## THE LANCASTER DAILY INTELLIGENCER, WEDNESDAY, MARCH 27, 1850.

# Intelligencer. BARTER, MARCE, 17, 184.

The Fig Ires Satile. The Fig Ires Satile. In it much comment just now upon the of the depresed condition of a manufacturing business of the fig., the prices having been on the profes for some time, while Euro-prices are on the up grade. The rices Manufacturer of Pittsburg, usted by Mr. Weeks, who is an expert method, calls attention to this remark-discrepancy between the conditions and outside our country, and bases it an opinion that the current here change to meet the general movement meet the general movement is outside world; and this may be; is must be noted that the putting of a tariff wall around the counis the cause for the fact that do not feel the world's current. b) tariff has the effect of confining by and demand to our own limits. os iron manufactures at much r prices than they can be imported, our manufacturers have the home at to themselves. But the producin, as present, is in ercess of the demand the market; and the tariff imposts upon gir materials tend to prevent makers rom manufacturing cheaply enough do not, therefore, participate in the rd outside movement nor is that in-

printed with by their competition. By some persons this condition may be tied as an argument against a protec-tive tariff. They will say that it does not appear to protect. But it has been protective in the past and has cultivated the excessive manufacturing capacity which we have developed. It is evident now that this capacity needs a larger arket ; and that it must have a lower L It needs certainly to be freed from duty on raw materials, and;can afford a) give up in return a portion of the pro-Hive duty upon its product.

Fig iron is now claimed to be made a Alabama at a cost as low as that in land ; and the Northern producer ints that there is no tariff duty to protest him from this competition; and re never will be one. We hear that Southern No. 1 foundry iron is being sold at our scaports at less than fifteen dollars a ton; and at this price few of our own as can put it there. They will out of blast in large numbers if they rs not able to secure a lower cost. The tes in the Lehigh region of this seems to be particularly in distress ; at there is hardly a furnace in Eastern ansylvania, outside those connected with the Cornwall deposit, that does not need to meek a lower cost of production to meet the competition of the flood of thern iron that is poured upon our ports by the vessels that deliver the hern iron all along the coast from Maryland to Maine; and whose rates are now being met by the all rail routes the Pennsylvania furnaces.

Mr. Hewitt, who is a great iron proper in New Jersey, has been tating the results of his observations of the iron business in Alabama; and he finds, that which is the observation of every intelligent person who has given ion to the matter, that its great wth and present commanding position a due to the favorable freight rates fect safety, and they have since then con granted by the railroads. The railroads, as well as the towns and furnaces of Georgia and Alabama, have been built upon their iron and coal dea, which laid so long idle in the and, and now have been vivified by the mines and furnaces that produce pig iron and the railroads that carry the product. Necessarily the railroads give the iron producers rates that stimu-late the largest production and the greatent amount of freight ; they carry to them heir ore and coal and take from them pig iron; which they must carry the distant market at a price will enable it to be sold re. It may be that they must carry at less than cost; and it may be that the anufacturers must manufacture at less an cost ; but the absolute necessity son them is to sell their product, and to do it ; they must undersell the makers to the market. If they can do this and get out cost all around for railroad sevice as well as manufacturing, they man live; and at the same time be drawing population to them by their success and thus be bringing their market closer to them The Pennsylvania furnaces, whose market they invade and seek to take away, cannot save it unless the railroads that brings to them their fuel and ore and take to market ther product, carry for m at rates that will effect the object. That they are not so ready to do this as are the Southern roads is natural, because the furnace freights are not their only idence. They can live perhaps sthout them. The stacks in the Lobigh, Schuylkill and Sasquehanna Valleys may all be quiet, and still the Pennsylvania, the Reading and the Lobigh railroads will have freight to carry to and from the dense population they erve in the state and in the great West ch uses their carriage to the oc-an. The sacrifics that they will make to nove it, just depends upon how will they consider the iron manuaring business of Pennsylvania to their interests. It is carrying rates ne that will settle the question of iron facturing in Pennsylvania. If the industry is permitted to have the natural ion that accrues to it from its prox. mity to market, and is given as low rates of carriage for its materials and product the Southern furnaces get, it cannot destroyed by them. Iron ores and coll are ss convenient to each other in ain localities in Pennsylvania as they in the South. The fuel is better. The ores are frequently as rich and of as ad quality. They are often as cheaply nined; and at Cornwall they are are cheaply produced. The cost of stating the Cornwall ore on the cars the localities are not infrequent in mansylvania where a forty per cent. ore no mirs than like ore costs the as furnace at the tunnel head, a great railroad is not depended to haul it from the mines. When ervice of a big railroad with big offineeded, the carriage cost goes up. Be ded, the carriage cost goes up. Panneyiven's ramilroad report shows the best train eped rapidly through the listle to we at d the irest an noticed that Engineer Lew is was almost as pair as death as he sat the bandle of the throttle lever and his left train is cost to be about half a Pennsylven's railroad report shows to be some seven-tenths of a cent

ant; but there is no manufacturer or onsumer along its line who is given any such average rate; and the fact is exposed that the large local charges must be bal-anced by small long distance rates to get the average charge down to anything like the price that is stated to be received per ton per mile.

Exronts for February of this year ammounted to nearly sixty millions, but were three millions below the value of the exports of February 1889. This imports were nearly five millions less than a year ago, though reaching a value of over sixty-two million dollars. We exported about a million and a-balt more gold and silver than we imported. During February we received 13,317 immigrants; 11,311 landing at Castle Garden; 3,319 were from Germany; 1,909 from Austria, and 2,684 from England and Wales ; so that the German element seems to predominate in immigration. Ireland and Scotland, however, furnished 1,487 English speaking people. 1.457 English speaking people.

A REFUELICAN representative from IIlinois is reported as follows on the attitude of the president towards applicants for office: "I have been very careful in my suggestions always. 1 have sometimes made enemies at home by my course in not going to the front for every man who asked it. I have adhered to this rule with the present administration, and I have no bestiancy in saying to you that 1 had more influence with Cleveland than I have had thus far with Harrison, and when I say ' I,' you understand that I mean the Illinois delesation."

Possibly as a result of all this, the next time the machine politicians of the party attempt to elect a president, by money and blocks of five, they will demand from the candidate signed and sealed appointments in advance, dated sometime in March and made out for a specified office, or its equivslent.

PROPESSOR JASTROW discussos spiritualism in the Popular Science Mon and concludes that, after the confections of the Fox sisters, the verdict of the Philadelphis Seybert commission, and of the "English Society of Psychical Research," there can be no room for a belief in spirit ualism in the minds of reasonable people. And yet there are still people who, though mable on all other questions, are dis-TO MAK posed to believe in spiritualism. Mr. Sybert himself was a clear-headed and able man, yet he left money for the prosecution of the famous investigation with the con-viction that there was something in it, in spite of his own experience with fraudulent medium. mediums. The recent exposures of fraud seem overwhelming, but it appears to take

### superstition. ---

ROBERT GARBETT Was on his way to Maxico, but a dispatch announces that his party has stopped in Georgia because of a warning of a plot by Maxican bandits to capture and hold the unfortunate millionaire for a ransom. The story may not be true, but it is quite plausible and should help the Mexican government to realize the growing necessity of more firm government in the border states. This necessity has several times been forced upon the attention of Mexico by demands of England and Germany for compensation for the murder of their citizens who had gone into Mexico, to engage in mining and other operations under the general and pressing invitation extended by the government to all foreigners, Mexico is eager for Northern all foreigners. Mexico is eager for Northern capital and energy to develop her natural wealth, and is lavish in promises of protec-tion to all comers, but showed no disper-tion to keep these promises until the murder of several Enlishmen and Germans was followed by the demand from the war ships of those powers for several hundred thousand dollars for each murder. Then the government of Maxico took pains to teach the bandits that Englishmon and Germans could not be murdered with per-

As Industry Killed By the High Tariff. It is stated that the Norway steel and iron works, in South Boston, which origi-nally lost its projectors—Sebastian B. and Barthold Schlesenger — shout \$1,250,000, have been sold to J. B. Kendall for about \$125,000. The works have been unprofit-able for some years, owing to the high duties on iron ores.

Rheumatism very frequent smothering to keep down

> Hood's Sarsaparilla "I was laid up for six months with rhoums

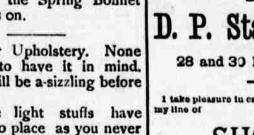
Hood's Sarsaparilla Sold by all druggists. \$1 ; six for \$5. Prepar only by C. I. HOOD & CO., Lowell, Mass. 100 Doses One Dollar.

COMPLEXION POWDER.

Diamond Dyes Give Faster and Brighter

-poor "Punch." They have course March is mephitic-in

and plumed. The Reception goes on today. Do you think the New Bonnets all came to light yes-





fined their operations to Americana. So far as can be learned nothing whatever has been done by our government to secure the payment of indemnity for the murder of Baldwin and others, and seeure the safety of Americans in Mexico.

PERSONAL. THE EMPEROR WILLIAM has sent \$150 to the new City hospital, Baltimore, a Roman Catholic institution. Ex CONGRESSMAN JOHN R. NEAL, of the Third district of Tennessee, died on Tues-day after two months' sickness.

MARY CLARKE, aged 76, widow of the late Congressionan John L. Dawson, and mother of Mrs. Chauncey F. Black, died in Pitts-burg on Tuesday.

WILLIAM S. JACKSON, a prosperous banker and railroad man in Colorado Springs, Colorado, is again married. Helen Hunt was his second wife.

CHARLES R. CUTTER died in Warren, Rhode Island, on Tuesday, of paralysis, sged 67 years. He was elected lieutenant governor on the Democratic ticket in 1872. JUDGE THURMAN, accompanied by Judge Patter, of Defiance, visited the Ohio House of Representatives in Columbus on Friday. The venerable visitors were cordially re-ceived and made brief speeches in acknowl-edgment. Judge Patten is 50 years old. He was a territorial judge under President Johnson.

Johnson. LORD TENNYSON is in a critical state. His iordahip is more or less of a martyr now to indisposition-gout, in particular, troubles him. He has reached the eighteth year of his age-a period of life, which, notwithstanding reassurring re-ports, naturally invests attack of a chronio maiady with genuine unessiness. For the vacant effice of post isureste, Robert Browning and Algernon Swinburne will be run. be run.

Col. L. L. HUSH, an extensive contractor and president of the Kaness City & dulf railroad company, is the last of the railway kings to order his private parlor car. It will be built somewhat on the style of Jay Gould's Atalants, though not quite so lux-urious. All its equipments will be modern. In addition to the siesping and dining compariments it will have at one end a model little library with bookcases and writing desks to supply all probable cocumodel little library with bookcases and writing desks to supply all probable occu-pants. The interior will be finished in hard wood, the curtains and other draperies baing of crimson. The builders say that when completed it will be one of the most complete cars on the rails.

FELL DEAD IN THE CAS. An Engine's Driver Dies With His Hand on

the Throttle - The Train Running at High Rate.

The passengers on the east-bound light. ning express train, which reacted Rochester on Monday morning at 10 o'clock, little thought that a few miles west of that city their train was running at the rate of sixty miles an hour, with a dead engineer at the throttle and an almost crazed firemen in the cab. Such, however, was the fact. The New York San tells the following

in the cab. Such, however, was the fact. The New York Such tails the following graphic story . When the train left Buffalo, bound east, it was about twelve minutes late, and it was the desire of the engineer to make up that low between Buffalo and Rochester. Levi S. Lewis, one of the oldest and most traisworthy engineers in the employ of the New York Central & Hudeon River railroad, was in the cat, and he had seen to it that everything was in the best condition for a fast run out. The big locomotive stood panting and wheezing in the Suffalo depot when the veteran engineer took his seat in the cab and pulsed the throtite open. With a bound the steel steed was off and the long heavy train dashed through the country at the rate of a mile a minute. Fireman Parker had the other side of the cab, but was kept so busy during the fast run, shoveling coal into the furnaces, that he hed little time to observe what was passing around him. When Engineer Lewis whistled for Brockport, he looked nervously at his watch and remarked that half of the lost time had been recovered. The train epid rapidly through the little