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Manager Hanna-Uncle Sam will now sing for you, gentlemen-to the tune of "Nine Millions a Year."

the statements made in favor of the subsidy bill. One of these statements Bellefonte, Pa., Fed. 15, 1901. is that the amount paid by the carriage of foreign mails should be deducted How to Care Grip, Which Now is Enfrom the amount of the subsidy when tering Its Season. the expense is being considered. In This is the beginning of the season other words, it has been plainly intiwhich will last for at least four months, when colds, catarrhal fevers, influenzas or mated by Senator Frye and others that grip will abound, says Popular Science News. At this time when one has been these subsidized ships are to carry all the foreign mails of the United States. In examining into the records of the

American ships which will draw sub-

sidy the business men discover that if

these ships carry the mails the mails

to Europe and from Europe will be de-

layed from two to three days. To have

these ships carry the foreign mails in-

stead of having them carried as they

are now by the fast foreign companies,

would result in the loss of many mil-

lions of dollars to American importers

and exporters. This feature of the sub-

sidy bill has brought forth a good many

'An ordinary business man calculates

the advantages of a contract according

to the terms of the contract itself. Eng-

land, France and Germany require of

ship companies drawing governmental

subsidy contracts setting forth in detail

the services which the ships are to per-

form under the contract. The pending

subsidy bill in congress provides for a

contract. The only thing in the con-

tract that the ship companies agree to

do is to build ships equal to the ton-

nage drawing subsidy in American

yards. An examination will show that

these ships can be paid for exclusively

out of the subsidy. The contract does not provide that these ships shall ever

be run unless additional subsidy is de-

sired upon the ships. They can be sold

at once to either Americans or foreign-

ers. They do not contract for any

amount of speed or any number of

cruisers; the only thing that they con-

tract to do is to use a part of the subsidy money in building ships for them-

selves. Let any business man place

himself in the position of the govern-

ment concerning this matter, and what

would be think of the value of his con-

Some Points on Subsidy.

Of the many protests that have been

called forth by Senator Hanna's greedy

scheme for giving a bounty to the

Griscom line of steamers and its affil-

lated concerns, that contained in a re-

object of aiding the exportation of

American products, which could ob-

the subsidy earned contingent on the

amount of cargo carried, and how the

so called cargo amendment, intro-

duced avowedly to accomplish this ob-

ject, is a most transparent sham, be-

cause of the little joker contained, al-

lowing a charter of space by the year

to be substituted for the actual carry-

ing of cargo. Passing to the matter

of wages, it shows how neatly the pro-

vision on its face designed to insure

the employment of Americans as sea-

men is completely nullified by the con-

dition that if Americans cannot

"reasonably be obtained" this pro-vision is to be waived. In other

words, if they will not compete at the

lowest current rate of wages, the ship-

owners who are being subsidized are

left free to exercise the right under

the revised statutes to engage their

crews in foreign ports for a round

voyage, as the commissioner of naviga-

tion, one of the advocates of the bill

has admitted that it is already their

On the question of speed there is a

special bonus for fast passenger ships

on the theory that such vessels would

be available for use in war-one of

the most objectionable features of the

bill, by the way, as it makes its greatest

benefits go to the boats carrying least

cargo. But here The Post calls attention

to the fallacy of this provision, as it is

based not on actual performances, but

on a trial trip of six hours, a compari-

son that every one knows to be perfect-

ly ridiculous. Finally the similarity to

a bunko scheme is clearly shown of the

provision in regard to admitting for-

eign built vessels to subsidy privileges

that only such vessels shall be eligible

as were owned by or under construc-

tion for Americans prior to Feb. 1,

1899, thus limiting this advantage in

the most shameless way to the little

clique that have concocted this meas-

ure and to that extent forbidding all

practice to do now.

viously be best attained by making

tract?

very vigorous protests.

feeling uniformly in a most excellent condition, there may suddenly appear a feeling of lassitude followed by a decided chill or chilliness, a sudden and rapid rise of temperature, quick tense pulse, moderately dry skin, great thirst, coated tongue, constipated bowels, an unpleasant taste in the mouth and general evidence of checked or perverted secretions. A not infrequent symptom will be gen-

eral aching in all the muscles, joints and bones, suggesting the old fashioned "breakbone" fever. This group of symptoms may be the explanation of "only a cold." as it is frequently expressed, or it may be the announcement of a well defined attack of grip, which now is well known to everybody. It may be interesting to recall that the grip, or old-time "influenza," is due to a specific poison, the bacillus of Pfeiffer, which, while it is asserted by some to be uninfluenced by soil, climate, seaon or atmospheric changes. vet these conditions do materially affect the individual as related to susceptibil-

ity.

There is much yet to be learned regarding the manner of development of these remarkable outbreaks of influenza. It has neen definitely established that with this infection one attack does not carry with it immunity against another as in most other infections, but rather invites of

predisposes to repeated attacks.

Careful physicians who have studied this disease and allied conditions are uniformly of the opinion that it is one of the severest tests of the equipment of the individual, particularly one who has reach ed 40 years of age. These so-called colds, catarrhal fevers and influenzas are not on ly in themselves often of serious import, but doubly so in that they put the individual nervous system below par, figuratively speaking' reduce the power of resistance, render the air passages sensitive duction of freight rates; they do not and susceptible to other infections. In other words, their victim is in a condition to yield readily to all forms of disease.

The all important thing, then, is for the invaded person to institute at once a treatment favorably to prompt relief and cure. Fortunately synthetic chemistry has given us a remedy in phenalgin, which can be absolutely relied upon. In adult doses of ten grains washed down by a good hot toddy at night (to be repeated in an hour if necessary), a prompt relief to all discomforts will be secured. The action of the phenalgin is not only to relieve pain and distress, but to open up the ex-cretory organs and correct the general perversion of secretions as indicated by the version of secretions as indicated by the bad taste in the mouth, etc. In the morning, unless the bowels besufficiently moved, a teaspoonful or two of sulphate of soda may be given in a glass of hot water to flush them more thoroughly. It may be well to continue the phenalgin in the continue that the contained in a recent editorial of the New York Evening Post is perhaps at once the most concilient editorial of the New York Evening Post is perhaps at once the most concile and most comprehensive. In its usual incisive style The Post points out the bill evades its ostensible continue that the contained in a recent editorial of the New York Evening Post is perhaps at once the most concile and most comprehensive. In its usual incisive style The Post points out the phenalgin in the continue that th \$5,000 five-grain doses every three or four hours for several days, to be followed later by a tonic composed as follows: Capiseum 1 grain, quinine 1 grain and strychnine 1-50 of a grain, in a pill or capsule three times

The Chemistry of Soil.

a day.

Three Elements That are Important Factors

Undoubtedly one of the most wonderful discoveries of modern chemistry has to do with the soil. It has been ascertained that the most barren land can be made rich simply by adding to it certain mineral elements which cost but little. On this basis it is estimated that the United States will be able eventually to maintain 500,000,000 people—more than one-third of the present population of the world. It is merely a question of supplying the requisite quantities of nitrogen, phosphoric acid and potash. The last two are readily electroped to the contract of the co obtainable at small expense, whereas the first may be supplied either by furnishing to the soil condensed nitrogen in the shape of slaughter waste of nitrate of soda, or by planting clover, beans or peas, which have an affinity for nitrogen and absorb it from

the atmosphere.

It is now known that nitrogen is the most important plant food, and inasmuch as this element composes four-fifths of the atmosphere the question is merely to absorb it into the soil. It has also come to be understood that only two per cent. of the material of plants is derived from the soil, the remaining 98 per cent, being drawn from the air and from water. It has been learned that certain species of bacteria absorb nitrogen, and these may be propagated in moist earth. and the earth thus treated sprinkled over the land.—Sat-

urday Evening Post.

Public Opinion Opposed to the Subsidy Bill. "The public opinion of the country," says the New York Press, a stanch Republican organ, referring to the pending subsidy measure, "is, without regard to party lines, largely opposed to this bill. It is so opposed because the bill proposes to pay a man \$5 for doing what for the last ten years he had been doing for \$3. And yet the man and his friends have no explanation to make of the causes of this extraordinary de-

The business men of the country Scheme. have at last taken alarm at some of An Effort of the Subsidy Press Burcau to Develop

Support Proves a Boomerang.

The press bureau maintained by the subsidy bill lobby and their senatorial confreres has been doing heroic service of late. For some time Mr. Alexander R. Smith, one of the well known whoopers-up of the ship subsidy propaganda, has been the director general of this bureau. Recently Mr. George W. Rouzer, formerly the head of the Washington bureau of the New York Herald and later the press representative of the Republican national committee, has been given a high position on the staff. His acquaintance with Washington newspaper men as well as with representatives and senators makes his services very valuable. He is a high priced man, but this is a high priced bill.

This press bureau in branching out for new means to influence the public and thereby the senate has lately sent out letters to a number of college presidents and political economists asking for expressions concerning the subsidy bill. A number of replies have come in, but they have not been printed. Their conclusions were on the wrong side of the question.

For instance, Professor F. H. Giddings of Columbia university in writing of the bill said: "This bill I believe to be a thoroughly rotten piece of moral and political depravity. It is perfectly well known that the United States can build steel ships better and cheaper than any other nation. Therefore it is difficult for even an unsophisticated mind to escape the inference that the subsidy bill is a steal, known and intended to be a steal."

Professor Mayo-Smith of the chair of political economy, Columbia university, said. "There is no certainty that the necessary facilities for export trade to countries offering the most desirable markets for the United States will be secured.'

Said Professor S. M. MacVane of the chair of economics and history, Harvard university, "If the Republican party wants to commit suicide, the passage of this ship subsidy bill would be all that would be necessary."

Professor T. N. Carver of Harvard university said. "Owing to the development of the steel industry, this would be the worst occasion for placing a bounty on shipbuilding and the one time in our history when it is least needed."

Professor Charles H. Hull of the chair of economics, Cornell university. said: "Such congressional dictation may be in some cases for the public interest, but the presumption is strongly against its being so. In this particular ease I have seen-no argument of public interest that seems to me strong enough to overcome the adverse presumption. What forces of private interests are at work the mere economist has no means of knowing."

Said Professor Daniel of the chair of political economy, Princeton, "In general, subsidies such as those proposed are, in my opinion, indefensible."

Professor James W. Crook of Amherst said, "Our experience is against the efficacy of such a system."

Professor F. R. Jones of Union college said, "Not one sound economic argument can be urged in support of the ship subsidy bill. The principle involved is a species of paternalism, having none of the redeeming features of the protection theory and all of it falla-

These are but samples of a large number of adverse opinions expressed by college professors and political economists. They are men who have no ships to sell and no exports to ship and whose views are entirely unbiased.

And Yet We Must Pay Big Sums For Speed.

The commissioner of navigation, in his report for 1900, says on page 15 under head of "Increase of Speed:"

"The increase in the speed of steamthips is much less general and noteworthy from the commercial point of view than the increase in the size of such vessels. The reduction of a fraction of an hour in the transatlantic record excites interest on both sides of the ocean and is a proper occasion for felicitations on the attainment of great mechanical skill, but it does not add to the general well being of the world, as does the addition of a dozen or score of net tons to the average carrying capacity of the world's steamships."

Under the Hanna-Payne bill, however, despite this testimony of a recognized authority, half or more of the proposed subsidy is to be paid for speed other Americans from competition with power solely. The competition with

Skin From the Dead Grafted on a Living Man.

A Minneapolis Dispatch says: For the first time on record skin taken from a dead pers n has been successfully grafted on to a living man, and the latter is getting well. If he is ever troubled by the fact that his epidermis was once the covering of men who are now in their graves he gives no sign, but he laughs and jokes about the matter as if it were an everyday

The man of whom the experiment was tried is Nicholas Sossong, who was fear-fully burned with nitric acid some time ago. Huge patches of the skin came off, and the physicians tried in vain to secure enough skin from living persons to supply the deficiency. Then it was decided to try grafting the skin of dead men, in the hope of saving the life of Sossong. One night, when it was seen that a pa-

were made for removing large portions of his skin as soon as the breath left his body. When death came the body was taken into Sossong's room and the skin placed upon the exposed flesh of Sossong's body.

Seventy-five inches of epidermis was thus transferred and, to the surprise of the surgeons, it began to take root at once. In a week it was practically the skin Sossong had always had. Then another man died, and the same performance was repeated with the same result. All of the grafts are in a remarkably healthy condition and Sossong is on the road to recovery.

Two Weeks' Tour via Pennsylvania Railroad The second Pennsylvania Railroad tour of the season to Jacksonville, allowing two weeks in Florida, will leave New York and

Philadelphia February 19. Excursion tickets, including railway transportation, Pullman accommodations (one berth), and meals en route in both directions while traveling on the special train, will be sold at the following rates: New York, \$50.00; Philadelphia, Harrisburg, Baltimore, Washington, \$48.00; Pittsburg, \$53.00, and at proportionate

For tickets, itineraries, and other information apply to ticket agents, tourist agent at 1196 Broadway, New York; Thos. E. Watt, passenger agent, western district, Pittsburg, Pa.; or to Geo. W. Boyd, assistant general passenger agent, Broad street station, Philadelphia.

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