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Bellefonte, Pa., Fed. 22, 1901.

Many Millions are Made. America Supplies Lamp Chimneys to Nearly All the

"The lamp chimney," said a man acquainted with the trade, to a writer in the New York Sun, means a simple sort of thing, but there are not many things of more common use in the world over and in the aggregate the number sold is enormous. In this count *here are 12,000 men and boys employed in making lamp chimneys, and the chimneys produced number millions annually. The greater number are now made west of the Alleghany mountains in Pennsylvania, Ohio and Indiana, where the majority of the glass workers of the country are located, many of them in the

natural gas regions. "The first glass works in the country was established in Boston and formerly the glass-making industry was principally in the East. Now there are not nearly so many glass factories here as there once

"One not familiar with the business might be surprised with the great variety in which lamp chimneys are made. Lamps are made in these days in very great va-riety by many makers, and of course there are made chimneys suitable for all of them. There is one American lamp chimney maker who, counting sizes and styles, produces 600 varieties. Among the great va riety of chimneys made there are some that are of common use everywhere, and then there are some that are especially suited to demands in this or that part of the country and are not in demand in other

parts.

"Lamp chimneys are not only made in far greater variety than formerly to fit perfectly every sort of lamp, but they are lamp, but they are also made better than ever. In fact, lamp chimneys have advanced with everything else. But enormous and increasing as the production is, the demand scarcely keeps pace with the increase in the population, this being especially true in cities where gas is more and more used; in New York, for instance, by users through slot gas ma-chines, which have some influence on the sale of lamp chimneys. Still the number of lamps used here is enormous. There are plenty of people burning gas, for instance, who have as well three or four lamps, and the number of people who use lamps alone for the purpose of illumination is very great. There are used in New York and its vicinity millions of lamp chimneys an-

There are received in this city from Western manufacturers, for domestic consumption, I suppose, about four carloads of chimneys weekly, running from 1,500 to 2,000 dozen chimneys to the car. These are sold to jobbers who distribute them through their trade to customers in the city and hereabouts and to customers to greater or less distances away. Perhaps half of these chimneys. or rather more, are used in the city or within 50 miles of it. To the chimneys thus brought here are to be added those produced here, the eastern chimneys being made chiefly for the local

trade and for export.
"We import a few lamp chimneys of the cheapest, and of the very best grades, the cheap chimneys from Germany and the costlier from France, but these imports cut only a small figure in the total consumption, and we export lamp chimneys in great quantities. We send very few to Europe, though we do sell some of our best chimneys everywhere. We come into competition in some parts of the world with the Germans, who make chimneys very cheaply, but our exports are increasing and we send chimneys, as I said, everywhere: to Mexico, the West Indies, South Africa, China, in fact to all lands in which lamps are used, all around the earth."

Wife Desertion Increases. Chicago Charities Relieved Over 2000 Cases During

Last Year. Wife desertion is increasing to such an extent that the charitable societies of the United States are forced to give it greater prominence than ever before among the auses of poverty and to cast about actively for means to punish and prevent it.

According to the bulletin, entitled Cooperation published by the Chicago Bureau of Charities, over 2000 deserted families were relieved in Chicago last year.

-A little fresh-air waif was spending his first day in the country. When the cowe came up in the evening to be milked he went down to the barnyard with his host to see the operation. The cows were standing about placidly, and, as is their custom at that time of day, were contentedly chewing the cud. The boy watched the milk-maids at work, and his eyes dwelt with growing wonder on the ceaseless grind of the cow's jaws. At length he turned to his host and said: "And do you have to buy gum for all them cows?"

-The following is an extract from a real composition written by a small school-boy in New Jersey:

The subject given by the teacher was the extensive one of "man."

Here's what the small hoy wrote:

'Man is a wonderful animal. He has eyes, ears, mouth. "His ears are mostly for catching cold in

and having the earache.
"The nose is to get sniffles with. "A man's body is split half way up, and he walks on the split ends."-Lippincott's

visions of it no ships having a speed of more than 17 knots would be built.

\$200,000,000

SUBSIDY

"US FOUR AND NO MORE."

German Subsidies.

| Will Hanna Never Learn?

occasion, forthwith, to give the infor-

mation that Senator Hanna was gross-

ly in error, and he has allowed this

argument to drop, but has immediately

thought out a new one. He now admits that the German government di-

rectly subsidizes only those lines which

maintain the intercourse with the

colonies and which could not support

themselves without aid. But he as

serts, as we are informed from Wash-

ington, that the German government

grants especially favorable railroad

freight charges upon products intend-

ed for export and consequently puts

the exporter in position to pay higher

freight charges on the sea, which

amounts to the same thing as an indi-

rect support to the merchant marine

by the imperial government. In this

assertion Mr. Hanna is again greatly in

tariff was introduced upon the conect

ive German railroads which rests upon

the principle of making lower charges

In the German railroad tariff policy

this idea is particularly aimed at-to

furnish the agricultural products of

the east a market place in the west-in

fact, a partiality to the same at the ex-

pense of industry which has given

cause enough for complaint over the

favoritism to the agrarian and the in-

habitant of the east of the Elbe. Ex-

cept in this particular the new specific

freight tariff admits of no special fa-

vor for certain wares that arrive for

export, and it cannot, therefore, be said

that by this means higher shipping

freight could be possible. With this

the entire Hanna argument falls to

pieces. We are curious to see what

Senator Hanna will now think out for

The exports of the United States

have been rapidly growing under the

present conditions of ocean traffic, and

they are now the wonder of the world.

exceeding our imports in the last four

years by more than \$2,000,000,000. The

growth of them has been promoted by

low freight rates. So far as ocean car-

riage is concerned, that growth can be

increased only by a reduction of those

rates. The bill makes no reduction; its

provisions do not promise any. On the

other hand, it gives a very large part

of the bounty to fast passenger steam-

ships which carry very little freight

and have room for only a small quan-

tity. At the same time the complaint

is made by some owners of slow freight

carriers that the bill would work to

their disadvantage and in favor of a

little group of men who framed the bill

and would be the chief beneficiaries of

The bill does not encourage the em-

ployment of American seamen. The

Seamen's union declares that it would

not increase the number of American

sailors. Indeed, the requirements as

to the employment of Americans on the

steamships now receiving mail pay

would be substituted for present re-

quirements, which are much more ex-

acting. Ships that now must have

crews one-half American would be al-

lowed to reduce the American propor-

tion to one-quarter, and would not be

compelled to employ any Americans

whatever, if they "cannot be reason-

ably obtained." There is no evidence

that the government would be per-

ceptibly assisted in respect to auxiliary

himself.-New York Staats-Zeitung.

The Ship Subsidy Bill.

sort is expressly forbidden.

Upon Oct. 1, 1898, a universal specific

But it is perfectly clear that the provisions of the bill have been carefully That Senator Hanna possesses great tenacity of purpose and that to this is fitted to the requirements of a small number of men and companies whose principally owing his political and busiinterests are concerned with the exness success is well known. This portation of passengers rather than the quality he again exhibits in his encarrying of agricultural products or deavor to save his ship subsidy bill in manufactured goods. It was the exsuch a very remarkable manner that posure of this careful adaptation of its we can hardly speak of his perseverprovisions to the needs or the greed of ance, but rather of his thick-headedthis group that excited throughout the country the opposition with which the ness. In spite of the fact that he has owing to different causes not the slightindustrious friends of the measure have been confronted. It was not a difficult est prospect of reaching his goal in this matter to obtain popular approval in a session, he never ceases his endeavor party for the revival of the American to carry on a propaganda for it. merchant marine, but we are confident A short time ago his chief argument that it could not have been procured was that the development of the Gerfor this bill if the provisions and effect man merchant marine could be traced of it had been explained. Some oppoto the subsidy and therefore was denents of it have called it class legislaserving of our imitation. We took tion. It is something much worse than

> New York Merchants' Association. Opposed to the Ship Subsidy Bill.

Independent, New York.

the appropriation of \$180,000,000 of tai

In the current number of The Review of Reviews Mr. William F. King, president of the New York Merchants' association, severely criticises the pending ship subsidy bill, especially the proposition to admit certain foreign built ships to the privilege of subsidy.

He says: "Naturally enough, the amount of 25 cents at Green's. tonnage to be constructed in American yards would be curtailed to the extent to which foreign tonnage would become entitled to American registry. This, it seems to us, will not serve to develop the American shipbuilding industry in the manner in which it ought to be developed and will not tend toward the investment of capital in the for great distances, in fact a sort of building up of new shipyards to take zone tariff. In passing we may remark advantage of the impetus which ought that this policy was previously followto be given toward that particular line ed here with us by the railroads, but of industry. Therefore it is that we was warmly opposed by the public. say, as a reason for opposing this par-Through the well known "long and ticular provision of the bill, that an unshort haul clause" of the interstate duly large proportion of the subsidy commerce law discrimination of any

would go to a few men. "Then, again, we feel that it is dangerous to place in the hands of a few, no matter how well intentioned they may be, the power which the concentration of such a large tonnage would give them, especially when that tonnage is subsidized. It might enable them to create a combination which would serve to drive away competition. The natural tendency of that would be to advance rates for the temporary benefit of owners of the tonnage, and this in turn would serve not to expand the exporting of American

products, but rather to curtail it. "We have tried frequently to obtain an explanation of the reason for grafting this provision on the bill. It has been said by its promoters that it was the best bill that could be prepared under the circumstances and that the foreign tonnage section was a matter of expediency. What these circumstances were has not been officially disclosed. It would seem, however, that the principle of admitting foreign tonnage to American registry and half subsidy was incorporated in the bill for the purpose of allowing those Americans who owned that tonnage to reap some benefit from the subsidy to be paid."

Withdraw the Bill. wan roll

We have hoped that the promoters of this bill would withdraw it after the scathing public exposure of its real character and purpose. The continued demand by prominent Republicans for the passage of it has been a serious and deplorable political blunder. We trust that even now those who have been led to press for the enactment of it can be induced to remove it from the public view and consign it to some obscure resting place from which it can never be brought to light again. But if they shall persist in their folly it will be the duty of those who oppose them to prevent the passage of the bill by all honprable means and to make the majority against it large enough to discourage effectively the support of such projects hereafter.-Independent, New York (Independent Republican).

The Hanna Brand of Logic. Hanna says the lake shipyards can build ships cheaper than the Atlantic yards; J. J. Hill says the Atlantic yards can build ships cheaper than the British yards; therefore, says Hanna, we must have a subsidy to encourage shipbuilding. Hanna is always logical in his demands on the public purse.-Hel-

Via Pennsylvania Railroad, Account Inauguration of

dent McKinley on March 4th, the Pennsylvania railroad company will sell excursion tickets from all points on its lines to Washington at rate of one fare for the round trip minimum rate 50 cents.) Tickets will be old on March 1st. 2nd and 3rd, good to return until March 8th, inclusive. Tickets will also be sold from Harrisburg and in-termediate stations, and from Philadelphia and intermediate stations on March 4th. These tickets will be good to stop off at Baltimore and Philadelphia within limit of March 8th.

Special side-trip tickets, limited to March

8th, will be sold from Washington in connection with above-mentioned tickets as

Old Point Comfort and return, via all-rail line, \$6.00; Richmond and return, Via Norfolk and Washington Steambe Company: Old Point Comfort or Norfolk and return, \$3.50; Virginia Beach and return, including transfer through Norfolk,

From Baltimore, via Bay Line or Chesapeake Steamship Company: Norfolk or Old Point Comfort and return, \$3.50; Virginia Beach and return, including trans fer through Norfolk, \$4.50.

Battle With a Bear.

Bruin Attacked Henry Houck and Knocked Hin

Henry Houck, of Mifflin, Columbia county, had a thrilling adventure with a large black bear Saturday night. Houck was walking along the public road near his home when the animal suddenly appeared and at once started hostilities by

knocking him down. Houck defended himself with a small pocketknife, with which he cut and slashed the animal several times, and it finally gave up the battle and disappeared in the

SNEEZE AND BLOW-That is what you must do when you have catarrh in the head. The way to cure this disease is to purify the blood with Hood's Sarsaparilla. This medicine soothes and heals the inflamed surfaces, rebuilds the delicate tissues and permanently cures catarrh by expelling from the blood the scrofulous taints upon which it depends. Be sure to get that; it is legislation for a group, for Hood's. the pockets of a few, and it involves

A Heartless Man.

revenue for the benefit of this group .-"Oh, Flanders! You're mother-in-law left her gas turned on in her room, the wind blew it out and she was nearly suffocated."

"That's just like her. As if that ga bill wasn't big enough already !"-Philadelphia Bulletin.

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