

The Lancaster Intelligencer.

Volume XVIII—No. 77.

LANCASTER, PA., THURSDAY, DECEMBER 1, 1881.

Price Two Cents.

DRY GOODS, UNDERWEAR, &c.

SOMETHING NEW

LACE THREAD

UNDERSHIRTS,

FEATHER-WEIGHT DRAWERS,

SUSPENDERS,

ERISMAN'S,

THE SHIRTMAKER,

NO. 56 NORTH QUEEN STREET.

COATS, DOLMANS, JACKETS.

WATT, SHAND & CO.

Have opened another choice line of these elegant Close-Fitting

LIGHT COLORED

COATS and JACKETS

AT PRICES LOWER THAN EVER

BARGAINS IN

DRESS GOODS

Two Cases DAMMASSE DRESS GOODS

At 25c and 10c a yard.

One Case GHESTER SUITING, 25c a yard

One Case ALL-WOOL CLOTH SUITING, 25c a yard.

We offer the very best possible value in

BLACK CASHMERE

At 35, 45, 50, 62 1/2, 75, 87 1/2-c, 81 a yard.

All the New Shades in 36-INCH

All-Wool CASHMERE, 50c a yd.

Ladies', Gentlemen's and Children's MERINO and ALL-WOOL

HOSIERY and UNDERWEAR

In all sizes and qualities at bottom prices.

We have again received a full line of

BLANKET and THIBET SHAWLS

at the same Low Price.

CORSETS, GLOVES, LACES, EMBROIDERIES, RIBBONS, HANDKERCHIEFS.

NOTIONS,

IN ENDLESS VARIETY AT

NEW YORK STORE,

8 & 10 E. KING STREET.

KEEP WARM THIS COLD WEATHER

METZGER, BARD & HAUGHMAN

Have a Large Stock of

White Blankets,

Colored Blankets,

FROM \$1.50 A PAIR UP.

Comfortables in all grades

AT \$1, \$1.25, \$1.50, \$1.75, \$2, \$2.50.

UNDERWEAR,

GENTS' MERINO SHIRTS and DRAWERS,

AT 25c, 37 1/2c, 50c, 50c, 75c, 81c.

LADIES' MERINO SHIRTS and DRAWERS

AT 25c, 37 1/2c, 50c, 50c, 75c, 81c.

CHILDREN'S MERINO SHIRTS and DRAWERS

AT 12 1/2c, 15c, 17 1/2c, 20c, 25c.

Gent's Medicated All Wool Red Shirts and Drawers at \$1.50; regular price \$2.

Come and see them and we will tell you why we can sell them so cheap. We have the

LADIES' MEDICATED ALL WOOL RED SHIRTS and DRAWERS. Same price; same quality.

We are very busy selling lots of the above goods as well as

LADIES' COATS and DOLMANS,

BLACK SILKS, BLACK and COLORED CASHMERE, SHAWLS, &c.

METZGER, BARD & HAUGHMAN'S

NEW CHEAP STORE,

No. 43 WEST KING STREET,

Between the Cooper House and Sorrel Horse Hotel.

(Adler's Old Stand.)

HAGER & BROTHER.

Offer in—

Large Assortment

—AND—

LOWEST PRICES,

NEW DRESS GOODS,

NEW DRESS GOODS,

NEW DRESS GOODS,

CLOAKS, DOLMANS AND JACKETS,

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CLOAKS, DOLMANS AND JACKETS,

SHAWLS, SHAWLS, SHAWLS,

SILKS, VELVETS and PLUSHES,

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LACES, HOSIERY and GLOVES,

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LADIES' MERINO UNDERWEAR,

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—AND—

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JOHN WANAMAKER'S ADVERTISEMENT.

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Steel Rail Steal.

Mr. Moore Points Out a "Tariff Iniquity."

In a letter to the American Iron and Steel association Mr. J. S. Moore, the experienced writer on the tariff question, says:

"The tax on the steel rails is exactly \$28 per ton. I cannot do better than lay before you an extract from Mr. David A. Wells's letter to the *Iron State Leader*, printed Nov. 5, exposing the enormity of this iniquitous 'steel rail klepto,' Mr. Wells says:

"And how much does the tax at present amount to annually? Let us see. The domestic production of steel rails for the year 1880 was 954,460 net tons; the importations were 158,230 tons, indicating a domestic consumption for the year of 1,112,690 tons. The average price of the American product for the year 1880 was \$77.50. The average price of Bessemer rails in Great Britain for the same period were between \$6 and \$7, or from \$30 to \$35. It is, therefore, clear that the tariff allows was taken on all the Bessemer steel rails bought and used in the United States during the year 1880, a sum of \$31,135,320. This is the amount of the tax on domestic consumption—amounting in the aggregate to \$31,135,320. Thirty one million dollars! Truly a big sum! A sum so large that the mind is unable to take its measure except by instituting comparisons, or finding out how much the same number of dollars will buy of some other commodities. Let us, therefore, as a help to mental comprehension, institute some of these tests or comparisons. Thus, if we were to attempt to count the sum at the rate of a dollar a second, it would take him more than a year, working 24 hours a day, or more than two years at 12 hours a day to do it. It represents more than three times the ordinary expenses of the federal government in the year 1880; and more than half the ordinary expenditures of the government during the last year of Buchanan's administration. This expose, startling as it is, would be incomplete if not a still more serious charge were made against the 11 steel rail monopolies.

Mr. Wells goes on in his article and says: "Let us still turn another leaf in this curious history of the American Bessemer steel monopoly. Heretofore it has been found impracticable to make Bessemer iron produced from one containing sulphur or phosphorus in appreciable quantities, and as most English and American ores of iron contain these substances, the supply of proper iron has been a somewhat expensive and troublesome matter to the English and American steel maker. Within a very recent period, however, a method known as the 'Gilchrist-Thomas process' has been discovered in England, whereby, at small expense, any ore of iron can be used for the manufacture of Bessemer steel, and the patent right to its exclusive use in the United States has been also purchased by the American Bessemer steel association. According to the last report of the American Iron and Steel association (July, 1881), this new process 'has been successfully adopted in nearly all the steel-making countries of Europe,' and 'that England thus adds another to the list of her important inventions affecting the manufacture of iron and steel.' But the United States alone of all the steel-making countries in the world, has not yet adopted this great improvement and apparently will not for the present. For it is well understood that the 'eleven associates' who own the patents for the 'Thomas-Gilchrist process' in the United States, do not find it for their interest, with the present ratio of profits on the manufacture of Bessemer steel, to adopt any innovations, and that they further do not propose to issue licenses to anybody else to use it, for any royalty which it would be possible to pay. And thus in no name of protection to American industry, the march of improvement and the cheapening of a great necessity of civilization are arrested."

There is one native product connected with the steel rail production that needs no protection, and that is the unlimited production of misstatements. In an article printed this morning in a daily paper, and evidently written by a steel rail monopolist in answer to the Wells article cited above, I find the following:

"But a counter calculation might be made which is quite as fair and convincing as Mr. Wells's little sum. The price of steel rails in 1880 was about \$100 less per ton than it was before the tariff on steel permitted American competition, and, therefore (logic is logic!) \$100 was saved on every one of the 1,112,690 tons saved during the year, amounting to a gross gain of \$111,269,000. Now, a slow enumerator could consume a long life time in counting all these dollars, and if they were converted into tobacco they would make a strip of gravely plug which would reach from Connecticut to the moon."

Now the highest price for steel rails was, I believe, in 1871-2, when it went up for a short time to \$20 per ton in England. But after the German speculation mania, after the war, was over, the price went down to \$7 a ton in 1873-4, whereas, in 1880-70 no price in England was on an average less than \$30 a ton; in fact it sold in 1871 at \$12 a ton. I suppose it would be useless to ask the railroad managers now a ton of rails was cheapened \$100 since the tariff. Steel rail monopolists may wince at Mr. Wells's attack, but they cannot impeach his correctness; steel rails, and whether such a policy was calculated to benefit the working men of St. Louis, were shut up, receiving a royalty from the association for its convenience steel rails, and whether such a policy was calculated to benefit the working men of St. Louis. But I cannot close my remarks on the steel rail duty without calling to mind that in June last the pig iron producers of this country bitterly complained that the Bessemer steel rail makers were using the foreign pig iron to the detriment of the home made pig iron. A number of letters sent out by the St. Louis Age to the several steel rail rolling mills brought, among other answers, one from the Cambria iron company, signed by its general manager, D. J. Morrell, from which I append the following extract:

"It is unfortunate that extreme depression of prices in England has broken the metal market here, and if manufacturers of Bessemer steel have bought English pig-iron it is because, as Mr. Garrison says, it is more than a dollar cheaper in price than American. They can't very well help themselves, for they are in the market as purchasers, and however much they may dislike the situation they have got their stockholders behind them, and they would have to give a good reason for paying \$3 or \$4 more than the market price. What the president of a steel company might like to do personally and what

he is obliged to do officially may be quite a different thing."

Now, I call your attention to the sage and unanswerable rule laid down by Mr. Morrell, the very high priest of protection, that a company is obliged to buy a material in the cheapest market, and it would have to give a good reason to its shareholders for paying \$3 or \$4 more than the market price. Well, then, when the great American public mildly asks that a reduction of duty should enable them to buy cheaper rails, which cost in England \$32 a ton and in America \$60, such a mere proposition is denounced as unpatriotic, as a wrong to American industry and labor. But when it is applied to the steel rail makers themselves, and when they are asked to support home-made pig-iron they shelter themselves in an excuse there is no alternative, and that the stockholders have a right in the matter. Thus Mr. Morrell justly establishes a privileged class, whose right to buy in a cheaper market must not be questioned. But the American consumers must not be allowed the same privilege. They are the serfs of the steel rail monopolists whose millions, accumulated out of the pockets of the people, rally by "Divine right" against which all agitation is high treason. But will the steel rail interest represented in your convention give a good reason why steel rails should be taxed 90 per cent, and pig-iron only a little over 37 per cent? Yet such is the fact.

In 1880 we imported pig-iron valued at \$11,618,999.65, on which there was collected a duty of 57 per cent amounting to \$6,710,107.49, which is just 37 1/2-100 per cent, whereas the duty on steel rails was 90 per cent. The duty on woolen goods is so manifestly outrageous that it needs hardly any comments from me. But I confess that it is necessary to reduce the now onerous duty on raw wool, which is a standing evil, and that the duty on woolen goods can only be modified with a corresponding reduction of duty on raw wool. I may, however, call your attention to the fact that the present duty on woolen goods is decidedly ad valorem, although it is mixed up with a specific duty. And I see no earthly reason, if the present double duty can be satisfactorily collected, why a pure and simple 50 per cent. rate of duty on all woolen goods would not meet the desired modification. As I intend to lay before you the duties collected on all articles consumed in 1880 that paid a higher rate of duty than 50 per cent., I shall in my report be able to point out the total apparent loss to the revenue if such a modification were made. I say a total apparent loss, because I feel convinced that the revenue would in the end be rather a gainer by the change.

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H. GERHART'S

Tailoring Establishment,

OF THE LARGEST ASSORTMENT OF FINE

SUITING,

OVERCOATING,

PANTALOONING

ever brought to the City of Lancaster.

Prices as Low as the Lowest

—AND—

All Goods Warranted as Represented!

—AND—

H. GERHART'S

NEW STORE,

No. 6 East King Street,

CLOTHING, &c.

D. B. Hostetter & Son

Merchant Tailors and Clothiers,

24 CENTRE SQUARE.

Our Assortment of

CLOTHING

—FOR—

MEN, BOYS and YOUTHS

—FOR—

FALL and WINTER,

is larger and more varied than ever before. Prices the lowest. Give us a call.

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23-12d

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