

WM. AYRES & Sons, PHILADELPHIA. Sold by all dealers.



SUMMER TOURS. PALAGE STEAMERS. LOW BATES

DETROIT, MACKINAC ISLAND cakey, The Poo. Marquette, and Lake Ruron Puris.

DETROIT AND CLEVELAND

OUR ILLUSTRATED PAMPHLETS. Bates and Excursion Tickets will be furnish by your Ticket Agent, or address THE DETROIT & CLEVELAND STEAM NAV. CO.

CONSUMPTION | COUGH OR COLD BRONCHITIS Throat Affection SCROFULA | Wasting of Flesh

Or any Disease where the Throat and Lungs are Inflamed, Lack of Strength or Nerve Power, you can be relieved and Cured by

SCOTT'S EMULSION

PURE COD LIVER OIL With Hypophosphites.

PALATABLE AS MILK. Ash for Scott's Emulsion, and let no ex-Sold by all Druggists.

SCOTT & BOWNE, Chemiets, N.Y.



BUY THE BEST ONLY

PIANOS & ORGANS

J.A.FRISE THE LIVE MUSIC MAN

You can save Twenty per cent. All Musical Instruments

KEPT IN STOCK. Sheet Music and Music Books

THE LATEST SHEET MUSIC 10 CENTS PER COPY.

Call and see for yourself or write for Catalogue to J. A. FRISE. The Live Music Man, Flint, Mich.

PATENTS

ned-in U.S. and all foreign countries. Ex-tions made. Licenses and assignments. Infringements prosecuted in all Federal. Adyles and pamphlets free. Scientific trailetty opinions given. No models re-tablished A. D. 1865.

THOS. S. SPRAGUE & SON.

37 Congress St. West, Detroit, Mich.

REAM BALM
Cleanses the
Rasal Passages,
Allays Pain and
Inflammation,
Insthe Sores, CREAM BALM CATARRH Bestores the MICE SOME SA Senses of Taste

TRY THE CURE. HAY-FEVER A particle is applied into each nostri and is agreeable. Price 50 ct; at Druggists; by mail registered, 60 cts. ELY BROS., 56 Warren St. New York.

and Smell.

ROBBER OR THIEF er than the lying scale agent who tells

JONES' \$60 5 TON WAGON SCALE JONES' \$60 5 TON WAGON SCALE is not a standard scale, and equal to any made, is not a standard scale, and equal to any made, Por free book and price list, address

JONES' \$60 5 TON WAGON SCALE is not a standard scale, and equal to any made, lumbermen, have just made a sale of 15, 000,000 feet for \$330,000, being one of the largest Michigan sales for the year. They operate mills at South Manistique and longing to the telegraph company.

NEWSOFTHESTATE

A Grand Blanc man has been stricken dumb and his wife is having everything her own way now, as the poor man can't talk back.

Not all insurance companies wait for the toot of Gabriel's trumpet before ad-justing a loss. The day following the burning of Mitchell's mill at Haring, the loss had been paid and the owner was making preparations for rebuilding.

Chris Snyder and a bottle of spirits took a nap in a Flint barn and while the pair were snoozing some fellow came along and pulled the socks from the snooz-ers' feet, and the \$750 in his pocket wasn't

Should any parson who reads this item be out of a job, he may be interested in knowing that Paw Paw has three churches with nobody to run 'em.

Saginaw has a city clock, the gift of Jake Seligman. The outfit has a melo-dious bell and is a costly and valuable timepiece.

Charles Cushway, a Matague man of 60 summers, got on a toot and three days later his body was found in White lake. Not far from Flint lives James Finnegan, or rather did berore a kerosene ex-plosion converted his home into an ash

Angus Cameron, a Traverse City car-penter, fell from a staging fifty-six feet from the earth, and died a few hours later.

Jerry Rusk, who engineers the agri-cultural bureau of the present administra-tion, will orate at the Saginaw fair in Sep-tember. While a Jackson doctor was away from

home his children used a quantity of gas-oline to feed the fire. Fortunately the house was insured.

The Kent County Agricultural society directors are unable to agree on a location for their annual hoss trot and pumpkin show. The old grounds were recently The last of Michigan's bonded indebted

ness, incurred to pay soldiers' bounties during the civil war, has been paid. A Bay City citizen has three families as far as heard from, though it is thought

that the returns aren't all in yet, and he's not much of a family man, either. While a Novi lady was absent on a visit her 2-year-old child was drowned in a

tank of water. The farmers round about Bronson are feeding 6,000 pounds of misk daily to the creamery at that place.

James Matthews, a Calvin citizen, loved Mrs. John Matthews with all his heart, but failing to secure the lady's af-fection, shot her dead and then landed a bullet in his own brain. He will propably die.

Nip. Waters and Charles Taylor, who were implicated in the Calumet burglary, have each been given a three year's layoff at the Marquette prison.

John Van Wormer, the Flint citizen who took improper liberties with his own stepdaughter, goes to the Ionia prison for a ten-year's sojourn.

Walled Lake farmers aren't exactly having a colicky time of it, but their cucumber crop of 60,000 bushels is making em hustle just the same. Belding has raised over \$12,000 for a new

Ansable and Oscoda have contracted for an electric light plant with which to dis-

pel the nocturnal gloom. A Lausing lady has been taken into official custody for attempting to entice a neighbor's child away from home.

James Pheney, of Flint, projects a \$10,-000 damage suit against the F. & P. M. railway in behalf of his boy who was injured on that road last winter.

Rev. H. W. Brayton, a Baptist parson of Manistee, goes to Marshall, Tex., as professor of languages in Bishop college. Mose Tucker will go into retirement for five years for criminal assault committed near Alpena.

A Marine City man whose wife left him

as Ezra Burr has been succeeded by J. F. Thistle as station agent at Garfield. Diphtheria has begun an early cam-

paign at Imlay City. Fred Resche gets off with an 18-months sentence for assaulting a little Rockford girl some two monts ago. Resche pleaded

A dog is said to have caused the Mere-dith fire by knocking over a lighted lamp while in pursuit of a rodent in the ware-

house cellar.

Fully 15,000 people took in the Bay View sembly this season.

L. Parham, of Burr Oak, had a span of horses killed by a frisky bolt of electric-ity, but luckly escaped himself with the blistering of his hands.

The late census places Michigan seventh in the list of states in point of population —New York, Pennsylvania, Illinois, Ohio, Missouri and Indiana alone exceeding her in the number of inhabitants.

An Otsego man has got himself into the Grand Rapids bastile because he wrote improper epithets on an envelope ad-dressed to a woman. D. J. Lewis is a Richmond veteran who

has just succeeded in capturing a pension, but it required a fifteen-year's campaign

Mrs. E. Kingman, the Grand Rapids lady who went to Africa last spring to enlighten the benightened folks of the dark continent, died recently of African

Little Isa miller, a Lansing girl of 6 summers, was accidentally killed by her 14-year-old brother by the careless handling of a Flobert rifle

Daniel Sturdevant, a farmer living near Iowa, was found dead in his front yard the other morning under circumstances that indicate foul play. An investigation is being made.

Bathing may not be a dangerous practice in ordinary cases, but a Port Huron brewer died of heart disease while in the

Elisha Philo is a Sherwood farmer who was annoyed by a nest of bumble bees while plowing in a field adjoining his barn, and applied the torch as a quietus. The bees soon subsided, and so did Elisha's \$600 barn. No insurance.

A child of 7 summers boarded a Lake Shore train at Cold Water for Huron, but having only 25 cents was put off the train at Quincy by the conductor.

A Big Rapids dealer has been overhaul-ed by one of Uncle Sam's agents for sell-ing manufactured tobacco and cigars without the customary credentials.

Bay Mills and handle in the neighborhood

of 60,000,000 feet annually.

A Mullet Lake farmer, who pastured a neighbor's oxen for pay, is said to have used the cattle in doing jobs for other people—thereby driving a double bar-

Gaylord people are canvassing the advisability of trying their hands at a cutlery factory.

An astute Grand Haven huntsman went out and blazed away at a pole-cat, but was somewhat chagrined to learn that he had perforated the pelt of his favorite

H. G. Holton is a Union City citizen who got hot clear through because some-body very unkindly set fire to his wood-pile of 100 cords.

COMPLETION OF THE TUNNEL. The Grand Trunk's Connection Between

the United States and Canada. PORT HURON, Micn., Aug. 26.-The great railway tunnel under the St. Clair river was practically completed at 9:35 o'clock Monday forenoon. Chief Engin-eer Hobson of the Grand Trunk arrived at Sarnia early Monday morning in his private car. He was the first man to pass through the tunnel, followed by Engineers Murphy and Eames, the Hon, C. Mc-Kenzie, M. P., and Dr. Johnstone of Sarnia. The drift tunnel was practically finished at an earlier hour than stated above, but it remained for the chief en-gineer to remove the last shovelful of earth. Sunday afternoon the working forces on the Canadian and American side were passing tobacco, etc., through the hole bored between the two shields, and conversation was carried on during

A Great Engineering Feat. It remained for "the 8 o'clock shift" to remove the last of the earth. The whole working force on both sides passed through the tunuel. Six hundred people, all of whom are connected with the tunnel, have walked under the river from the United States to Canada and vice versa since its completion. This marks the completion of the greatest river tunnel in the world and probably the greatest piece of engin-eering in this country. It is eleven feet longer than the Brooklyn bridge, and the difficulty of underground work compensates for the finer work on that structure The tunnel will not be in use for some months, as an approach 13,000 feet long is to be dug on the Canadian side and one of 9,000 on the Michigan side.

PIGEONS FOR WAR SERVICE.

Satisfactory Test Made by Birds at Ottawa, Ont.

OTTAWA, Ont., Aug. 25.—Maj. Gen. Cameron, of the Royal Military college, of Kingston, was recently instrumental in organizing a homing pigeon club in connection with the Canadian militia. The first practical test was made Sunday, and illustrated the uses to which the birds could be put in the event of war. Ten pigeons were sent here Saturday from Kingston. Sunday morning in the presence of the military officials and Sir Hector Langevine, the birds were given their liberty. A dispatch from Gen. Cameron at Kingston says that six pigeons arrived there at 1; o'clock, covering the distance from Ottawa, 120; miles, in two hours and fifteen minutes. Two arrived fifteen minutes later, and two had not at last accounts put in an appearance.

Accident to Senator Quay's Daughters. BEAVER, Pa., Aug. 26.—About 11 o'clock Monday morning what might have been a fatal accident occurred near the residence of Senator M. S. Quay. The senator's daughters, Misses Mamie and Cora, had driven to Rochester in a dog-cart, accompanied by Miss Kittle, daughter of Jerome Quay, and on returning Miss Mamie got out at the Beaver house and the others proceeded to drive home. As they turned sharply around the corner of College avenue the cart up-set, and the young ladies were thrown vio-lently to the ground. Miss Cora was badly, but not seriously hurt, but Miss Kitty recently expresses himself as perfectly sustained a seriously hurs, out also ketty sustained a seriously hurs, out also ketty sustained a seriously hursed notes and seriously hursed notes are seriously hursed notes and seriously hursed notes and seriously hursed notes and seriously hursed notes and seriously hursed n Names may have a significance after all, on the lower lip, and was rendered unconstructed by J. F. scious. Her injuries are thought to be very serious.

Students Secretly Married.

SYRACUSE, N. Y., Aug. 25.-The clandestine marriage of two attractive young girls of Ithaca to Cornell students is announced. One of the brides was Miss Mary Vankirk, and the other Miss Mamie Lindsay, niece of a well known lawyer. Both are strikingly handsome and very popular in society. The grooms are Mur-ray Smith, sou of a wealthy New York produce merchant, and H. C. Carpenter, a young civil engineer of Eric county. The young people went to Varna on the even-ing of the Cornell-Bowdoin race, and were married by a Methodist clergyman. The brides and their husbands are living apart as yet.

Cut to Pieces by "Dagoes." Boise City, Maho, Aug. 26.—Constable David Stoddard, of Bangham county, Idaho, was cut to pieces with knives by "dagoes," at Beaver canon Sunday. The Italians, who are employed on the railroad, were paid off Saturday, and went on a spree. They quarreled among themselves, and Constable Stoddard, fearing bloodshed, stepped in to preserve order. The antire band turned mean him satirs band turned means him satirs. The entire band turned upon him and stuck him full of holes, and completely severed his head from his body. Six arrests were made, and a lynching is

OSHKOSH, Wis., Aug. 25.—The nomination of Col. Bouck for governor is strongly tion of Col. Bouck for governor is strongly urged by the Oshkosh Democrats. It is expected that there will be a battle in the convention, as Winans and Peck will have a strong following. The Winnebago delegation contains some hard and shrewd workers and they will go to Milwaukee determined to make a stubborn fight. Gen. Bragg will probably make the nomination, and John Hume, of this city, will probably second it.

Married Women Buled Out. CINCINNATI, Aug. 20.-For weeks there has been great agitation over excluding married women from the position of teachers in the public schools. Monday night the board, after a heated debate, decided by a vote of 13 to 11 to make in-sligible women living with their hus-bands. This dismisses ten of the most prominent lady teachers.

Been Robbing His Employers. LINCOLN, Neb., Aug. 16.-Harry Smith, late manager at this point for the Postal

AMERICAN SHIPPING.

A RESUME OF THE UNITED STATES MARITIME HISTORY.

Treaties with Other Nations-England's Part in Causing the Decline of Our Shipping-The Remedy-Many Difficulties Encountered.

From the close of our revolution until July 4, 1789, this country was without either Protection to its manufactures or to its shipping. England during this time successfully proposed to regain and retain control of us as our manufacturer and carrier. The consequent poverty of the country was accompanied by riots, stay laws, insurrections and bitter class prejudices. The British influence with the cultivated New Yorkers was as marked as at the present day. In Boston and Charleston it was stronger, and it may be said that the almost disloyal devotion of some of the early democratic leaders to French interests and French ideas was a natural protest against this Anglomania then prevalent in our seaports.

Among the first laws passed by the congress of the United States were those providing, besides duties "laid on goods, wares and merchandise imported," for a difference in port charges and in import duties in favor of American vessels, enacting the important features of the English navigation act, which was framed for the joint purpose of weaken-ing the powerful marine of Holland and "to prevent any other nation from engrossing too large a portion of the navi-gation of the rest of the world."

The "restrictive clauses" of our act provided that vessels of a foreign country should import to this country only the products of their own country, so that an English vessel, for instance, was liable to confiscation if it brought a single cask of French brandy or a piece of German cloth into this country, while an American vessel could load in any port with the produce of any part of the world. The steady enforcement of this law until 1850 justified Mr. Ricardo's assertion in the house of parliament that with the dearest built and dearest manned ships in the world we forced them to give up to us two-thirds of the trade between this country and ours."

In 1828, under the plea "that trade should be free, that all shackles should be stricken off, and that everything in navigation should be left to fair competition," a law was passed authorizing the president to repeal the restriction clauses of our navigation laws in favor of any nation repealing the same clauses in their

Under this law treaties were negotiated with the smaller maritime powers, and proclamations were made by various presidents. But England, which, since causing the downfall of the Dutch maritime supremacy by the enforcement of her navigation act, had been the paramount marine power, did not agitate in parliament for the repeal of her law till

After long debates in the house of commons it was shown convincingly that, in fair competition, a nation with more ships, cheaper money and lower priced sailors and artisans was certain to win, and her navigation act was repealed at the close of 1849, after it had made her the greatest maritime power. with the hope, unfortunately for us well founded, of preventing by that repeal our passing her in the race by the same means she had used in her contest with Holland.

But another factor made its appearance. Fifty years ago the first steamers commenced plying between this country and England, under the auspices of the Great Western Steamship company. Mr. Cunard, of Halifax, went over to England and secured a contract for a line from Liverpool to Halifax and Boston, with a subsidy of £60,000 per annum, though the agent of the Great Western Steamship company testified he would do the same work directly to New York for half the sum. By 1846 the subsidy had been "extended" to £90,000 for the same number of voyages. When our government subsidized the Collins line Cunard hastened to England and had a line to New York subsidized at £145,000 per annum, testifying before a parliamentary commit-tee, "If I had got this contract three months sooner there would have been no American line."

How Mr. Cunard proposed to change the plans and intentions of our senators and representatives in congress assembled in so short a time as three months

does not appear in his testimony. On June 14, 1858, President Buchanan signed a bill forbidding all future pay ments to American vessels of more than sea and inland portage, and any con tract, for even that, for more than two years. In 1852 a committee of parlia-ment had reported, "They attach great importance to a long and undisturbed term of contract as alone enabling them to incur the expenses necessary for a successful competition with their rivals.

Also that Cunard's subsidy of £173,340 was to continue till July, 1862. In 1858 this subsidy had been increased to £191,-400, or \$934,032 per annum. At the same time a line to Galway, shortly after discontinued, was receiving £128,600, so that the Collins line, with the lines to Havre and Hamburg, had see and inland portage offered them in competition with lines subsidized with \$1,551,600. As Mr. Cobden suggested, they "ceased because the American government with

drew the subsidy."

All know of the aid England gave to further the decadence of our shipping interests through the Confederate cruisers. Since the close of the war most of our newspapers and congressmen could not have labored more unremittingly for the extension of foreign shipping and the extinction of our own if they had been the sole proprietors of the foreign fleets. Taxes were laid on the value of shipping whether employed or tied up justead of on their receipts, as in other countries. The measurement of our ves-sels was so unfair that an American steamer was charged nearly twice as

much in our own ports even as the sai steamer would have paid under the Brit-ish flag—a disadvantage which was not generally corrected in foreign ports. And consular charges and hospital fees added to the disadvantage.

Now, for seventy-three years all dif-ferential duties as far as our principal rival is concerned have been swept away. For thirty-eight years the restriction clauses of our navigation laws have laid dormant under a president's proclamation, and for over thirty years both the school for seamanship and the profits of the north Atlantic traffic have been closed against us, and we are doing less than 15 per cent. of our carrying trade.

There can be no doubt that as a matter of national defense, for the control of access to the markets which offer the largest and most profitable demand for our higher priced products, for the profits of the carrying trade and the em-ployment ship building would give to the sixty trades and occupations con-cerned in that business, we should again encourage ship building and ship owning. The treaty negotiated with Great Britain in 1815 has expired by limitation, but other treaties have been negotiated, giving the same privileges as regards duties, bounties and drawbacks, both on importation and exportation, to vessels under foreign flags as are enjoyed by American vessels. These treaties would in many instances force us to allow the same differential duties and to pay the same bounties on exportation, say of cotton cloth, to foreign vessels as were paid to vessels under our flag. Whether England could claim the same duties and bounties under the most favored nation clause might be a matter of debate.

THE CONGRESSIONAL FIGHT.

Shall the LH Congress Have a Majority

of Free-traders or Protectionists? Congressional nominations are being made valmost daily, and from the candidate's speech or letter of acceptance we can gather the principles that are to be fought for this fall. Of course the tariff question is foremost. In fact it seems to be the only issue. The Democrats are evidently tiring of "tariff reform." and have decided to call things by their right names, and all give utterance to about the same sentiments. The follow ing quotation from the speech of M. D. Harter, nominated by the Democrats of the Fifteenth Ohio district, may be

taken as a tersely expressed specimen: "I would abolish every custom house in the land. I would rather vote for the establishment of an institution to speed the cancer, or a field in which to propogate cholera, or a school in which teach vice and crime, rather than to vote for a protective tariff of any kind."

These sentiments were uproariously applauded, showing that his views were heartily indorsed by all his would be constituents. The Democrats are evidently following the lead of Henry George, who said in The Standard of April 30:

"The tariff question will be renewed at the polls at the coming fall elections, and the duty rests with us-the real Freetraders of America—to exercise wisdom and display activity in assisting to bring Free-traders forward as candidates, and in helping to elect them when they are

Well, this is what we want-a good square fight.

Let Protectionists in every district in the United States nominate only candidates who declare themselves "uncompromisingly in favor of the American system of Protection" and who can be relied upon to vote as they talk.

The issue is plain and simple. Shall the Fifty-second congress have a majority of Free-traders or Protect

Facts About Our Foreign Trade. From the quarterly report of the bureau of statistics we cull the following facts: We exported more merchandise in value from 1879 to and including 1889 than we imported by \$1,031,082,380, or more than one billion of dollars. In the same time we imported \$163,629,755 more gold than we exported, and exported \$118,664,477 more silver than we imported. Our total imports and exports of merchandise in 1889 was \$1,-597,632,831; of this amount the port of New York imported and exported \$840,-702,768, or more than 50 per cent. Boston's total exports and imports in 1880 was \$186,300,657; Philadelphia's, \$82,-485,058; Baltimore's, \$77,500,967, and Chicago's, \$15,916,834.

In our foreign carrying trade we, as usual, make a very poor showing. The foreign tonnage that entered our ports in 1882 was 13,191,500 tons. Our total American tonnage engaged in the for-eign trade that entered our ports during that year was only 4,041,065 tons. In the month of April, 1890, we imported \$71,895,415 in value of merchandise, of which amount foreign vessels freighted \$54,262,751 in value. We exported in the month of April, 1890, \$63,495,791. Of this amount foreign vessels freighted \$54,400,879. We probably paid foreign vessels in the month of April, 1890, about \$11,000,000 for freight charges alone on our own imports and exports. Does this not show that something should be done to increase our commercial marine?

Labor the Source of Wealth. Labor is the source of wealth. No other means of producing wealth have ever been or ever will be found. It must be wrung from the soil by patient toil; it must be brought up from mines deep in the earth by the labor of man; it must be coined from the forest by the axman and the millman; it must be wrought out from the raw materials by the skill, the patience and the labor of human operatives. The curse of this and all other communities today is that so many persons are trying to escape this heaven ordained law and to secure something for nothing—wealth without laber of their own.—Senator Dolph.

Benjamin Franklin.

Every manufacturer encouraged in our country makes part of a market for pro-visions within ourselves and saves so much money to the country as must oth-erwise be exported to pay for the manu-factures he supplies.



ONE ENIOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constitution. Syrup of Figs to the aches and levers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most to all and have made it the most

popular remedy known.

Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any

CALIFORNIA FIG SYRUP CO. LOUISVILLE, KY. NEW YORK, N.Y.





The W. & W. 6 1 HAS TAKEN FIRST PREMIUM

STATE AND COUNTY FAIR AT WHICH

IT MAS BEEN EXHIBITED. EXPOSITION

UNIVERSELLE, PARIS, 1889,

The Highest Possible Premium, THE . ONLY . GRAND . PRIZE FOR SEWING MACHINES,

WAS AWARDED TO WHEELER & WILSON MFG. CO.

---AND THE---**≪CROSS OF THE™**

LEGION OF HONOR. WAS CONFERRED UPON NATHANIEL WHEELER,

The President of the Company. Wheeler & Wilson'Mf'g Co., 185 & 187. Wabash Ave. Chicago, Ill. SOLD BY

A. E. Hartshorn & Son,

owosso.

HENRY M. STANLEY



IN DARKEST AFRICA

The complete stary of Stanley's recent thrilling adventures and the disclosure of his important discoveries will appear for the first time in the work teritten by himself, entitled "In Darkest Africa." Do not be deceived by any of the so-called "Stanley books" now being offered as "genuine" and "anthentic." To no one of these has Stanley con-

AGENTS. We are now ready to appoint can-vassers. Applicants should state experience, if any, and first, second and third choice of territory. Remember that Stanley's own book, the only one in which he has a personal interest, will bear on the title page the imprint of

CHARLES SCRIBNER'S SONS. For Agency, address N. G. HAMILTON & CO.,

FOR MEN, STRENGTH

Over 100 testimonials received in one week to GRAY'S SPECIFIC MEDICINE. Gives vim, force, vigor and never fails to cure. PAMPHLET FREE. The very reading of it will increase your self-confidence. The Gray Medicine Go., New York.