Established 1844

Half a Century of practical brewing experience back of . .

PABST BOTTLED BEER..

It's not an experiment with us, but a scientific accomplishment in the art of brewing. The public is assured of Absolute Purity in all Pabst products . . . . . .

All departments of the Pabst Brewing Co.'s great plant at Milwaukee, Wis., are open to the inspection of visitors every day except Sunday.

AMERICAN SHIPPING

REVIEW OF THE MORE IMPORTANT EVENTS OF THE PAST YEAR

NAVY AND MERCHANT MARINE

Crowded Shipyards in All Parts of the Country—America the Future Rival of Great Britain as a Ship Building and Ship Owning Nation—Learning Lessons From Foreign Ship Builders.

No single year in the third of a century that has been consumed in the development of iron and steel ship building in the United States has witnessed progression as rapid, or the introduction of innovations as numerous or radical as that which has elapsed since the last issue of the "Blue Book of American Shipping." American triumphs in the foreign trade field are gradually convincing the people of the whole country that the development of our shipping interests is not a matter that concerns only the ship builder or ship owner, says the Marine Review.

In the naval field recognition must be accorded to many of the more important events of the Spanish-American war, with their lessons on the importance of fire-proof wood, the necessity for adequately equipped repair ships as adjuncts to all sea squadrons and the provision of regularly constituted military transports. The experiences of the war have also brought to the attention of the naval architect and the marine engineer timely problems, the solution of which, by discussion, may prove quite as invaluable as the demonstration of other truths by actual warfare. Thus we have the last meeting of the American Society of Naval Architects and Marine Engineers concerning itself chiefly with the field of usefulness of the torpedo boat, the destroyer and the monitor, just as the Bourgogne and Mohegan disasters will make the subject of launching and manning life boats at sea the topic of paramount interest at the next gathering of this representative American organization. Rear Admiral Melville has carried his idea of triple- screw propulsion into the foreign field, where it is now received with skepticism rather than indifference, and our engineer force has declared that if the battle of Santiago taught nothing else, it certainly made very clear the absolute necessity of water-tube boilers for our modern war vessels. Finally the United States navy department has gone forward with the consummation of the most extensive naval programmes it has ever undertaken, and congress has authorized the adoption of an even more extensive one for fulfillment during the next two or three years.

The development of the American mercantile marine and the American ship building industry have gone forward hand in hand, both stimulated by the greater industrial activity following the Spanish-American war, the ship building industry benefited especially by the severe drain made by government purchases of available tonnage for the auxiliary naval fleet. The report of the commissioner of navigation for the treasury department fiscal year, ended June 30, 1899, will show a growth unprecedented in the history of ship building in this country, and the figures for the year just opening will be even more interesting. There are now building in our ship yards for the United States and foreign countries more than fifty naval vessels, valued at upwards of $40,000,000, exclusive of armor and armament, and more than 200 merchant vessels (no small craft of any kind included), the aggregate value of which exceeds $30,000,000.

There has been turned out in this single year an Atlantic coast fleet of respectable size, in which the Cromwell, Morgan, Ward, Merchants & Miners, Old Dominion, Plant, Old Bay, and almost all other principal coast lines, have been represented. For Pacific coast service there are building more modern steel freight and passenger steamers than have been constructed in any three previous years combined. On the Western rivers steel hulls have made their appearance, with promise of the river fleet being gradually rebuilt along steel lines. The ship yards of the entire country have, in fact, orders sufficient on hand to keep them in operation for periods ranging from one to three years. The largest merchant vessels and vessels of war ever constructed on this side of the Atlantic are now on the stocks in American yards. The principal steamship company of the country has been compelled to place orders abroad by reason of inability to secure from any American builder a promise of delivery in anything like the time required. All the yards, great and small, are developing and expanding. At Newport News, Va., alone, the improvements under way will entail an expenditure of $2,000,000. A $3,000,000 ship yard is in process of establishment on the Delaware and another with a capital of $1,000,000 is projected. The Maryland Steel Co. reopened its marine plant in obedience to a rush of work that enabled it to, six months later, have seven steel steamers under construction. Southern energy embodied in the William R. Trigg company converted Richmond, Va., into a ship-building port. The general extension of the use of pneumatic tools in the construction of steel vessels is a feature of the year's progress, as is also the more extended introduction of cantilever cranes and other equipment calculated to reduce costs by facilitating ship yard operations.

On the great lakes all the leading ship-building and dry-dock plants have been merged into the American Ship Building company, one of the strongest of the recently formed industrial organizations, with a conservative policy, well defined, and with complete control still in the hands of the men who built up this industry in the lake region. This company already has in hand several orders for freight carriers of 9,000 net tons capacity on eighteen feet draught, that are not to be delivered until May, 1900, but on which work must begin immediately, as they are to cost approximately $350,000 each, and with quadruple expansion engines and water tube boilers will represent the best practice that is to be found in ship-building anywhere in the world. A total value of about $6,000,000 is represented by all new tonnage now under way in ship yards of the great lakes, and there is every reason to expect that this aggregate will be kept up for a couple of years to come, notwithstanding the higher values now prevailing in labor, material and supplies of all kinds. In short, it is the general opinion that under the influence of powerful corporations now controlling transporation affairs on the great lakes practically the entire fleet is to be rebuilt on lines of the modern steel vessel.

The Cramps, of Philadelphia, and the Union Iron Works, of San Francisco, have completed the first war vessels for foreign powers turned out from American ship yards in many years. The American "tramp" steamer has made its appearance. New England districts are again witnessing quite a little activity in the construction of wooden vessels, even to the placing of an order for a six-masted ship that is to carry 5,500 tons dead weight. In this line of diversity may be mentioned also the light-draught, stern-wheel type of steamer, which has been constructed in quite large numbers on both coasts for service in shallow Alaskan waters; and on the great lakes the steamer of about 3,000 tons capacity on fourteen feet draught, which is suited to special trade on the lakes, or may be transferred through the Welland and St. Lawrence canals to the Atlantic, where there is promise of profitable trade for a long time to come, not only between parts on the Eastern seaboard, but also between New York, Cuba and Porto Rico.

Progress in the construction of pleasure craft has not been less rapid. The Bath Iron works, Bath, Me., completed recently the most powerful engined steam yacht ever constructed for a private owner, and a summary of the year's orders shows almost two score steam yachts ranging from 60 to 303 feet in length completed or under construction in American yards. The construction of the Columbia by the Hereshoffs for the international cup races of the fall of 1899 indicates the general interest still shown in sailing craft, and the success of the great Russian ice crushing steamer Ermack, constructed in England, marks the further advance of a distinctly American idea.

Plans have been made which will place at least a few American dry docks, both floating and stationary, at the head of the world's structures of this character. The great timber dry dock now building for the Newport News Ship Building and Dry Dock company, at Newport News, Va., will so far surpass all others of its class that two ordinary naval vessels can be accommodated therein simultaneously, while the floating dry dock for the government to be stationed at Algiers, La., will surpass those other products of its designers' skill, the Stettin and Havana docks.

An event of first importance during the year has been the introduction in congress of a bill, destined to secure the adoption of a system of ship subsidies, which offers the surest solution of the problem of restoring our merchant marine to its former position on the seas of the world. This measure, as well as the Nicaragua canal bill, would have been given fuller consideration in the last congress but for the war disturbances. It will undoubtedly be taken up early in the next session. No definite action on the Nicarague canal question can be taken for some time, as it will be necessary to await the report of a new commision, authorized at the close of the last congress, and which is empowered to investigate not only the Nicaragua but the Panama and any other possible route and report as to which is the most feasible to construct and operate.

Projects for extensive river and harbor improvements have had the support of Mr. Frye in the senate and Chairman Burton, of the rivers and harbors committee, in the house, and appropriations have been on a scale of liberality. Particularly has this been gratifying in so far as it insures a much needed radical improvement of New York harbor. At the various navy yards extensive purchases of tools and machinery will be made, and four new dry docks, two of stone and two of timber, have been authorized.

Finally the United States has learned much from the foreign shipbuilder and his kindred artisans, and seemingly the British shipbuilder is ready to accord more attention to the trend of events in this country. An American firm recently furnished to Belfast builders a large consignment of ship plate for the Oceanic, the largest vessel ever constructed, and the British technical journals are universal in the concession that in America is to be found the future rival of Great Britain as a shipbuilding and ship-owning nation.

TRUST FOR EMPLOYES

UNIQUE PLAN TO CONTROL TRADE DEVISED BY A MANUFACTURER

HE LIVES AT BIRMINGHAM

Mr. Smith's Plan Said to Be a Trust Which Largely Eliminates the Objectionable Features of the Great Industrial Combinations—More of the Factories of the Alliance to Be Shut Down.

What may be called a trust robbed of the many objectionable features which pertain to industrial combinations as known in America is being seriously discussed in the old country. An industrial combination whose purpose is to benefit the trade entire thereby embracing the employed as well as the employer, is a combination few persons would care to antagonize. If all the capital in England and America embarked in any particular line of manufacture should combine and no less of employment follow, it might be of vast benefit to all concerned. This is the scheme which is being discussed.

The originator of the plan is E. J. Smith, of Birmingham. Mr. Smith has been successively employe, traveling salesman, salesman and employer in his trade, that of making bedsteads, and in the course of his business life has gained experience which he wishes to utilize to aid all in the same line as himself. He is not posing as a theorist nor laying claims to being long on political economy, but he has brought to the front a plan which is recognized in his native land, in Germany, Norway and Sweden as one containing possibilities of better results than any other so far exploited.

Mr. Smith's plan includes something similiar to what is known as a "trust," yet which is so modified as to largely eliminate the objectionable features of the great industrial combinations. He calls it an alliance and under his plan the employes are taken into the arrangement. The first thing to be done is to ascertain the actual cost of production of everything included in the trade as a basis for determining the selling price. The custom of keeping books which itemize all expenses is much less common across the water than in the United States and therefore difficulty must be experienced in gaining this information. Over here it would be a matter of mere arithmetic which could be settled in five minutes in any given establishment.

Having arrived at this elemental cost, an addition—to be determined later—is to be made to represent the profit of the manufacturer. To this is to be added an advance of 10 per cent in wages, which is to be a permanent advance. These additions to the cost of production will represent the selling price net, transportations and package, of course, being elements local in their nature. All manufacturers in the alliance will be held strictly to the establishment selling price, at least so far as cutting under the fixed minimum is concerned. On complaint an investigation is to be made without exposing the complaining firm and on conviction the culprit is to be fined according to a fixed scale.

The alliance has this great advantage over the so-called trust: It means that none of the factories in the alliance will be shut down and an army of workmen thrown out of employment. This one feature of reducing the pay roll by shutting down factories is the one which is held to work the most injury to industries in trust combinations. The limitation also of the selling price to a reasonable profit over the gross cost of production and the taking of the employed into the secrets of the combination present valuable features of the alliance. Under Mr. Smith's plan the prices obtained for products would fluctuate only with the fluctuations of the prices of materials instead of because of a vote of a band of directors who are eager for more money on their investments.

Then again the principle of arbitration between employer and employe is a fixed feature of the alliance. All disputes are to be referred to a fixed commission, the employes to continue at their tasks under protest until the controversy is settled. The decisions of the commission are to be retrospective in their scope and cover all matters in dispute from the time of the disagreement. This plan will, if strictly followed out, enable both sides to reach satisfactory conclusions without any interruption to the business. It will do away with industrial strikes with all their entailed sufferings and bitterness.

The alliance will resemble the trust in that it will possess a "fighting fund," which will be used for different purposes to those to which it is destined, or, at least, frequently employed under trust management. This fund is to be limited to fighting persons or firms only that undersell the combination. In case a member of the alliance sees fit to withdraw and commence to compete by underselling his money will be used against him, for all who come in must contribute and also must forfeit the money when they pull out. Each member will be required to assign his proportion to two trustees, whi will retain control of the fund permanently to use it only as directed by the rules of the alliance.

No advances in profits can be made without the consent of the employes. This one radical change from trust principles, and the experience of men in trade goes to show that employes are very averse to increasing the trade profits, even though they carry with them increases in wages. This objection is based on the idea that the trade is to be promoted for the full employment of labor rather than for large profits for a small number of employes. A foreign committee is to be named to manage the export business of the alliance, and the fighting fund, unless required to handle backsliders at home, will be used to force foreign manufacturers to come into the fold.

It is said that Mr. Smith has practically organized twenty trades in such alliances and that the movement is rapidly spreading to the continent. He claims for his plan that it will prevent such disastrous strikes as those of the English engineers of 1897, and the coal miners' troubles in South Wales, both of which sent manufacturers to the continent and America. It is also asserted that the plan will provide greater incentives to the workmen in the lines of energy and efficiency.

The movement is an answer to the trite question: "Is there not some means of co-operation by which the interests of the employer and the employes may be united, by which these disastrous strikes—so fatal not only to the individual comfort, interests and happiness, but to industry and commercial success—may be prevented."

MR. CHAMBERLAIN'S TRIBUTE.

Joseph Chamberlain, in moving a vote of thanks to Mr. Smith at a meeting in Birmingham, used the following language:

"I do not know whether you are aware that within the last year or two he has carried out, in connection with the trade with which he is interested, a great social experiment, the results of which have been truly marvelous. Into a trade in which formerly every one, whether workman or employer, was dissatisfied, he has brought contentment. Wages, I believe, have been increased, profits have become larger, and, curious to relate, the demand and the production have increased at the same time. This experiment, I believe, is capable of great development. I understood when I was last in Bradford that a great trade in that city, acting on Mr. Smith's suggestions, had agreed to adopt principles upon which he had secured success. Those principles involve a hearty union between employers and employed, and I trust that all who find themselves in a difficulty will, at all events, give some consideration to the solution which Mr. Smith believes he has found."

William Woodall, member of parliament, speaks thus of the movement:

"I am not quite sure as to how much of real originality there may be in E. J. Smith's scheme. I suppose most of us have had our theories as to the way in which what he is bringing about should be accomplished. Speaking for myself, I may say that I have thought about it for many years and I have conceived many plans whereby I could properly divide the profits of my business between my workmen and myself. Unfortunately, I could nevery carry any of them out, for the simple reason that I could not make any profits to divide. The difference between Mr. Smith's plan and any other seems to be that he first makes the profit for use, and then shows us what we ought to do with it."

PROFIT OF EMPLOYER AND EMPLOYE.

In a speech delivered before the Bedstead Manufacturers' association (the first alliance was formed in this trade), Sir James Smith, ex-lord mayor of Birmingham, used this emphatic language:

"I think that not only the manufacturers, but the public and working people, have profited by the work of our association. Since the association was formed the workmen have had their wages increased to the extent of 25 per cent, which is equal to the addition of £1,000 a week paid in Birmingham; and I have reason to believe that the wages have been well spent, while the workmen have improved in character and self-respect."

These representative men spoke of the system in glowing terms three years ago, when the combination movement was in its infancy. Since then such writers as Sidney Webb, professors of Oxford and Cambridge universities and several political economists of continental Europe have interested themselves in this movement; they are studying the question and have written approvingly on the subject to its originator.

WORK OF SEVEN YEARS.

Seven years have elapsed since the first alliance was formed in the bedstead trade. At the time of its formation the condition of the industry was most desperate. No manufacturer was making any money, wages were at starvation point, several firms have already gone into bankruptcy, and a number of others were with great difficulty kept out of the general receiver's hands. Under this system every one of the bedstead manufacturers had made a profit on goods manufactured, the condition of the workingmen has improved at least 25 per cent, and the business is in as prosperous a condition as any other in Great Britain.

METHODS OF ALLIANCE.

The method of starting an alliance is described as follows:

To prevent manufacturing being carried on at a pecuniary loss a minimum scale is adopted. A representative article, like a certain pattern of bedstead or one dozen plates of a given size and shape, is taken as a basis to ascertain how much it costs to manufacture; the manufacturers agree on the minimum rate at which it can be made; then a certain percentage is added for profits, and this forms the minimum selling price for that article. The manufacturers bind themselves by the rules of the alliance not to sell, without the consent of the alliance, below the minimum price. The workmen are also offered certain interests in the success of the business, and, both parties being mutually dependent, there is no occasion for strikes, lockouts or trade disputes.

After giving in detail the many rules governing the operations of the alliance the report concludes as follows:

"It will therefore be seen that workmen secure as their share of the bargain a good union, a minimum wage, a bonus or bonuses to the extra profits obtained (the first is fixed), and a wage board on which they have equal representation.

"No excessive profits which would hinder trade are possible, as the consent of the workmen to any advance must be obtained.

"Experience has shown that the workmen are careful not to demand bonuses. For example, in the bedstead trade the men have refused to receive any further bonuses whatever, because they believe that they are now being paid all that they can safely claim. Another safeguard against undue profit is that the trades are left open to every one. There are no restrictions upon any person entering beyond a reasonable and proportionate entrance fee to the alliance."

GRADUATES OF CLEVELAND AND HUMBOLDT HIGH SCHOOLS.

CLEVELAND SCHOOL.

HUMBOLDT SCHOOL.

$10 TO ST. LOUIS AND RETURN. $10.

June 17, 18 and 19th.

The Minneapolis & St. Louis announces a $10 rate to St. Louis and return, tickets on sale June 17, 18 and 19, good returning to 24th. Time only eighteen hours between St. Louis and Twin Cities—four hours shorter than any other route. Best track, best route, best train. Office 396 Robert street.

KNIGHTS OF HONOR WORK.

Supreme Lodge Disposes of Much Important Business.

DETROIT, Mich., June 17.—At the meeting of the supreme lodge, Knights of Honor today the committee on good of the order recommended that a document introduced by the Kentucky representatives, looking to the reduction of traveling expenses, mileage, salary and per diem of supreme lodge representatives, be disapproved. The committee reported that the supreme lodge representatives were given only a fair allowance at present. The same committee also disappproved of a motion that hereafter biennial sessions be held.

The matter of the establishment of a reserve fund, which was brought up at St. Louis in 1897, Washington in 1898, and in turn referred to this meeting of the supreme lodge for consideration, was ordered referred to the special committee of fifteen, which is expected to report upon the reserve and assessment questions Monday.

Some Summer Specials.

Note the low prices, note whom they are sold by, and then come to Wallblom's and save money.

Nowhere can you buy such a stove so cheap. Nowhere will you be able to obtain a bargain equal to this. We do as we advertise to do, and you can depend upon this being the greatest money-saving opportunity you ever heard of.

Come and see. Come and save.

This Gasoline Stove Is the Bargain.

It is 14 inches high, has steel frame with stationary tank, is a powerful burner, durable, economical, and the most desirable stove of its kind obtainable. The greatest bargain ever offered by any Housefurnishing house. Price for three days only **$1.95**

Hammocks, 49c and up.
The finest and nicest for the home.

Ice Cream Freezers, $1.20 and up.
Very cheap and the best that can be had.

Lawn Settees, 68c and up.
The kind you desire for your yard or porch.

Lawn Rockers, $1.50 and up.
Very spacious and durable.

A Good Refrigerator for $7.65 Well made, fit for any home, and cheap.

Our Carpets The housekeeper desires pretty pattern Carpets cheap. She also wants them durable. Wallblom's Carpets are what she wants. All the above essentials are embodied in them.

Mattings, per yard.. .....12c
Granite Carpets, per yard....22½c
Half-wool, per yard.....35c
All-wool, per yard.....49c

THE WALLBLOM . . .
. . . FURNITURE AND CARPET CO.
400-402-404-406 JACKSON ST.

THE GLOBE'S HOME STUDY IN PRACTICAL BOOKKEEPING.

A Course of Lessons in Single and Double Entry, Embracing Mercantile, Bank and Joint Stock Accounts, With a Treatise on Expert Accounting and Professional Auditing.

[BY THOS. DUGELBY.]

FIRST ARTICLE—INTRODUCTORY.

The preparation of the following series of lessons has been made with the view of teaching practical bookkeeping; and to accomplish this end in the most direct and businesslike manner, without elaborate statements of definitions and rules confusing to the student. The student will be advanced from the system of single entry to the science of double entry bookkeeping in stages that will permit of his becoming thoroughly proficient in the art, enabling him to take charge of any set of books with confidence in himself and satisfaction to his employer, when the course of study is completed.

After the books composing each set have been thoroughly explained and their uses properly defined, "practical exercises" in the shape of memorandum transactions will be given, which the student will be required to write up according to the rules set forth. These exercises will be illustrated in the succeeding lesson, that the student may compare and verify his work, making corrections, if necessary. This plan will be successively followed to the end of the course.

A careful application of the lessons from week to week is all that is necessary to acquire a thoroughly practical knowledge of bookkeeping. They will be easily comprehended, not being burdened with any of the unnecessary complications often found in text books. One lesson will be published each week, until the whole series has been presented.

The first step in bookkeeping is to understand the system of single entry, which is so termed because transactions in the books of original entry are posted once only to the ledger. In single entry the foundation is laid for more advanced work, the personal accounts and their use is exhibited and the ledger also comes in for illustration. Single entry bookkeeping is, to a great extent, practiced in many houses doing a considerable business, and it is essentially necessary that the student familiarize himself with its workings, in order to enable him to reconcile satisfactorily some of the perplexing adjustments which sometimes arise in this set of books, which he may be possibly called upon to keep in his bookkeeping career, as many business men are averse to changing a system which they understand themselves, and, lastly, there are many business undertakings which single entry amply fulfills.

The fundamental principles of bookkeeping are based upon the debits and credits arising out of every transaction.

Dr. or Debit. A personal account is Dr. for the amount, when he gets into my debt or I get out of his debt. For instance, when I sell a person merchandise or anything producing value, on credit, he gets into my debt, hence, his account must be debited in that amount, and, when I settle my account with a person, I get out of his debt, so likewise, must his account be debited.

Cr. or Credit. A personal account is Cr. for the amount, when he gets out of my debt or I get into his debt. For instance, when a person settles the account he owes me, he gets out of my debt, hence, his account must be credited in that amount, and, when I purchase merchandise or anything producing value, on credit, I get into his debt, so likewise, must his account be credited.

For example:

WILLIAM SMITH.

Date.	DR. He owes me.		Date.	CR. I owe him.	
1898.			1898.		
June 1.	To 500 lbs. Flour	$10.00	June 15.	By 2 pr. Shoes	$8.00
Aug. 2.	" 100 " Coffee	16.00	Sept. 6.	" Cash	10.00

The above is an account, comprehensive and practical. It is a statement of my dealings with William Smith. An account has two sides, a Dr. and a Cr. The left-hand or Dr. side shows his indebtedness to me and the right-hand or Cr. side my indebtedness to him. If the two sides are added separately, and the Dr. exceeds the Cr., the difference will be the net amount owing me, and represents an asset, but, should the Cr. exceed the Dr., the difference will be the net amount I owe him, and a liability. The analysis of the above account is:

On June 1, 1898, William Smith purchased from me 500 pounds flour, amounting to $10, owing me this sum until June 15, when I purchased from him two pairs shoes valued $8, which reduced his indebtedness to $2. On Aug. 2, he increased his indebtedness to $18 by purchasing 100 pounds coffee, amounting to $16, and on Sept. 6, he made a cash payment of $10, leaving a balance due me in the sum of $8.

Proof.	Dr.	Cr.
Total Debits	$26.00	
Total Credits		$18.00
Balance		8.00
	$26.00	$26.00
To balance due me	$8.00	

From the preceding, work out your answers to the following questions:

1. What is the meaning of single entry?
2. What is exhibited in single entry?
3. Is single entry used in actual business?
4. Is it necessary to study this system? 2d. Why?
5. Upon what are the principles of bookkeeping based?
6. Define debit and credit.
7. What is an account?
8. What is shown by the Dr. side of an account?
9. What by the Cr. side?
10. If the Dr. side be larger than the Cr. what does the difference show?
11. What, if the Cr. side be larger than the Dr?
12. When is an asset represented?
13. When a liability?
14. Which is the Dr. and which the Cr. side of an account?

In actual business books of record for the transactions as they occur daily are absolutely necessary. My next lesson will contain a complete set of single entry books, this having been mostly devoted to introductory remarks concerning the subject in hand.