The Times,

OWOSSO, MICHIGAN, AUG. 24, 1894.

EDMUND O. DEWEY, EDITOR.

CLEVELAND ON WOOL.

The President Dislikes Woolgrowers Because There Is No Trust.

President Cleveland has a woolly record. He expressed himself very plainly, telling the people all about the farmers and their wool in his third annual message to congress, Dec. 6, 1887. He did not commit himself so far as to say that he knew, but he thought "it may be fairly assumed that a large proportion of the sheep owned by the farmers throughout the country are found in small flocks numbering from 25 to 50."

Upon this assumption he argued that "the benefit of the present tariff on wool is illusory" and proceeded to show from his point of view that it was a "burden upon the poor, the employed and unemployed, the sick and well and the young and old." He further proved to his own complete satisfaction that it was "a tax which, with relentless grasp, is fastened upon the clothing of every man, woman and child in the land." He did not state upon which part of the clothing it was fastened or whether fastened with a safety pin as well with "a relentless grasp." This was an oversight.

Senator Jones of Nevada, in his great tariff speech of 1892, took up Mr. Cleveland's sheepishness, and estimating 65 per cent as being "a large proportion" showed that we had in 1887 as many as 830,960 separate farmers who owned flocks of 35 sheep each and that there were 4,000,000 persons directly and pecuniarily interested in the wool tariff.

As President Cleveland desired free trade in wool because "a large proportion of the sheep owned by the farmers throughout the country are found in small flocks numbering from 25 to 50," the inference is that free wool would never have been thought of by him or his party if the flocks had been large ones, concentrated among a few owners, or, in fact, if there had been a sheep trust, a raw wool trust or both. Such a trust could have dictated its own terms, but the unfortunate 830,960 separate farmers must be made to suffer. President Cleveland and his party are monopolists from the word go.

A Happy Family.

The Wool Clip of Australia.

The latest figures of the Australian wool output and value for the 1893-4 season compare with former seasons as follows:

	Total output of Australasia. Bales.	Value of the season's clip.
1889-90	1,463,000	$108,280,000
1890-91	1,618,000	91,010,000
1891-92	1,789,000	87,160,000
1892-93	1,807,000	92,155,000
1893-94	1,857,000	92,615,000

It appears that within five seasons the entire colonial clip has increased by almost 400,000 bales, while its value has decreased by nearly $16,000,000. The average value of the wool has fallen from $74 down to less than $50 per bale within the same period. Where will the American woolgrower be without protection?

Farmers and Wool.

If the woolgrowers of the United States hope to secure any tariff legislation by which wool is to be protected, it is advised that they at once organize a trust. They then may hope to succeed. The Sugar trust, controlled by a few persons, in which the total number engaged is 7,529, are able to secure rates which take from the people $43,000,000 annually. Why do not the woolgrowers try their hand, as it appears from the record now being made in congress that the trusts and combines are always able to have the duty increased, while the free list seems to be the place where individual enterprise alone is sent.

National Issues.

National issues in the future are to be joined under the following headings:

"You Uns."
"We Uns."

Free Trade Dogmas In a New Dress.

Tin! Tin! American tin!
This is the place where the laugh comes in.
In a year thirty millions, in many years billions
We should pay to the Welshmen for furnishing tin.

Wool! Wool! American wool!
Over the eyes of the voters to pull.
Cheap suits and no credit, you never should dread it,
But don't think of raising American wool.

Trade! Trade! American trade!
All on one side when 'tis properly made.
It brings wealth beyond telling to buy without selling
And largely increases American trade.

Gold! Gold! American gold!
For which truth and honor are frequently sold.
England has greed for it; we have no need for it.
Empty our vaults of American gold.

Steel! Steel! American steel!
Paupers and beggars no taxes can feel,
So bring your steel axes and chop off the taxes.
We've no other use for American steel.

Cheek! cheek! American cheek!
Hear the free trader in Washington speak.
Take the world for your neighbor, and down with home labor,
Kill out our home industries, show your big cheek.

—Stephen E. Root, M. D.

How to Mend Torn Books.

You can mend the torn pages of your books with tissue paper and white of an egg and not make them unsightly or keep you from reading right through the paper.

THE MICA MINERS.

A Southerner Who Demands Protection and Fights Republican Battles.

Having been a manufacturer of pottery in Pennsylvania and having represented the United States Potters' association during the centennial exhibition in 1876, and afterward, in 1877, the international exhibition of Philadelphia, I had occasion to visit many manufacturing establishments in England, France, Germany and Austria, and while there had occasion to compare their pauper labor with our labor. If some of these free trade politicians would take a trip through the manufacturing and mining districts of Europe, as I have done, they would soon change their minds and never talk free trade any more.

I am nicely situated here in the mountain region, own a comfortable home with beautiful gardens and several thousand acres of fine timber land. I am engaged in mining and also sell large tracts of land and have over 4,000,000 acres on the market now and about 400 mines of all sorts.

Of course I want protection. Mica was mined here on a large scale at one time and shipped to parts of this country and Europe. During Cleveland's former administration they put it on the free list, and our mines were closed up, as we could not compete with the cheap labor (10 cents per day) of India. During Harrison's administration it was put at 35 per cent duty, but before it took effect they laid in heavy supplies to last for some time, and now congress has put it on the free list again. As it is, we are in hot water, and nobody is willing to risk money in the business. Kaolin, or china clay, was discovered by me and became a great industry. Not knowing what these fool politicians will do finally, this business also is at a standstill.

I am doing all I can to assist and always have assisted the Republican cause in the endeavor to protect American industries. W. A. K. SCHREIBER.

Webster, N. C.

1892.

1894.

Republican Versus Democratic Wages.

Twenty-six Republican states pay an average of $1.33 per day in farm wages. Eighteen Democratic states pay an average of 87 cents per day in farm wages. This is from a report of the department of agriculture in 1890. Could the south see their folly in remaining Democratic, could they only put aside the old sectional feeling, become Republicans, adopt protection and develop their resources, wages of farm hands would be as high as in the north, and wages of laborers in other industries would be much higher than now. There are vast opportunities in the south as soon as they throw off the shackles of Democracy and free trade. The farm flourishes with the factory. Each helps the other, and when factories are running at full time the farmer will get good prices for his products and his hands good wages for their toil.

"Worse Than Four Years of War."

Senator Hoar of Massachusetts has plainly and tersely described what the effect of the proposed tariff will be upon the country, as follows:

"In the cost in money, the destruction of property, the ruin of trade, the misery, the starvation of men accustomed to work for the comforts of life, this bill is twofold worse than four years of war."

Every Republican senator who in any way aids by his vote or countenances by his presence the enactment of such a bill will be contributing to a disaster "twofold worse than four years of war." The north must prevent such wanton wickedness; the north must defeat the south in the forum as well as on the field.

Buy American Silks.

Why should your wife buy an imported Japanese silk dress? There are American factories that are making silks just like the Japanese patterns. The Japanese men work for a few cents a day. The Americans cannot do so. There is no difference in the price or quality of the two different silks, so why not encourage the American silk industry by buying a dress pattern that was made in your own country? By doing so you will help to give work to an American and make an American home happy.

CINDA'S RIDE.

Hetty Skelter was made up one-fourth of beauty, one-fourth of intelligence, one-eighth of light accomplishments, one-eighth of loving kindness and one-fourth of frolic. The reader will note that this method of statement saves long strings of mucilaginous platitudes about fathomless orbs, drooping lashes, a faultless form and peeping feet that nervously pat on occasion, etc.

Hetty was 18, and she had a beau, and this beau loved fun and Hetty as much as Hetty loved fun and him. It is certain this prospective match was made in heaven, for their reciprocal fitness was complete. Hetty enjoyed the be-beaued sensation so much that she wanted every girl friend to have a beau. She specially pitied Lucinda Stocking, who had careered beaulessly far into the thirties.

"Cinda," as she was familiarly called, exhausted in her personality all the possibilities of acrid spinsterism. She was painfully perpendicular in person and manner and was so neat it made you uncomfortable. She was prim, precise and punctilious in every thought and action, and her daily life was an epitome of prudery. She had no use for the "horrid men," and she doted on Baxter's "Saints' Rest" and on her Maltese cat.

In the same town lived John Hatfield, a bachelor of 47. John was an exceedingly proper man and was much more afraid of women than of cholera or smallpox or even a rampant dynamite bomb. He was not a woman hater and had always intended to marry when the "right woman" should come along. It began to look like she would never show up.

Hetty conceived the audacious scheme of bringing these two into the relationship of lovers. She was full of resource and had no end of that innocent cunning and finesse which, properly adjusted and worked, will circumvent fate itself. Without tiring the reader with tedious detail, it is enough to state that within a month from the time Hetty put her plan on foot she had John and Cinda on speaking terms. This represented a feat in diplomacy which was little short of marvelous. In another month the intimacy between John and Cinda had grown and warmed so marvelously that they actually went to church together on one Sunday eve. The surprise of the people was only exceeded by the astonishment of John and Cinda themselves. Thinking about it made John doubt his own identity, while a glance into the immediate past and present sent Cinda into a catalepsy of dazed self insufficiency. The gossips had settled it that the marriage of this couple was inevitable—that nothing short of death could prevent it.

Hetty had a nice horse and road cart at her command. Like all girls, she was crazily fond of a drive. Thinking it humanizing and socially improving to "ride out," she had lately coaxed Cinda into her cart. This ancient damsel got at last really submissive about it and would go with Hetty without having to be coaxed more than "just a tiny bit," as Hetty expressed it.

On one beautiful Sunday afternoon Hetty overcame Cinda's religious scruples and propriety sense sufficiently to get her into her cart with herself. She wanted to show people how human and modernized Cinda had become. They drove out in the country, called on some friends, stopped by the way and gathered some flowers and with these pinned on their bosoms chatted pleasantly and contentedly as Nellie trotted abstractedly along. Hetty was a typical girl driver. She was particular not to keep her lines taut, was careful to look in every other direction except ahead, scorned to pick the road for her animal, and perpetually forgot that the horse, with all his noble qualities, is a dumb brute.

Just before entering town, and while Hetty was discoursing eloquently upon the perfectly proper and very elegant figure they were cutting (this to quiet Cinda's scruples, who as they neared town began to feel self condemned), the horse stumbled and went clear down. The sudden stoppage precipitated both Hetty and Cinda over the dash and astride the horse, Hetty in front and Cinda behind. The mare instantly recovered her feet and started off very briskly. As Hetty had nothing to brace her feet against, her feeble tugging at the reins only stimulated Nellie to greater speed—she soon broke into a spirited canter. And thus they entered town and thus traversed the main street to the end where Hetty lived. The sidewalks were full of people who were out promenading and enjoying the beautiful weather. The jolt had "busted" their Psyche knots, and their hair streamed wildly out behind, while there was a snapping and fluttering of skirts and things which was truly animating.

As they flew along Hetty caught a glimpse of her beau, who, with a comical smirk, politely tipped his hat. Although outrageously embarrassed over her situation, it had been all she could do to restrain her laughter. The droll act of her lover snapped the pucker strings of her self control, and she burst into ringing laughter. This had the effect to make her equestrianism seem voluntary. The street boys screeched with delight, many of them in the excess of their glee throwing cart wheels and turning handsprings, etc., while the sober citizens felt scandalized and were profoundly shocked. The agonies of Cinda during this forced piece of bareback riding were something too excruciating to be even conceived, much less described.

They reached Hetty's home in safety, and her father, astonished into speechlessness, assisted them to the ground. As soon as Cinda touched terra firma she loosed a flood of the most startling profanity, thus:

"La goodness! Sakes alive! Mercy me! The awful awfulness of this awful thing is jest too toredown dreadful at all!" Then, with her bonnet pulled well down in front, she hurried home and hid away there, deeply and darkly determined to never be seen on the street again.

The affair shocked John to the very basement of his being, and while he still has longings with reference to Cinda he thinks it perfectly reasonable in her to abjure all society, including himself, and to spend the rest of her life in self abasement and absolute seclusion.—W. C. Cooper in Cincinnati Post.

The Hazard of the Die.

A.—Where are you off to?

B.—I am going to ask Mr. K——, the wealthy banker, for the hand of one of his daughters.

A.—Indeed! Which of them?

B.—I don't know yet. If he is in a good humor, I will take the youngest; if in a bad humor, the eldest.—Lustige Blatter.

Boston Politeness.

Boston Street Car Conductor—How old are you, my little girl?

Little Girl—If the corporation doesn't object, I'd prefer to pay full fare and keep my own statistics.—Chicago Standard.

DETROIT GRAND HAVEN & MILWAUKEE RAILWAY

Time Table.

IN EFFECT

May 6, 1894.

Westward.

STATIONS.	Morn Exp No. 11, Ex Sunday	Mail No. 13 Except Sunday.	Sim No. 15 Ex Sunday	Chicago No. 17, Daily.	Night Express No. 81
	a. m.	a. m.	p. m.	p. m.	p. m.
Detroit Lv	6 40	10 40	4 05	8 45	10 45
Milwaukee Jct	7 00	10 58	4 25	9 05	11 05
Pontiac	7 48	11 45	5 07	9 50	12 15
		p. m.			a. m.
Holly	8 28	12 30	5 51	10 30	1 14
Durand	9 35	1 32	6 50	11 10	2 13
Owosso	10 00	2 03	7 17		2 45
Ionia	11 49	3 31	8 55		5 08
	p. m.			Arrives Chicago Daily at 8.00 a. m.	
Lowell	12 17	4 00	9 24		5 46
Grand Rapids	1 00	4 55	10 05		7 00
G. R. & I. Jct	1 05	5 00	10 10		7 45
Ferrysburg	2 05	5 55	11 00		9 28
G'd Haven	2 10	6 00	11 05		9 30
Chicago Ste'mer		6 00			
Milwaukee St'm		a. m.	6 00		
		6 00	a. m.		

Eastward.

STATIONS.	Chicago Ex No. 12, Daily.	Sim'l'Ex. No. 14, Ex Sunday	Mail No. 16 Except Sunday.	Eve'g Exp No. 18, Ex Sunday	Night Express No. 83
		p. m.			
Milwaukee		8 30			
Chicago		7 30			
		a. m.	a. m.	p. m.	p. m.
G'd Haven Lv.		5 40	9 00	2 10	9 05
Ferrysburg		5 44	9 05	2 15	9 22
G. R. & I. Jct		6 37	10 05	3 12	10 45
Grand Rapids		6 45	10 20	3 25	11 00
Lowell		7 15	10 55	4 00	11 55
					a.m.
Ionia		7 40	11 25	4 28	12 35
	a. m.				
Owosso		9 00	1 20	6 5	3 10
Durand		9 35	1 47	6 55	3 53
Holly		9 14	2 26	7 40	4 47
Pontiac		9 53	3 05	8 25	5 37
Milwaukee Jct		1 32	3 45	9 05	6 30
Detroit	?	11 50	4 05	9 25	7 00
	a. m.	a. m.	p. m.	p. m	a. m.

☞ Chair & Sleeper Car Service.

Eastward No. 12 has Pullman Sleeper Chicago to Detroit. No. 14 has Parlor Buffet Car, Grand Haven to Detroit. No. 18 has Parlor Car, (Extra charge 25 cents). No. 82 has Wagner Sleeper to Detroit, daily.

Westward No. 11 has Parlor Car to Gd. Rapids, (Extra charge 25 cents). No. 15 has Parlor Buffet Car, Detroit to Grand Haven No. 17 has Pullman Sleeper, Detroit to Chicago. No. 81 has Wagner Sleeper to G'd Rapids, daily.

TOLEDO, SAGINAW & MUSKEGON R'Y—Trains leave Owosso Junction, west: Mail 2:26 p. m.; Mixed, 5:15 a. m. Trains arrive from west: Express, 6:15 p. m.; Mixed, 12:50 p. m.

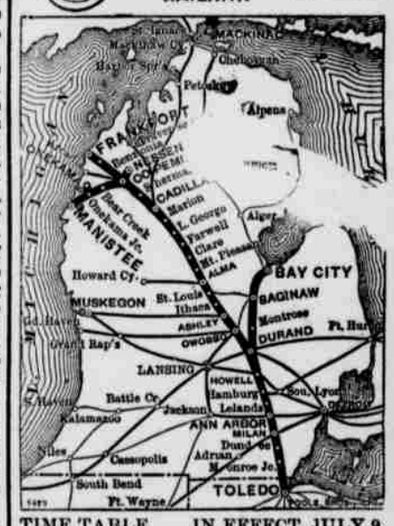
CHICAGO & GRAND TRUNK RAILWAY
Going West: For Chicago and West,
Lv. Owosso..9:05 a. m....Lv. Durand..9:35 a. m
" " ..1:20 p. m.... " " ..2:22 p. m.
" " ..6:05 p. m.... " " ..6:50 p. m.
For Pt. Huron and East Lv. Durand 9:30 a. m.; 03 a. m.; 6:35 p. m.; 5:50 p. m.; 10:20 p. m.

CINCINNATI, SAGINAW & MACKINAW Railway—

Owosso ....I.v.	9 05 a. m.	6 05 p. m
Fisuhing	9 54	7 10
Saginaw	10 5	8 00
Bay City....Ar.	11 30	8 45

JNO. W. LOUD, Traffic Manager. BEN FLETCHER, Trav. Pass. Agent
E. WYKES, Local Agent.

TOLEDO ANN ARBOR AND NORTH MICHIGAN RAILWAY.



TIME TABLE. IN EFFECT JULY 9,
Trains leave Owosso as follows:

NORTH.	SOUTH.
10:00 a. m.	8:50 a. m.
‡7:25 p. m.	5:55 p. m.

Boat leaves Frankfort for Menominee, Mich., Sunday, Monday, Tuesday, Thursday and Friday, at 9 a. m. Leave Menominee at 11 p. m. same days for Frankfort.
Leave Frankfort for Kewaunee, Wis., Wednesday and Saturday, 10 a. m. Leave Kewaunee, Wis., for Frankfort, same days, 4 p.m
C. V. GIBSON, Agt., Owosso

MICHIGAN CENTRAL
"The Niagara Falls Route."

SAGINAW DIVISION.
OWOSSO TIME CARD.

TRAINS SOUTH.
Chicago Express leaves 8:06 a. m., arrives Jackson 10:15 a. m., Chicago 4:30 p. m. Sleeper and parlor car, Mackinaw to Jackson.
Chicago Express, daily, leaves 9:05, p. m. arrives in Jackson 11:20 p. m., Chicago 7:10 a. m. Through Sleeper (Bay City to Chicago) daily.
Owosso Accommodation leaves 2:00 p.m., arriving in Jackson 4:05,, p. m.
Bay City Accomodation leaves Bay City 9:50, a. m.; Saginaw 10:22 a. m., arrives at Owosso 11:55 p. m.

TRAINS NORTH
Bay City Express, daily, leaves 6:40 a. m. arrives at Bay City 8:40 a. m. Sleeper, Chicago to Bay City.
Marquette Express leaves Owosso 7:15 p. m., arrives at Bay City 9:20 p. m. Sleeper and parlor car, Jackson to Mackinaw city.
Owosso Accommodation leaves Jackson 11:00 arrives at Owosso 1:05 p. m.
Saginaw and Bay City leaves 2:25 p. m. and arrives at Saginaw 3:55 p. m., Bay City 4:55 p.m.
R. S. KNIGHT, Agent, Owosso.
O. W RUGGLES, G. P. & T. A., Chicago.