THE DAILY BEE.

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The Bee Publishing Company, Proprietors.
E. ROSEWATER. EDITOR.

THE DAILY BEE.

Sworn Statement of Circulation.

State of Nebraska, County of Douglass, } s. s.

Geo. B. Tzschuck, secretary of The Bee Publishing company, does solemnly swear that the actual circulation of the Daily Bee for the week ending Jan. 13, 1888, was as follows:

Saturday, Jan. 7	15,345
Sunday, Jan. 8	15,000
Monday, Jan. 9	15,340
Tuesday, Jan. 10	14,890
Wednesday, Jan. 11	14,960
Thursday, Jan. 12	14,895
Friday, Jan. 13	14,900
Average	15,04

GEO. B. TZSCHUCK.

Sworn to and subscribed in my presence this 14th day of January, A. D., 1888. N. P. FEIL, Notary Public.

State of Nebraska, County of Douglass, } s. s.

Geo. B. Tzschuck, being first duly sworn, deposes and says that he is secretary of The Bee Publishing company, that the actual average daily circulation of the Daily Bee for the month of January, 1887, 16,329 copies; for February, 1887, 14,178 copies; for March, 1887, 14,400 copies; for April, 1887, 14,316 copies; for May, 1886, 14,227 copies; for June, 1887, 14,147 copies; for July, 1887, 14,098 copies; for August, 1887, 14,151 copies; for September, 1887, 14,340 copies; for October, 1887, 14,383; for November, 1887, 15,226 copies; for December, 1887, 15,041 copies.

GEO. B. TZSCHUCK.

Sworn and subscribed to in my presence this 2d day of January, A. D. 1888. N. P. FEIL, Notary Public.

WHAT has become of Dr. Mercer's motor line? Is it to remain in winter quarters until next summer?

ACCORDING to the Topeka papers a movement is on foot for a grand exodus of negroes to South America next fall. At this distance the Topeka story sounds very much like a hoax.

IF Sheriff Coburn and the county commissioners keep up their reforms and improvements in the jail, the grand jury will find things in apple-pie order in what the Lincoln council calls the Douglas county bastile.

IT is understood that Mr. Cleveland wants the national democratic convention held in New York. He doubtless judges shrewdly in this, and as he is master of the situation will undoubtedly have his wish complied with.

WE don't know just what the sidewalk inspector is doing just now, but we presume, since he has been elected state foreman of the Knights of Labor, his right to draw $100 a month without rendering any service will remain unchallenged.

MILLIONEER GOULD sails his steam yacht in the Orient and spends his time in Egypt. "Millioneer" Ives sells his steam yacht on forced sale in New York harbor and spends his time in jail. The difference between these "Napoleons" is simply a difference in the way of financeering and of getting caught.

MR. MILLS, of Texas, does not find his so-called leadership in the house a position of unalloyed happiness. The job seems to be rather large for him and the result is he is already troubled with headache and sleeplessness. So long as he does not blow out the gas in his room, however, he will worry along somehow.

IT was a white mask that gave away the train robbery fizzle on the Missouri Pacific a few nights ago. The rest of the robbers wore black masks. The spirit of Jesse James' exploits seems as strong as ever in Missouri, but the flesh is weak. Hereafter leaders of midnight attacks will insist on a pink domino combination to prevent treachery.

RHODE ISLAND is a small state of towns and villages, but even there the prohibition law is a failure. The governor says it is not enforced "for the want of a sufficient public sentiment to enforce it." There is no such trouble in the states having license laws, which are everywhere enforced, with the effect of diminishing the number of saloons and adding largely to the revenues.

WHILE the city council is so prompt in declaring high banks of earth abutting on streets recently graded a nuisance and menace to life and limb, why are they not as solicitous for the safety of people who are obliged to cross the Union Pacific tracks on Tenth street by at once declaring the switching of freight cars across that street dangerous and a public nuisance that must be promptly abated?

KANSAS CITY will not soon lose its grip of being the hardest town in America. First came the brutal attacks of Corrigan upon the reporter and editor of the Kansas City *Times*, and now comes the report of a midnight raid upon Sam Jones' tabernacle, called the Hall of the Priests of Pallas, where the hymn books, organ and other paraphernalia of the revivalist were destroyed. Verily Kansas City thugs and vandals have inaugurated an unique boom for the border ruffian city.

THE Nebraska state board of the Knights of Labor have formulated a number of grievances against the Swift packing company and the Omaha cable railway company. These corporations should learn once for all that obnoxious iron-clad rules and contracts are galling to any freeman, whether he be laborer or official. While the companies demand a two-weeks' notice to quit and a deposit of at least twenty-five dollars as evidence of good faith on the part of each employe, they reserve the right to dismiss any of their men without notice and without appeal, and of confiscating the deposit for expected loss and damage. Such a contract is manifestly unfair and one-sided. The Knights of Labor are right in opposing this form of oppression in its incipiency.

The Trouble With Railroad Stocks.

Wall street, which has been for several months looking forward to the January boom in stocks, continues depressed. The expected general advance all along the line has failed to materialize. The public, which for years past has continued to be gulled into purchasing worthless securities, watered stocks and shaky bonds in order to roll up the commissions of the shysters and sharks of the stock exchange, are giving the street a wide berth. In consequence the gamblers have been for more than a year past forced to scalp the market and to play the game of diamond cut diamond in betting against each others judgment. The lambs have been shorn several times too often and the wolves are now fighting among themselves for the few dribbling commissions which occasionally come in their way.

Nothing more fully shows the lack of confidence of the general investing public in the methods and securities of the New York stock exchange than the fact that a seat in the exchange, which, three years ago, was eagerly bid for at twenty-five thousand dollars, now goes begging at ten thousand. Scores of memberships have changed hands during the liquidation of bankrupt concerns and the ownership of a seat in the board no longer carries with it the presumption of wealth. It has been hard times for the brokers during the last twelve months, but the public have lost nothing by the inactivity of the market. There has been a general feeling, which still prevails, and which it will take a long period of honest management to overcome, that the small investor, whether on margins or for permanent holdings, has absolutely no chance as against the great thimble-riggers like Jay Gould and Russell Sage, who can raise or depress the market to suit their own private interests. The reckless and dishonest management of railroad corporations, the wild extension of lines where there has been no actual call for their construction, and which have been built purely to float upon the market new bonds and stocks, and the disreputable methods of financial management which have been disclosed through investigations and through suits in the courts, all have combined to scatter the seeds of distrust among the public.

It is amusing, in the face of these facts, to be informed, as the people of Nebraska have been several times within the last three months, that hostile legislation on the part of the producers of this state has seriously hampered the corporations in their efforts to make loans in eastern financial centers. This is the argument which has been effectually used at every session of the legislature for the past ten years. It is true that during the past nine months several roads, which are operating in this state, have found difficulty in placing their bonds on eastern markets, but it is not true that any action of the legislature, or any attitude of the state railroad commission, has been responsible for this condition of affairs. The Burlington road, which for years past, on account of the enormous dividends which its Nebraska extensions have earned, has found no difficulty in floating securities to an indefinite amount on the Boston market, has experienced difficulty recently in so doing only because there has been a general distrust of all railroad securities owing to dishonest financial management and also because the eastern market has had enormous demands upon it to meet the great construction of railroads which has taken place during the past year. Up to the middle of 1887 it was stated that more than $50,000,000 went out from Boston alone to build the Atchison extentions from Chicago and to aid various local corporate interests in that city. Of course there is a limit to loanable capital even in such wealthy financial centers as Boston and New York, and the loan market is overdrawn the same as any other market.

Western trunk lines, especially in their Nebraska extensions, have been, and are still, among the most profitable of all the corporate investments. The B. & M. in Nebraska has for many years past earned an average of 20 per cent a year dividends upon stock which does not represent twenty cents on the dollar advanced. These enormous profits have gone to make up the dividends on unprofitable branch lines of the Chicago, Burlington & Quincy system. Even with the reduction which has recently been made in freight rates in this state, its dividend earning capacity has not been materially impaired. Because it has suffered like every other corporate enterprise in the country from the effects of the enormous demands made upon eastern capitalists, it cannot hoodwink the people of this state into the belief that any legislation which has taken place has been solely and entirely responsible for its failure to place expected loans. Every other western road in the country has found itself in the same predicament and has shared with the Nebraska roads the difficulty of securing millions to build new extensions in a new territory.

The railroad thimble-riggers and stock jobbers have sowed the wind and are reaping the whirlwind. They have no one but themselves to blame for the condition of affairs against which they so loudly protest. Sooner or later the temporary financial stringency in the loan market is bound to be relieved and there will be no lack of funds to carry through honest and prospectively profitable enterprises.

A Notable Defeat.

The failure of Mr. Randall to keep his friends in control of the democratic machine in Pennsylvania is regarded as the most signal defeat that leader has ever experienced. This is probably not an exaggerated view of it. Unquestionably Randall was extremely anxious to win in the contest for the control of the state committee, and exerted every effort and influence at his command to that end. His solicitude was shown in the fact that he went to Harrisburg to manage his fight in person, while for weeks preceding the meeting of the committee his emissaries were scouring the state in the effort to work up sentiment in behalf of the Randall wing. It was a closely defined battle between the friends of the administration and the followers of the protectionist faction in the democratic ranks, and the victory of the former was complete and decisive. They not only obtained control of the committee, but adopted resolutions cordially and emphatically endorsing the administration and declaring that the last message of the president "for the revision and reduction of the war tariff especially commends itself to us as a sure guarantee of prosperity to all classes of producers" and of a genuine and honest protection of labor.

Unquestionably the friends of the administration everywhere are warranted in hailing the victory as in the highest degree reassuring. Whether or no there was any ground for the assumption that Randall was seeking to damage, and if possible destroy, the chances of Mr. Cleveland for a renomination, in his own or some other interest, it is certainly a very great gain to the prestige of the president that his pronounced supporters in Pennsylvania were able to overthrow the hitherto strongly-intrenched leader in a contest deliberately made by him and fought with all his ability and energy. It removes all doubt as to how the Pennsylvania democratic delegation will stand in the national convention. It probably determines, and certainly will if Mr. Cleveland so wishes, that Randall will be ignored when the delegation is selected. It conveys to the democrats in congress a most forcible admonition that the sentiment of a majority of the party in Pennsylvania is no longer with the man who has hitherto represented it almost unchallenged and always victoriously. It effectually dethrones Mr. Randall as a leader, and practically says to the party representatives in congress that no further concessions are required to be made to him on the score of leadership. It is a severe blow to Mr. Randall's power, and the outlook for him is certainly ominous. Could such a result have been anticipated, it is more than probable that Randall would not have retained the vantage ground in the house he still enjoys.

It would be gratifying if this should render Mr. Randall incapable of further mischief, but it is not certain that it will do so. It may incite him to use the power he still holds more obstinately and implacably than ever before. He may be expected to continue the fight against the administration in congress and to employ every advantage at his command to embarrass and obstruct all legislation which shall have the approval of the administration. Can he now hold his following in the house for such a purpose? Will the democrats there who have acknowledged his leadership continue their allegiance after the admonition that has come from Pennsylvania? It is to be presumed that most of them will not, and if so, the defeat of Randall will be made complete, with the practical effect of ostracising him from the councils of the party. This is the ominous outlook that now confronts him, and it would seem that he will require all the political arts of which he is master to save himself from disaster. There would be some to regret such a result, but they would be largely in the minority.

A Visionary Scheme.

The scheme to dig artesian wells in the territories at the expense of the United States is as visionary as it would be wasteful. The promoters of this project may be honest, but it has all the ear-marks of a bare-faced steal. The artesian well project is by no means novel. It has been fairly tried and proved to be a failure. The numerous artesian wells at Denver scarcely furnish water enough for drinking purposes. Many of them are not free-flowing wells and every additional well diminishes the flow of those already existing. The experiment of an artesian well at government expense has already been tried once at Akron, Col. All there is to show for an expenditure of twenty thousand dollars is a useless hole in the ground that does not even furnish water for the family that lives along side of it. To attempt irrigation by means of artesian wells is idiotic. Irrigated crops require twelve inches of water in four months, which about equals 5,000 gallons a day per acre. No artesian well in existence supplies enough water for 100 acres. In any case the cost of the well would far exceed any possible increase in value of the land reclaimed. The most successful series of artesian wells, sunk under French management in the Sahara, only irrigate half a section of land. Even if the plan were feasible, it would be impolitic. If water is to be provided at government expense for arid land, ought not drainage to be provided for swamp land, and fertilizers for sterile land?

THE board of education is just now at ears and ends on the question of increased accommodations on the high school grounds. One-half of the board insist on constructing a south wing to the high school building. The other half of the board are as equally determined on a new structure, apart and away from the main building, devoted wholly to the high school, while the old building shall be given up to the grades. The issue has created a deadlock in the board, with no prospect of an early compromise. In fact, there are rumors of injunctions and appeals to the courts. This is a bad piece of business, and looks very much as though the board of education were about to vie with the city council in stirring up strife among themselves and of keeping bad faith with their constituents. Last fall when the citizens of Omaha were asked to vote bonds for school buildings there was a separate proposition by which $50,000 were expressly voted for an addition to the high school building. On that issue the bonds were carried. The board of education has no right to divert these bonds to erect a structure away from the high school. Any attempt to do so is clearly a violation of faith and illegal.

COPPER is one of the well-protected products of this favored land, and strange as it may appear it is almost wholly within the control of a French syndicate. There is an American copper trust having its headquarters in Boston, but its chief purpose seems to be to serve the foreign syndicate, which it has done for a number of years. It is just reported from Boston that the agents of the syndicate have made a new contract with the trust that secures to the foreign corporation for a period of three years the output of the principal copper mines of Lake Superior, so that the product will either be exported from the country or sold here at prices fixed by the foreign owners. It is an interesting fact for the consumers of the United States to contemplate that they must pay a tribute in the form of a tariff duty of nearly twenty-five per cent to an American trust, and on top of that a profit to a foreign corporation controlling the best portion of the copper product.

THE fame of Miss Freeman, the heroic teacher, is spreading. A New York lady writes as follows to the *World* of that city:

Three cheers for her! I refer to that brave girl, Miss Minnie Freeman, the Nebraska young lady whose school house lost its door and roof during the progress of the northwest blizzard, and left her and thirteen pupils (some as young as six years) almost wholly exposed to the violence of the storm. Oh, what wonderful presence of mind she displayed when, without an atom of selfishness, she boldly started out, having first secured the children by a strong rope to her own body, and courageously led them a distance of nearly a mile and landed them in safety at the nearest place of shelter! I think such heroic strategem deserves substantial appreciation.

THE furniture makers of the country complain bitterly of the high duties charged on certain imported articles necessary in the manufacture of furniture. A petition has been sent to congress from Michigan asking that this excessive duty be reduced. Manufacturers claim that furniture could be sold much cheaper if this is done. If the consumers were given the benefit of a reduction of duty it would be well to make it.

STATE JOTTINGS.

Cretans are trying to resurrect the board of trade.

Dewitt threatens to surpass Ponca as a gold producer.

Arapahoe sent out 442 carloads of merchandise last year and received 289 carloads.

A handsome and substantial convent is to be built at McCook, to cost between $5,000 and $10,000.

The railroad business of Crete last year amounted to 2,597 carloads, 1,118 received and 1,497 forwarded.

The Hotel Selma in Ashland will be opened and dedicated with a reception, banquet and ball next Friday.

Scores of patent interiors were frozen up in the late blizzard, and their owners presented a vacant appearance last week.

The real estate board of Fremont is preparing for the spring boom. Orders have been issued to mow down the weeds.

A special election will be held in Broken Bow, February 11, on the question of issuing $20,000 in bonds to build a court house.

Jacob Muff, of Crete, took an involuntary bath in the Blue, Thursday, and was fished out, thoroughly cooled, by friendly hands.

Mr. George H. Powers, the whetstone of the Beatrice Free Lance, is recovering from an eight weeks' siege of inflammatory rheumatism.

Brakeman Starkey, working in the B. & M. yards in Weeping Water, was squeezed between two cars Thursday and dangerously wounded in the interior department.

The supervisors of Dodge county stake their wisdom on being able to pull through the present year with $68,500. The county deserves congratulations on getting off so cheap.

Greeley Center compliments to Scotia last week, but it is rumored they were spurned on the suburbs of the town. The county seat fight has chilled the comity and intercourse of both.

The business houses of Fremont close promptly at 7 p. m. and all hands adjourn for prayer. The movement is commendable, but the town is too fast for salvation to overtake her.

Four thousand head of sheep were shipped from Benkleman last week. They sold at an average of $1.50 per head and were sent to the eastern part of the state to be stuffed for market.

Jerry Renhard and Wenzel Wetzel, a couple of Cuming county farmers with enlarged ideas of sovereignty, attempted to kick a train off the track with a pair of mules. Where are those mules now? Jerry and Wen are yet alive to unfold the tale.

A corps of B. & M. engineers have surveyed lines from Crete north and south, and the opinion prevails in that neighborhood that this means the construction of a branch to connect the Kansas City line with the extension to the Black Hills and Wyoming.

Weeping Water will give the waterworks question a second turn next month. The town officials did not tread the straight and narrow path three weeks ago when $15,000 was voted, so a second effort will be made as soon as the legal forms are complied with.

Plattsmouth has just been relieved of one of the meanest mortals that ever drew breath. His name is Charles Johnson. He deserted a sick wife and robbed her of $270 in cash, the savings of years, and left several fat bills on the books of trusty merchants. Some friendly poor house will eventually box his carcass.

The Blair Republican thinks Omaha is a soulless corporation and does not care a a fig for the country through which the Yankton road will be built. The Republican is suffering from a contraction of its brain bureau, and its inability to see beyond the beacon on its nose is excusable in the present state of the weather.

Scribner is suffering from an attack of county seat fever. Since the old rookery in Fremont was scourged by fire the idea of removal has grown into active life in the Scribner neighborhood. The German Farmers' club has offered a bonus of $5,000 as an incentive to removal. A vigorous and bitter fight is dawning in Dodge.

The south bound passenger train between Crete and Wilber, plowed through a drove of cattle during the blizzard, without leaving the track. The engineer could not see ahead and was running at a lively rate through the storm. The cattle drifted on the track and twenty-three were killed. The engine was daubed with the hair and blood of the slaughtered animals.

The Omaha half dime museum, stocked by the late blizzard, has met with cold indifference and rebuffs since its inauguration. The scheme of the loquacious lo's to raise a few reds from the frozen form of their brother has been a financial failure. Times have changed. The dust and rust of the past has not enveloped the time when the white man would pay liberally for a glance at a "good" Indian.

The Weeping Water Republican feels sore at heart and mortally offended because that distinguished lawyer of Omaha, Judge Salvation Cooley, failed to call on the editor while in town last week. The Republican's affection for the jedge is valued at $7.50 cash, and his failure to fork over that amount has impressed the editorial mind with the cruel belief that the jedge would steal—a ride on a railroad train or any other conveyance if he could hide in the closet.

John S. Stull, the victim of Humphrey's iron jaw, has risen from the judicial boneyard of the First district to smash another opponent. He has written to Brother Fellows, of Auburn: "Please discontinue the Post." Such disinterested advice tendered without a retainer surprised Mr. Fellows, and he replied tartly: "Had you asked us to discontinue the suit we have against you for what is due us, and assigned a good reason therefor, we would have gladly considered the proposition. But after refusing to pay us what you justly owe, now to ask us to 'discontinue the Post' is, we think, very unreasonable. You are selfish!"

The wise man of Syracuse, with two dronio daughters, sent out pressing invitations last week to male admirers to participate in a snow shoveling bee. The responses in person were prompt and numerous, and the wise man had roads opened in all directions with very little energy on his part. The beaux worked like beavers on a dam, and were treated to a hot supper when the job was done. But the girls did not appear and their ardor and appetite fell to zero and below when the old man, with a hilarious wink, informed them that the girls were visiting in Nebraska City. The announcement produced a delicious coolness under their collars and they kicked themselves to their respective homes.

The West Point Republican is one bright and ever blooming admirer of Omaha enterprise and getthereativeness Its truthfulness in an exhilarating oasis in a desert of doubt. Speaking of the reorganized Omaha & Yankton railroad company, the Republican says: "This now bears a strong impress of business. Omaha has evidently come to the conclusion that she has waited just as long as it is safe and is determined to do something. Not only is this true of Omaha, but it is also true of at least two railroad companies. There is no doubt that the Chicago, Milwaukee & St. Paul and the Missouri Pacific both intend to occupy this territory. These companies came to this determination a good while ago, but by tacit consent neither has made a move up to date. But the situation has changed. Another actor has appeared upon the scene, The Illinois Central is coming into Nebraska, and is evidently not open to any compromise. The other companies are evidently aware of this and know there is no time to lose. It is a fortunate thing for the country that matters now assume the shape that they do, It means music in the air in railway circles next summer."

Our Commercial Marine.

H. K. Thurber in Drake's Magazine.

There is nothing more strange than the perfect equanimity with which our people view the decadence of the shipping interests of this country, which once were so prosperous, and in which the nation took such great pride. It is the more strange in view of our great activity in all enterprises on this continent. A nation of sixty millions of people, the greatest producers and the largest consumers per capita of any nation in the world, one which it would seem should have a greater interest in its commercial marine than any other, sits supinely by and sees this once prosperous industry go down, down, until its flag has nearly disappeared from the ocean.

Early in this century we began to be a rival of England in the ocean carrying trade, the war with England in 1812, we made rapid strides; from 1814 to 1827 we increased our foreign tonnage 300 per cent and in the same time England's tonnage increased only 50 per cent.

An editorial in the London Times in May, 1827, said: "It is not our habit to sound the tocsin on light occasions, but we conceive it to be impossible to view the existing state of things in this country, without more than apprehension and alarm. The shipping interests, the cradle of our navy, is half-ruined. Our commercial monopoly exists no longer; and thousands of our manufacturers are starving or seeking redemption in foreign lands, We have closed the Western Indies against America from feelings of commercial rivalry. Its active seamen have already engrossed an important branch of our carrying trade to the East Indies. Her starred flag is now conspicuous on every sea, and will soon defy our thunder."

No wonder that England was alarmed. We built better and faster sailing ships; they were manned and sailed by American seamen. We had at one time 2,188 American shipyards that employed 21,345 men in building ships; we paid to those operatives $12,713,815; and we produced the value of $36,800,327 annually in "American clippers."

Now we have 12 shipyards building iron ships and 175 yards building wooden vessels—which includes 85 that are building shipping on the lakes.

We transported of our exports and imports from 1791 to 1830, 86 per cent; from 1832 to 1840, 37 per cent; from 1840 to 1857, 65 per cent; from 1857 to 1860, 67 per cent; from 1861 to 1870, 46 per cent; from 1872 to 1880, 28 per cent; from 1881 to 1885, 21 per cent, and in 1886 only about 11 per cent. Vessels sailing under foreign flags in 1886 carried about 89 per cent of our own exports and imports. The amount of merchandise in value was $1,676,819,258 At a low estimate we paid to foreign ship owners for freighting our own goods $75,000,000 in 1886.

England's wealth and power is the result of the fostering care she has taken of her shipping interests. In 1651 parliament passed an act: "That no goods should be imported into England or exported out of it, except in vessels belonging to the people of England." Eben Scott says; "The result of that act far transcended the wildest dreams of Lombard and Venetian avarice, or the grandest schemes of Spanish and Portuguese conquest. It not only secured to the people who enacted it the greatest share of the world's carrying trade, but the trade also knew its master and followed at once with becoming servility. England's rulers from that time have, through all the changes of times and conditions, held to the policy of controlling, so far as possible, the carrying trade of the world. When it became evident that iron would replace wood in building ships, and steam vessels could drive sailing vessels from the ocean carrying trade, England's rulers, carrying out the same policy or control under the changed conditions, promptly granted such large sums for ocean mail service that her merchants were induced to build and run steamships, so that Great Britain now holds and controls to a great extent the carrying trade on the ocean.

Germany, France, Italy, and even Spain, seeing the great benefits accruing to Great Britain from the wise policy of dominating the world by her steam commercial marine, are following in her footsteps and are becoming rivals in ocean transportation.

This country, with the most extensive sea coast of any nation on the earth, with a vast surplus of raw products needed by other nations, with a manufacturing capacity capable of competing with, and in many instances leading other nations both as to cost of producing and superiority of product, are now in the position described by Hon. Chauncey M. Depew in a recent speech: "We build 140,000 miles of railroad at a capitalization of $8,000,000,000 to bring the output of our farms, our mills and our mines to the sea coast and then sit on our treasures and gaze upon the ocean with something of the helpless wonder of the aborigines who first roamed these states."

The London Gazette in a recent issue says: "In the palmy days of American shipping, their fine clippers were to be found spreading their white wings in all parts of the ocean; now it is a rare thing to meet in the world's highways a vessel flying the American flag;" and it went on to say that although our flag was rarely seen on the ocean, the American people were beginning to wake up to the situation and it behooved Englishmen to keep their "weather eye open," and to take every step possible to maintain their supremacy on the ocean.

It is to the interest of the producer of raw products, every manufacturer, every merchant, every laborer, that this great industry should have the same encouragement as foreign nations extend to their shipping interests. It utilizes the product of our forests and our mines; it gives us vessels for a navy, ready in time of war, and it produces skilled American seamen. Ninety-five per cent. of the cost of ship-building is paid for labor. Is this subject not worthy of our immediate attention?

Collision-Proof Trains.

New York Commercial Advertiser.

Railroad accidents, as a rule, are unmitigated calamities without a redeeming feature. But the accident which happened to the Pennsylvania's limited vestibule train near Pittsburg yesterday morning might be called almost a welcome and fortunate one. The train was going at full speed when it ran into another train, with the familiar result of smashing both locomotives into a mass of scrap iron and blocking the line for several hours. But the engineers and firemen luckily escaped serious injury; and, as for the passengers on the limited, none was badly hurt, and most of them remained in ignorance of the fact that anything remarkable had happened until they went forward and took a look at the locomotives. Several bore witness that they "were asleep in their berths and were awakened by the crash, but were not otherwise disturbed." The vestibule cars themselves were so slightly injured that they could continue on their journey to this city as soon as the track was clear.

This, we may hope, points the way to a new and brighter era in railway traveling. If the vestibule system proves, as in this incident, conducive not only to the greater comfort but also to the greater safety of the traveler, it will be regarded with justice as a necessity, rather than as a mere luxury, and will perforce come into general use. Yesterday's accident, if it had befallen a train of ordinary cars, would have occasioned, undoubtedly, a general smash-up and a deplorable loss of life. The cars would have been broken into bits and twisted up and piled together and burned up, as usual in such cases. But here was a long train, welded together on the vestibule plan, which ran full tilt into a heavy freight train, and did not even leave the track, nor was it disabled sufficiently to prevent its further progress. This is emphatically a new thing in railroading. The days of "telescoping" seem to have gone by, or, at least, they will soon be passed, if the vestibule system can be relied on to the extent which this occurrence would appear to indicate as reason ably probable.

Lovely Trio of Kilkenny Cats.

Philadelphia Record.

The most novel strike of the season is that of the railroad companies against the steel rail mills. Two years ago the eleven steel rail mills of the country were organized into the Bessemer Steel association. At that time steel rails were selling for $27 per ton. The first aim of the new association was to advance prices, and in furtherance of that idea its members decided to restrict production. This move forced an active demand from the railroad companies, and the price of steel rails was rapidly advanced to $40 per ton. But the railroad managers determined they would not be caught a second time in the same trap, and last summer they entered into a combination to keep out of the market until the price of steel rails for delivery in 1888 should have been reduced to $30 per ton. Then the manufacturers determined that they would not be beaten at their own game, so they decided to close their own mills rather than yield. The struggle has now become one of endurance between these giant combinations. A third combination, the coke syndicate, has been dragged into the contest because of the stoppage of work in the mills and the consequent diminution in the demand for coke, the price of which has been reduced from $2 to $1.50 per ton. This loving trio of Kilkenny cats will have the best wishes of the little kittens.

BOOKS AND MAGAZINES.

"The Debater's Handbook" is a late publication by Lee & Shepard, Boston. It is a valuable book to the young and old.

"Ca Ira or Danton in the French Revolution," by Lawrence Gronlund, A. M., is issued by Lee & Shepard, Boston. The book is dedicated "to the earnest minority who are waiting and working for the new social order," and will be found interesting to all classes.

E. N. Kirby is the author of "Vocal and Action Language," a very valuable and interesting work for the student and instructor. Lee & Shepard, Boston, are the publishers.

"Talks to Young Men (With Asides to Young Women)," is the work of Rev. Robert Collyer, published by Lee & Shepard, Boston. The productions of Robert Collyer need no praise. His excellent advice has modelled the lives of many worthy men, and this, his latest production, will be found beneficial to all who read it.

"Faith's Festivals," by Mary Lakeman, is a pretty little Christmas story, and worthy a place on every family book-shelf. Lee & Shephard, Boston, are the publishers.

"Baker's Humorous Speaker" contains a series of recitations and readings in Yankee, Irish, medley and Negro dialect. Lee & Shephard, Boston, publishers.

Lee & Shephard, Boston, have a series of handsome little books which speak for themselves, and should have a place in every home. They are excellent reading for the old and young. Among them are "Gray's Elegy," "It Was a Calm Night," "Why Should the Spirit of Mortal be Proud?" "Ring Out, Wild Bells," "The Breaking Waves Dashed High," "That Glorious Song of All." Each is handsomely illustrated, and combined will make an excellent present to a friend or self.

A very interesting book is that entitled "The Colonel's Money." It is by Lucy C. Lilly, and published by Harper Bros., and is a pretty story.

Poems by Josiah Allen's wife (Marietta Holley), illustrated by Gibson and others, is a late issue. There are over sixty poems, some short and others of considerable length, in this dainty and beautifully gotton-up volume. Some of the separate poems are exquisitely tender and beautiful. As a whole there is a naturalness, a delicacy and sweetness of sentiment, and a touching pathos, to say nothing of the rhythm pervading it, that cannot fail to commend the volume to all lovers of good poetry. Published by Funk & Wagnalls, New York.

Juliet Carson has written an instructive book entitled "Family Living on $500 a Year." It is a daily reference book for young and inexperienced housewives. Harper Bros. are the publishers.

W. P. Frith, R. A., has written a work entitled "My Auto-biography and Reminiscences." A very interesting tale is this and one which will prove instructive to young and old alike. Harper Bros. are the publishers.

The latest production of the pleasing pen of W. D. Howells, is entitled "April Hopes." The name of the author will insure it attention and the work will be the subject to same criticism pro and con, which this writer has encountered. "April Hopes," however, is a delightful story. Harper Bros are the publishers.

The Woman's World improves with every number, and that for February is particularly interesting. The frontispiece is a portrait of the Princess of Wales in her academic robes as a doctor of music. Lady Wilde, the mother of the editor, opens the reading pages with a poem on "Historic Women," this is followed by a prose description of a historic house, Kirby hall, the home of Sir Christopher Hatton, by Lady Constance Howard. "Medicine as a profession for women," is the subject of a paper by Mary A. Marshall, M. D. The literary and other notes by the editor, Mr. Oscar Wilde, are more literary than otherwise, but they are all conspicuous for that easy style and cleverness for which Mr. Wilde is famous. The discussion of the month's fashions is left to the end of the magazine. There are London fashions and Paris fashions and pictures of Sara Bernhardt's costumes in her new play. The Woman's World realizes its mission and is prepared to fulfill it. Cassell & Co., New York.

"American Authors," by Amanda B. Harris, is published by the D. Lothrop company of Boston. All lovers of books have a natural curiosity to know something about their writers, and the better the books the keener the curiosity. Miss Harris has written the various chapters of the volume with a full appreciation of this fact. She tells us about the earlier group of American writers, Irving, Cooper, Prescott, Emerson and Hawthorne, all of whom are gone, and also of some of those who came later, among them the Cary sisters, Thoreau, Lowell, Helen Hunt, Donald G. Mitchell and others. Miss Harris has a happy way of imparting information and the boys and girls into whose hands this little book may fall will find it pleasant reading.

Josef Hoffmann's present craze is typewriting. Mr. Abby gave him a typewriter for a Christmas gift and the lad refuses to part from it, so it has to be carried with him from city to city, so that he can practice constantly in the intervals of his concerts.

Catarrh to Consumption.

Catarrh in its destructive force stands next to and undoubtedly leads on to consumption. It is therefore singular that those afflicted with this fearful disease should not make it the object of their lives to rid themselves of it. Deceptive remedies concocted by ignorant pretenders to medical knowledge have weakened the confidence of the great majority of sufferers in all advertised remedies. They become resigned to a life of misery rather than torture themselves with doubtful palliatives.

But this will never do. Catarrh must be met at every stage and combated with all our might. In many cases the disease has assumed dangerous symptoms. The bones and cartilage of the nose, the organs of hearing, of seeing and of tasting so affected as to be useless, the uvula so elongated, the throat so inflamed and irritated as to produce a constant and distressing cough.

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