

IN SPITE OF TARIFFS

PRICES DECEASE BECAUSE OF IMPROVEMENTS.

Some Fights Demonstrating that There Are Far More Potent Influences than the Tariff Governing the Prices of Commodities—Must Be No Delay.

Some Plain Facts.

In a financial article in the New York Tribune states that "in a whole generation of continuous protective duties here and continuous free trade in Great Britain prices of American products have been reduced almost exactly as much, in spite of the addition of duties said to be intolerable to consumers, as prices have been reduced in Great Britain during the same time." This fact demonstrates that there are far more potent influences than the tariff in governing the prices of commodities—a truth which the protectionists obstinately refuse to recognize. In a well-known work Mr. David A. Wells, the eminent economist, has reviewed the causes that have produced the great revolution in trade, the results of which are recorded in statistics of prices.

Chief among these causes are inventions and improvements of labor-saving machinery; discoveries of new materials of manufacture, better organization of labor, and the cheapening and extension of means of transportation by land and sea. These mighty agencies for supplying the wants and increasing the comforts of mankind have overcome in great degree the obstructive methods of tariff-mongering legislation. It would be tedious to recount the labor-saving inventions and discoveries within this generation that have multiplied the products of the factory and field, and vastly cheapened their cost throughout the world in spite of jealous tariff restrictions upon trade.

In further comparing the statistics of prices, the Tribune finds that "greater cheapening of products has been realized by Americans than by the people of Germany," and it concludes: "Though Germany has prospered greatly under protection, it has neither made such progress in industries as this country, nor realized as great a cheapening of products to consumers." In certain lines of industrial progress, notably in the application of chemical discoveries to manufactures, the Germans have not realized as cheap prices as have people of this country and of free-trade England. Germany has been subject to a corn law system (somewhat mitigated recently) which has much enhanced the cost of breadstuffs and provisions to her consuming millions. In Great Britain, on the other hand, these commodities are free of tax; while in this country the McKinley duties on them, for the sake of protection, are mere futilities. This is what serves to explain the statistical phenomenon in regard to Germany mentioned by the Tribune. It is not pretended that other commodities besides food supplies are dearer in Germany than elsewhere. Let the duties be taken off the bread and meat of the Germans, and the phenomenon would disappear.

For the rest, the fact remains that the tariff makes the cost of textile fabrics of nearly every description, of many manufacturers of iron and steel, of earthenware and glassware, and of various other articles too numerous to mention, much greater in this country than in Great Britain, or in Germany. While under the influence of potent agencies of modern civilization the cost of commodities has steadily declined for thirty years or more, the American people do not receive the full benefits of the industrial revolution to which they are entitled. While they supply the world with cheap food, they are obliged to pay exorbitant duties on many of the commodities which they receive in exchange. It is the mission of tariff reform to correct this evil.—Philadelphia Record.

Anti-Tariff and Anti-Monopoly.

A reform must be close at hand when the ministers of the churches dare proclaim it in unmistakable language from their pulpits. The anti-slavery agitation was coming in on the homestead before ministers, to any considerable extent, took part in the reform which culminated in the freeing of the bodies of the black slaves. Now that both white and black slaves are struggling to obtain industrial freedom from the onerous taxes that shackle industry, cramp body and mind and lead to political corruption, it is an augury that the industrial freedom proclamation may soon be promulgated, to bear a sermon like the one preached by the Rev. John J. Peters, of St. Michael's Church, in New York City, on Jan. 8. He condemned in strong words the politicians who steal from the poor; the officials who take bribes; legislatures that give away valuable franchises without compensation; the party papers, "to whom all that their worst party bosses do is right, provided only they bear the party name," and evil in all places. "Woe," he said, "to the monopolies and trusts, coal combinations, sugar trust, window-glass trust, Standard Oil, men that go to Congress to lobby through a measure, to put a high tariff on steel rails, tin plate, articles of clothing as consumption in order that they may reap enormous profits, joining house to house, field to field, with the money which they filch from the pockets of the wage earners, grinding the faces of the poor."

Canadians Like Cheap Sugar.

Because of the repeal of the duty on raw sugar in the United States the Canadian Government has been obliged to make similar concessions. The opportunity of smuggling necessitated such a policy. As a result there is a shortage of revenue and an increase of Canadian debt. There is no argument for reciprocal commercial understanding between the two countries more impressive than the inability to maintain unequal tax rates on articles of importation. Even our Chinese restriction law is rendered partially abortive by the failure of the Dominion to undertake a similar foolishness.—Philadelphia Record.

Our Blessed McKinley Tariff.

As nearly everybody knows, the transatlantic steamship "Umbria" brought her shaft on her last voyage in 1892. An officer of the company said

that there was a "new shaft on the other side of the Atlantic, but the tariff tax would be half of the original cost of the shaft section they would not have it sent over and put on this side, but would take the Umbria to Europe and have the repairs made there. There were plenty of mechanics in New York capable and willing to make these repairs, but our tariff laws came between them and their bread and butter."

The New Pla-e Glass Trust.

The form of trust adopted by the manufacturers of plate glass on the last day of the old year closely resembles that which has been used for some years by the manufacturers of steel rails, and it may be noticed that the number of factories is very nearly the same in both of these industries. There are eleven plate-glass factories, and three of these are controlled by one company. The nine companies or firms which own these eleven factories have combined by appointing an agent or commissioner who will sell all the glass produced by them and distribute orders among the producers. These orders will be apportioned according to the productive capacity of the several factories. The commissioner will not only regulate production but also maintain a uniform price. In this way competition both in production and in prices is suppressed.

This is not the first attempt to make a combination in this industry. For some years the manufacturers have been experimenting with combination agreements of one kind and another. A few weeks after the enactment of the McKinley tariff the New York Tribune directed attention to these practices in the following telegram:

PIERREBURG, Dec. 25.—A meeting of the manufacturers and jobbers of the plate-glass industry will be held in New York next Saturday. At the recent New York meeting it was decided to advance prices 30 per cent, but since then Western men have made a stand for a 25 per cent advance. The average combination of the manufacturers is to keep plate-glass prices at the highest figure possible, and at the same time keep them low enough to shut out all importations.

This object can be attained more surely by the plan now adopted than by the verbal promises of the manufacturers. When all orders must be addressed to one Commissioner, who is bound to exact a uniform price, there will be no room for variations and secret underbidding.

The leading manufacturer recently said that the domestic product had come to be 90 per cent. of the entire supply. The fact that 10 per cent. of the supply, if that be a correct estimate, is still imported in spite of very high tariff duties indicates that by means of combination agreements the selling price of domestic plate glass has been maintained far above a normal level. This may also be indicated by the large profits of the industry. The leading company paid a dividend of 34 per cent. in 1889, and the new tariff has made the importation of plate glass more difficult in the last two years, although the specific duties on the leading sizes were not changed. The duties on the two specified sizes larger than 24 by 30 inches are 25 and 50 cents a square foot, respectively, and these were equal in 1891 to 66 per cent. in the first case and 105 per cent. in the other. Such are the imports under the shelter of which the manufacturers combine to exact high prices from the people who gave them the "protection" which they abuse.

It was supposed that by means of the Federal anti-trust law the people could reach these unlawful associations, but the affiliation of the Harrison administrations have prevented the enforcement of the new law. The combination of plate-glass manufacturers and many other combinations will not be overlooked, however, in the coming revision of the tariff.—New York Times.

No Delay, Trimming or Cowardice.

Every argument and pretext for delay in weeping the fruit of a Democratic victory is a concession to the demands of the defeated party. Only those who are cowardly, or wavering, or mercenary will give to the pleas for procrastination any consideration. To stop the wheels of a beneficent revolution is to join the reactionists and to become an enemy of progress. The people voted for reform—not the mere idea of tariff reform, but for actual, efficient, radical reform. They voted for that method of reforming a great abuse and evil, which is to destroy it. They did not vote for that spurious method of reform which would tolerate further the abuse and evil, postponing the day of reckoning and arresting final judgment. The demand for reform was as emphatic in relation to the time as in relation to the principle which was to be enforced. As in many cases at law, time is the essence of the contract into which the Democratic party entered with the country in its platform and at the ballot-box.

There is no necessity nor excuse for procrastination. Two or three campaigns of education have been fruitful. The people of this country, all men who read and vote, are as well instructed now on the tariff question as they will be at any time in the perceptible future. Congressional committees can find out nothing new on the subject of the tariff. A tariff commission could not extricate from any possible mass of testimony a single fact in regard to the commerce and industries of the people which would add a ray of light to the common intelligence. Every feature of tariff legislation and its practical effects has been elaborately discussed, and no further period of deliberation is necessary or desired. Every hour of delay beyond the period at which the new Congress can assemble and obey its legislative capacity the mandate of the voters is an hour of cowardice. The people have no time to wait. They do not propose to stand in the vestibule and cool their heads, while their representatives in the inner halls are considering the advisability of obeying their command. If the Democrats in Congress shall fail to administer at once and effectively the commission with which they are charged they will have disobeyed and forfeited it. For this infidelity to duty they will be held accountable. No cowardice, no trimming, no pattering, no delay, is the

THE Associated Press said recently that Yonkers would have a new carpet factory. Yonkers now has the largest carpet factory in this country; but, of course, with free wool in prospect new factories must go up to supply the great demand for carpets that will follow general prosperity and cheap carpets—but these items are hard blows for the McKinley "demolition bow-wow" prophets.

THE great and modest Sir Isaac Newton, with his vast attainments, once likened himself to a child who had only gathered a handful of pebbles on the seashore. His knowledge was very little, in his own view of it, yet his varied attainments seem almost to transcend the known capacity of man.

THERE are people in the United States who don't realize that an election has occurred. Trust-makers may continue to ply their trade until next March, when the new administration will curb their powers.

Good passenger locomotives which develop 1,200 horse-power cost about \$10,000 apiece.

demand made at the ballot-box. It is the recorded will of the voters.—Chicago Herald.

Steel Rail Trust.

The American Manufacturer is protectionist in the strictest faith; it is, however, one of the best organs of the iron and steel industry. From its annual review of the trade for 1892, we extract the following:

"There was nothing of an up and down character in the steel rail trade during the past year, at least so far as prices were concerned. Ever since the price of standard heavy section rails was established on a basis of \$30, Pittsburg, Feb. 1, 1891, that figure has been maintained in the face of a demand lessened by the high prices charged and with more or less friction within the Steel Rail Association over the question of the distribution of orders. There is no question but that the steel rail trade was much smaller than it would have been had the price been placed even arbitrarily at a lower figure, and through the rail trade almost all other branches of trade were affected. At the beginning of the year 1892 it was predicted by parties prominent in the rail business that the requirements of that year would exceed those of 1891 by 500,000 to 750,000 tons. This was based on the expectation that the railroads of the country would make extraordinary efforts in the way of improving and increasing trackage to be met to the enormous traffic consequent upon the World's Fair. While this expectation has been realized in a measure, the cause cited above has prevented its full fruition. The production of heavy section rails in 1891 amounted to 1,089,000 tons and for 1892 a little under 1,300,000 tons, the official figures not having been announced. This shows the increase for 1892 to have been only about 210,000 tons, or far less than was expected, or at least hoped for, by the rail-makers. The association has decided to make the price of rails for the present year on a basis of \$29, Pittsburg. If this figure is adhered to with soft steel getting nearer to \$20 apparently, and if railroads restrict purchases as much this year as last, the bond of union holding together the various steel rail concerns in the association will be subjected to a crucial test. It is the opinion of many that were this branch of trade placed on a footing of open competition it would be beneficial, not only to the steel rail business, but the direct and moral effect on all other lines would be great."

It is expected that the next Congress will gratify the wishes of the manufacturer by putting steel rails on the free list. There will then be open competition, with all of its attendant blessings to other branches of trade.

Wool-Growers Are All Right.

So it seems the wool-growers were deceived all the while when told that free wool would be the death of them. Now that free wool is seen to be inevitable, the alarmists of other days are telling the farmer that he is all right, tariff or no tariff. The Chicago American Sheep Breeder asserts that "the most intelligent thinkers do not apprehend any such dire results as the calamity-criers would have us believe," and says the "mutton-raisingers have nothing to fear," as "the consumption of mutton is on the increase," and "the mutton business is paying better than any other branch of live-stock raising," so much so that sheep, "without a pound of wool," are leaving "a golden track," and are "mortgage-payers." Even more striking are the added comments of the Boston Journal of Commerce:

"Sheep husbandry and wool production will be an important occupation in this country for generations to come, either by itself or in connection with general agriculture, whatever the tariff policy of the United States may be. The style of sheep husbandry may change somewhat, from the merino to the English type, in case of free wool, but it is bound to play an important part in the vocation of the farmer. The merino sheep is but a pioneer sheep at the best, and is always succeeded by the mutton sheep with the advance of the higher forms of agriculture which accompany the progress of population. In a thickly settled locality no farmer can afford to raise merino sheep in preference to mutton sheep. These conditions affecting sheep husbandry are not disturbed by the tariff policies of the government."—New York Evening Post.

ISN'T it most singular that not one person in five hundred ever consults a physician except when overtaken by illness. If every man and every woman, even in perfect health, would every sixty days consult a skillful physician, submitting to such examination as may be deemed necessary, the results would be most salutary in preventing the slow and almost imperceptible inroads of disease. Preventive work should be by far the most valuable service of the true physician to any mortal. Yet all avoid consulting him except for curative treatment. Give your physician a chance to keep you in good health, and not stupidly wait till you are ill, and probably hopeless so, before you ask him professional services.

THE Associated Press said recently that Yonkers would have a new carpet factory. Yonkers now has the largest carpet factory in this country; but, of course, with free wool in prospect new factories must go up to supply the great demand for carpets that will follow general prosperity and cheap carpets—but these items are hard blows for the McKinley "demolition bow-wow" prophets.

THE great and modest Sir Isaac Newton, with his vast attainments, once likened himself to a child who had only gathered a handful of pebbles on the seashore. His knowledge was very little, in his own view of it, yet his varied attainments seem almost to transcend the known capacity of man.

THERE are people in the United States who don't realize that an election has occurred. Trust-makers may continue to ply their trade until next March, when the new administration will curb their powers.

Good passenger locomotives which develop 1,200 horse-power cost about \$10,000 apiece.

TOGS FOR LITTLE TOTS.

AN ARRAY OF VERY BECOMING STYLES FOR CHILDREN.

The Newest Skirts Are Having Their Ruffles Lined with Crinoline—If Only We Could Be Sure the Fad Will Go No Further!

Gotham Fashion Gossip. New York correspondence:

CAREFUL dressing is as evident in case of the children of the stage as it is in their elders of the profession, the opera and tragedy queens. The initial illustration portrays a young exquisite as attired for public display, and just as mothers take pattern after the costume of the adults for their own wear, so they take the dress of stage children as models for their own little ones' garb. Fashions for boys are now very handsome. Maybe the boys don't like their new styles as well as the mothers must, but that has nothing to do with their looking perfectly distract-

The original of the second picture was a boy of eight or so, sturdy and well put together. He had on his well-set curly head a visor cap of the admiral kind. His knee breeches fitted well to his sturdy legs and a perfectly distracting "reefer" jacket finished the rig. The whole was in bright blue cloth, the buttons were brass, and shone like the sun in the boy's moist face. Just above the top button of the jacket a scarlet necktie showed. From the pocket in the jacket the corner of a crisp handkerchief peeped, and his stockings were black and his shoes sturdy and boyish-looking. I can't say he encouraged the admiration which his appearance created. He gave one young lady a reproving glance and then looked the other way with a smile, quite as if he were saying "to himself, and meant her to know it, "You can't make any impression on me, my young person."

The little fellow just described was attired like, and looked, a little man, but many mothers prefer to dress their boys more elaborately. Such welcomed the Little Lord Fauntleroy costumes, and now that they are out of style, they continue their rage for his sash and curls and a general notion

A MANLY GET-UP.

of picturesqueness for their small boys. Several little fellows have been confined to that in consequence they wish they were dead, but that is a dangerous light to any woman's eyes without a shadow.

The last boy who confided in me can be seen in the third picture. He wore black velvet knee breeches, a very short Zouave sort of jacket edged around with a jetted braid, and was worn over a shirt of fine white muslin, very full and with a ruffle all down the front. The ruffled cuffs of the shirt turned back over the velvet sleeves. On his long wavy hair a Scotch cap was set, with a feather to delight any boy's heart sticking up in front. A bright tie was at his throat, and his stockings were silk. Yet this ungrateful small boy stood thrashing his switch about his head and said that if his "man did his tailoring he could not get his togs right, anything," he would have abstained and buried them long ago. "And if he didn't take such good care of me, I'd drown myself, I would, the next time I had me put into the things. Why, there isn't a boy on my block who will speak to me. The fellows who are got up the same way by their mamas are as ashamed as I am, and the other fellows, of course, won't know me. You can't blame them now, can you?"

For Women's Wear.

Turning from the little ones, the next picture shows a dress of white Indian crepon suitable for a young or middle-aged woman. It has a bertha of mousseline de soie, embroidered with a satin stripe, plastron of white mousseline de soie, and flounce, collar and belt of maize velvet. The skirt is lined with silk or alpaca, and trimmed around the bottom with a gathered flounce of rib velvet to match the corslet.

The skirt is made of double-width material and lined with silk or alpaca, or any other lining of less width, the lining is usually wide enough to cut the side pieces, but not those of the front and back. A good way is to place a

MORE PICTURES.

whole width of the alpaca or other lining in the middle of the front, and add a sufficiently broad piece each side. This plan uses less lining than the ready-made case of delirium tremens in quarters and then dividing the skirt in the same manner, when the fullness can obscure its idiosyncrasy.

is covered by the skirt, it is sufficient for it to be two inches to two and a half long. The plastron starts at the shoulder, touching the collar, and stops half way between the collar and the top of the darts; it is covered with pleated mousseline de soie. The crepon fronts usually finish at the plastron, but they may be continued underneath if it is wished to alter the dress at any time. A series of gathered mousseline de soie follows the outline of the plastron, and is continued around the back of the neck and down the edges of the plastron to the corslet. The military collar is of the material, and is covered with a piece of surah on the cross. It fastens in front. The corslet is made of ribbon velvet, wound twice around the waist; or a foundation may first be made of Victoria lawn, well boned and lined with steam, on which the ribbon is placed. A look as though wound round the figure, can be fastened under the arm at the back. The trimming of this

A KNOT AND A MILE.

How Navigators Compute Distance—Dead Reckoning.

"Will you please explain the difference between a knot and a mile?" "What is the meaning of the term knot, as applied to the great speed made by the City of Paris?" "Is not the term knot simply a unit for measuring the speed of a vessel at sea, and has it anything to do with the actual distance that the vessel makes in a specific time?" These are only some of the questions asked by "A Subscriber," "Constant Reader" and scores of others whose letters arrive by each mail and each requesting a reply, some inclosing a slip of paper and an address stamped envelope, some with stamps only and many with neither stamp nor money, the writers having no thought that the answers to such correspondents involve not only expense to the newspaper of employing persons to answer these letters, but there must be added the cost of stationery, postage, etc. Some writers also neglected to give their address, so that many letters cannot be answered. This latter class, no doubt, charges the editor with indifference, while the fault is entirely with the writer who neglects to say to whom and where the reply is to be sent.

But what is the meaning of the word "knot?" It is purely and wholly a nautical term, having specific and direct application to the speed and distance made by a vessel moving in water. The word "knot" is the mariner's term for a nautical mile, and its use is really derived from the log-line used by navigators of the ocean when they wish to determine the speed and the distance that the ship has probably sailed in a given time. The log-line is an important and a very necessary part of a ship's fittings; especially is this the case when, for several days at sea, the navigator is unable because of the sun being hidden by clouds of thick weather to get a peep at it with his sextant, from which the actual position of the ship is worked out. With the data taken by a frequent heaving of the log (a small block or section of wood with a long line attached and run out from the stern of the vessel for a specific number of seconds) noting the force and direction of the wind, the position of currents, or rather influences acting favorably or against the progress of the ship, the navigator is enabled to calculate very nearly, in overcast or foggy weather, about where his ship is at any hour of the day. This is called "working out the position of the ship by dead reckoning."

Every one who studied the geographical table in his early school days will recall that part of the sing-song recitation running like this: "69 1-6 statute miles, or 60 geographical miles equal one degree of longitude