure satisfaction of the skilled siren, the time will come when all that they want is an enduring love cannot, with the best will in the world, be bestowed on an unworthy object. If a woman wishes to be loved purely she must have a pure heart and no past ready for the reception of that love. This is a sine qua non. The woman with a past has no future.

The short March day was closing in over London with that murky succession of hopelessness affected by metropolitan eventide when Jack Meredith presented himself at the door of his father's house. In his reception by the servants there was a subtle suggestion of expectation which was not lost on his keen mind. There is no patience like that of expectation in an old heart. Jack Meredith felt vaguely that he had been expected thus, daily, for many months past.

He was shown into the library, and the tall form standing there on the hearth rug had not the outline for which he had looked. The battle between old age and stubborn will is long. But old age wins. It never raises the siege. It starves the garrison out. Sir John Meredith's head seemed to have shrunk. The wig did not fit at the back. His clothes, always bearing the suggestion of emptiness, seemed to hang on ancient given lines as if the creases were well established. The clothes were old. The fateful doctrine of not worth while had set in.

Father and son shook hands, and Sir John walked feebly to the stiff backed chair, where he sat down in shame-faced silence. He was ashamed of his infirmities. His was the instinct of the dog that goes away into some hidden corner to die. "I am glad to see you," he said, using his two hands to push himself farther back in his chair. There was a little pause. The fire was getting low. It fell together with a feeble, crumbling sound. "Shall I put some coals on?" asked Jack. A simple question, if you will, but it was asked by the son in such a tone of quiet, filial submission that a whole volume could not contain all that it said to the old man's proud, unbending heart.

(To be Continued.)

Mary Wheeler, 13-years-old, daughter of a Wheeler (S. D.) farmer, has a load of wheat daily to market and sees to its disposal.

Why shouldn't the pawnbroker have a good memory for faces, considering the number of watches he has occasion to handle.

FAYORS SUBSIDY FOR STEAMSHIPS

Secretary Root Elucidates The South American Situation

How the United States Are Falling Behind in Race for Trade of a Continent.

WHAT HE LEARNED ON TRIP.

Kansas City, Nov. 22.—Secretary of State Elihu Root, in his address before the Trans-Mississippi congress on "Commercial Relations with the South American Republics," strongly advocated ship subsidy as a means of developing trade. Mr. Root spoke in part as follows:

Since the first election of President McKinley the people of the United States have for the first time accumulated a surplus of capital beyond the requirements of internal developments. That surplus is increasing with extraordinary rapidity. We have paid our debts to Europe, and have become a creditor instead of a debtor nation; we have faced about; we have left the ranks of the borrowing nations and have entered the ranks of the investing nations. Our surplus energy is beginning to look beyond our own borders, throughout the world, to find opportunity for the probable use of our surplus capital, foreign markets for our manufactures, foreign mines to be developed, foreign bridges and railroads and public works to be built, foreign rivers to be turned into electric power and light.

That we are not beginning our new role feebly is indicated by \$1,518,561,666 of exports in the year 1905, as against \$1,117,513,071 of imports, and by \$1,743,864,500 exports in the year 1906, as against \$1,226,563,843 of imports.

Coincident with this change in the United States the progress of political development has been carrying the neighboring continent of South America out of the stage of militarism into the stage of industrialism. Other investing nations are already in the field—England, France, Germany, Italy, Spain—but the field is so vast, the new demands are so great, the progress so rapid, that what other nations have done up to this time is but a slight advance in the race for the grand total. The area of this newly awakened continent is 7,502,848 square miles, more than two and one-half times as large as the United States without Alaska and more than double the United States including Alaska.

The population in 1900 was only 42,461,881, less than six to the square mile. With this sparse population the production of wealth is already enormous. The latest trade statistics show exports from South America to foreign countries of \$745,539,000 and imports of \$499,858,600. Of the five hundred millions of goods that South America buys we sell them but \$63,246,525, or 12.6 per cent. Of the five hundred and forty-five millions that South America sells we buy \$152,092,000, or 20.4 per cent, nearly two and a half times as much as we sell.

This is only the beginning; the coffee and rubber of Brazil, the wheat and beef and hides of Argentine and Uruguay, the copper and nitrate of Chile, the copper and tin of Bolivia, the silver and gold and cotton and sugar of Peru, are but samples of what the soil and mines of that wonderful continent are capable of yielding. Ninety-seven per cent of the territory of South America is occupied by ten independent republics living under constitutions substantially copied or adopted from our own.

The pressure of population abroad will inevitably turn its stream of life and labor toward those fertile fields and valleys; the streams have already begun to flow; more than two hundred thousand immigrants entered the Argentine Republic last year. Many thousands of Germans have already settled in Southern Brazil.

Market for World's Commerce. With the increase of population in such a field, under free institutions, with the fruits of labor and the rewards of enterprise secure, the production of wealth and the increase of purchasing power will afford a market for the commerce of the world worthy to rank even with the markets of the orient as the prize of business enterprise. The material resources of South America are in some important respects complementary to our own; that continent is weakest where North America is strongest as a field for manufactures; it has comparatively little coal and iron.

To utilize this opportunity, certain practical things must be done. For the most part these things must be done by a multitude of individual efforts; they cannot be done by government may help to furnish facilities

for the doing of them, but the facilities will be useless unless used by individuals; they cannot be done by resolutions of this or any other commercial body; resolutions are useless unless they stir individual business men to action in their own business affairs. The things needed have been fully and specifically set forth in many reports of efficient consular and of highly competent agents of the department of commerce, and they have been described in countless newspapers and magazine articles; but all these things are worthless unless they are followed by individual action. I will indicate some of the matters to which every producer and merchant who desires South American trade should pay attention:

He should learn what the South Americans want and conform his products to their wants. Both for purpose of learning what the South American people want and of securing their attention to your goods you must have agents who speak the Spanish language. The establishment of banks should be brought about. The Americans already engaged in South American trade could well afford to subscribe the capital and establish an American bank in each of the principal cities of South America. The American merchant should acquire himself if he has not already done so, and should impress upon all his agents that respect for the South American to which he is justly entitled and which is the essential requisite to respect from the South American.

The investment of American capital in South America under the direction of American experts should be promoted, not merely upon simple investment grounds, but as a means of creating and enlarging trade. It is absolutely essential that the means of communication between the two countries should be improved and increased. This underlies all other considerations, and it applies both to the mail, the passenger and the freight services. Between all the principal South American ports and England, Germany, France, Spain and Italy lines of swift and commodious steamers ply regularly. There are five subsidized first-class mail and passenger lines between Buenos Ayres and Europe; there is no line between Buenos Ayres and the United States.

In the year ending June 30, 1905, there entered the port of Rio de Janeiro steamers and sailing vessels flying the flag of Italy 165, of Argentina 264, of France 349, of Germany 657, of Great Britain 1,785, of the United States no steamers and seven sailing vessels, two of which were in distress.

An English firm runs a small steamer monthly between New York and Rio de Janeiro; the Panama Railroad company runs steamers between New York and the Isthmus of Panama; the Brazilians are starting for themselves a line between Rio and New York. That is the sum total of American communications with South America beyond the Caribbean Sea. Not one American steamship runs to any South American port beyond the Caribbean. During the past summer I entered the ports of Para, Pernambuco, Bahia, Rio de Janeiro, Santos, Montevideo, Buenos Ayres, Bahia Blanca, Punta Arenas, Lota, Valparaiso, Coquimbo, Tocopilla, Callao and Cartagena—all of the great ports and a large proportion of the southern continent. I saw only one ship, besides the cruiser that carried me, flying the American flag. The mails between South America and Europe are swift, regular and certain; between South America and the United States they are slow, irregular and uncertain.

The freight charges between the South American cities and American cities are generally and substantially higher than between the same cities and Europe; at many points the deliveries of freight are uncertain and its condition upon arrival doubtful. The passenger accommodations are such as to make a journey to the United States a trial to be endured and a journey to Europe a pleasure to be enjoyed.

Our Feeble Merchant Marine. This woeful deficiency in the means to carry on and enlarge our South American trade is but a part of the general decline and feebleness of the American merchant marine, which has reduced us from carrying over 90 per cent of that trade in our own ships and dependence upon foreign ship-owners for the carriage of 91 per cent. The true remedy and the only remedy is the establishment of American lines of steamships between the United States and the great ports of South America adequate to render fully as good service as is now afforded by the European lines between those ports and Europe.

How can this defect be remedied? The answer to this question must be found by ascertaining the cause of the decline of our merchant marine. Why is it that Americans have substantially retired from the foreign transport service? We are a nation of maritime traditions and facility; we are a nation of constructive capacity, competent to build ships; we are eminent, if not pre-eminent, in the construction of machinery; we

have abundant capital seeking investment; we have courage and enterprise shrinking from no competition in any field which we choose to enter. Why then have we retired from this field in which we were once conspicuously successful? I think the answer is twofold.

First—The higher wages and the greater cost of maintenance of American officers and crews make it impossible to compete on equal terms with foreign ships. The scale of living and the scale of pay of American sailors is fixed by the standard of wages and of living in the United States and those are maintained at a high level by the protective tariff. The moment the American passes beyond the limits of his country and engages in ocean transportation he comes into competition with the lower foreign scale of wages and of living.

Second—The principal maritime nations of the world, anxious to develop their trade, to promote their shipbuilding industry, to have at hand transports and auxiliary cruisers in case of war, are fostering their steamship lines by the payment of subsidies. England is paying to her steamship lines between six and seven million dollars a year. The enormous development of her commerce, her preponderant share of the carrying trade of the world, and her shipyards crowded with construction orders from every part of the earth, indicate the success of her policy. France is paying about eight million dollars a year; Italy and Japan, between three and four million each; Germany, upon the initiative of Bismarck, is building up her trade with wonderful rapidity by heavy subsidies to her steamship lines and by giving special differential rates of carriage over her railroads for merchandise shipped by those lines. Spain, Norway, Austria-Hungary, Canada all subsidize their own lines. It is estimated that about \$28,000,000 a year are paid by our commercial competitors to their steamship lines.

Against these advantages to his competitor the American ship owner has to contend; and it is manifest that the subsidized ship can afford to carry freight at cost for a long enough period to drive him out of business. What action ought our government to take for the accomplishment of this purpose? Three kinds of action have been advocated:

There remains the obvious method, to neutralize the artificial disadvantages imposed upon American shipping through the action of our own government and foreign governments by an equivalent advantage in the form of a subsidy or a subvention. In my opinion, this is what should be done; it is the sensible and fair thing to do. It is what must be done if we would have a revival of our shipping and the desired development of our foreign trade. We cannot repeal the protective tariff; no political party dreams of repealing it; we do not wish to lower the standard of American wages. We should give back to the ship owner what we take away from him for the purpose of maintaining that standard; and unless we do give it back, we shall continue to go without ships. How can the expenditure of public money for the improvement of rivers and harbors to promote trade be justified upon any grounds which do not also sustain this proposal? Would anyone reverse the policy that granted aid to the Pacific railroads, the pioneers of our enormous internal revenue commerce the agencies that built up the great traffic which has enabled half a dozen other roads to be built in later years without assistance? Such subventions would not be gifts. They would be at once compensation for benefits received by the whole American people—not the shippers or the shipbuilders or the sailors alone, but by every manufacturer, every miner, every farmer, every merchant whose prosperity depends upon a market for his products.

The provision for such just compensation should be carefully shaped and directed so that it will go to individual advantage only so far as the individual is enabled by it to earn a reasonable profit by building up the business of the country.

The Ship Subsidy Bill. A bill is now pending in congress which contains such provisions; it has passed the senate and is now before the house committee on merchant marine and fisheries; it is known as Senate Bill No. 529. Fifty-ninth Congress, First Session. It provides specifically that the postmaster general may pay to American steamships, of specified rates of speed, carrying mails upon a regular service, compensation not to exceed the following amounts: For a line from an Atlantic port to Brazil, monthly, \$150,000 a year, for a line from an Atlantic port to Uruguay and Argentina, monthly, \$187,500 a year, for a line from a gulf port to Brazil monthly, \$137,500 a year, for a line from each of two gulf ports and from New Orleans to Central America and the Isthmus of Panama weekly, \$75,000 a year, for a line from a Pacific coast port to Mexico, Central America and the Isthmus of Panama, fortnightly, \$129,000 a year. For these six regular lines a total of \$720,000. The payments provided are no more than enough to give the American ships

a fair living chance in the competition.

There are other wise and reasonable provisions in the bill relating to trade with the orient, to tramp steamers and to a naval reserve, but I am now concerned with the provisions for trade to the south. The hope of such a trade lies chiefly in the passage of that bill.

CITY ORDINANCES

AN ORDINANCE PROVIDING FOR THE CONSTRUCTION OF SIDEWALKS ON BOTH SIDES OF SOUTH SIXTH STREET, WITH COMBINED CURB AND GUTTER OF GRANITOID FROM A POINT WHERE SAME INTERSECTS TENNESSEE STREET TO A POINT WHERE SAME INTERSECTS NORTON ST. IN THE CITY OF PADUCAH, KENTUCKY.

BE IT ORDAINED BY THE GENERAL COUNCIL OF THE CITY OF PADUCAH, KENTUCKY:

Section 1. That sidewalks on South Sixth street, from a point where same intersects the south curb line of Tennessee street, to a point where the same intersects the north curb line of Norton street, on both sides thereof, together with combined curb and gutter, in the city of Paducah, Kentucky, be and the same is hereby ordered to be originally constructed of granitoid material suitable in all respects for such original construction; all to be done in strict accordance with the plans, grades, specifications, widths and profiles of the City Engineer, made and provided by him for such purpose, all of which are adopted as a part of this ordinance as fully as if embraced herein or attached hereto and made a part hereof, and are marked "A" for more specific identification.

Sec. 2. That said work shall be constructed under the direction of the Board of Public Works and the superintendent city engineer and shall be commenced at a time designated by contract for the performance of said work, and completed on or before two months after the passage, approval and publication of this ordinance.

Sec. 3. The cost of such construction of said sidewalks shall be paid for wholly by the property owners abutting or fronting thereon on both sides thereof, to be apportioned to and assessed against the property and property owners abutting thereon on both sides thereof, according to the number of front feet abutting thereon, except the City of Paducah shall pay the entire cost of all intersections of streets and public alleys, if any such there be.

Sec. 4. The contractor awarded the contract for the work herein provided for shall be paid only upon estimates furnished by the City Engineer and approved by the Board of Public Works in accordance with the terms of the contract made by the contractor awarded said contract and the City of Paducah for said work, and in no other way.

Sec. 5. Said sidewalks shall be six feet wide.

Sec. 6. This ordinance shall take effect from and after its passage, approval and publication. Adopted Oct. 1, 1906. GEO. O. M'BROOM, President Board of Councilmen. Approved Nov. 8, 1906. O. B. STARKS, President Board of Aldermen. Approved Nov. 21, 1906. D. A. YEISER, Mayor. Attest: HENRY BAILEY, Clerk.

AN ORDINANCE PROVIDING FOR THE CONSTRUCTION OF BOYD STREET BY GRADING AND GRAVELING FROM A POINT WHERE SAME INTERSECTS SIXTH STREET TO A POINT WHERE SAME INTERSECTS SEVENTH STREET, IN THE CITY OF PADUCAH, KENTUCKY. BE IT ORDAINED BY THE GENERAL COUNCIL OF THE CITY OF PADUCAH, KENTUCKY:

Section 1. That Boyd street, from a point where same intersects the west property line of Sixth street, to a point where the same intersects the east property line of Seventh street, in the City of Paducah, Kentucky, be and the same is hereby ordered to be originally constructed of good gravel suitable in all respects for such construction; all to be done in strict accordance with the plans, grades, specifications, widths and profiles of the City Engineer, made and provided by him for such purpose, all of which are adopted as a part of this ordinance as fully as if embraced herein or attached hereto and made a part hereof, and are marked "A" for more specific identification.

Sec. 2. That said work shall be constructed under the direction of the Board of Public Works and the supervision of the City Engineer, and shall be commenced at a time designated by contract for the performance of said work, and completed on or before two months after the passage, approval and publication of this ordinance.

Sec. 3. The cost of such construction of said streets shall be paid for

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wholly by the property owners abutting or fronting thereon on both sides thereof, to be apportioned to and assessed against the property and property owners abutting thereon on both sides thereof, according to the number of front feet abutting thereon, except the City of Paducah shall pay the entire cost of all intersections of streets and public alleys, if any such there be.

Sec. 4. The contractor awarded the contract for the work herein provided for shall be paid only upon estimates furnished by the City Engineer and approved by the Board of Public Works in accordance with the terms of the contract made by the contractor awarded said contract and the City of Paducah for said work, and in no other way.

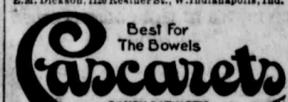
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