

APPEAL FOR PROTECTION. The Effort to Induce France to Relax the Prohibition of the Product. REID'S LETTER TO RIBOT. Some Very Interesting Correspondence Given to the Public. A CHARGE OF DISCRIMINATION. Made Against the Sister Republic Across the Big Pond.

FIGURES TO BACK UP ALL STATEMENTS. The President has sent to the Senate information concerning the refusal of France to admit American pork. A letter from Whiteley Reid to Prime Minister Ribot is the most interesting feature.

WASHINGTON, August 15.—In compliance with the resolution of the Senate of last July, calling for all correspondence not already submitted to Congress and now in the Department of State touching the efforts made by this government to secure the modification or repeal by the French Government of its decree of 1881 prohibiting the importation into France of American pork and kindred American products, the President today sent to the Senate a letter from the Acting Secretary of State on the subject, together with a large volume of correspondence between Minister Reid and Secretary Blaine, beginning July, 1888.

AN UNJUST DISCRIMINATION. As this policy of exclusion, says Mr. Wharton, is not for the protection of the domestic products of France, is applied only to the United States, the department has not failed to protest against the discrimination as unjust.

THE CORRESPONDENCE IS QUITE VOLUMINOUS, including statements by the Secretary of Agriculture to the Secretary of State, of the prohibitive edicts and regulations, and the most important portion is contained in a long letter addressed by Mr. Reid to Mr. Ribot, on July 3, last.

MR. REID REMINDS THE MINISTER THAT HE IS WAITING FOR THE FULFILLMENT OF ASSURANCES unofficially given by M. Vignaud, in connection with the McKinley administrative bill. He says:

"You will recall that while advising you of my earnest efforts to procure the desired removal of needless or unjust restrictions upon your trade, I pointed out once more that the greatest obstacle arose from what our people consider the present restriction of France in the prohibition of the great.

STAPLE AMERICAN PRODUCT on the indelible ground that it is unwholesome. Your Excellency was good enough then to intimate that the government would be content to accept of this prohibition.

AN ACT OF JUSTICE. We ask the repeal of this prohibition as an act of justice, not only because it is an unjust and arbitrary restriction upon the products of America, but also because it is a violation of the principles of justice and equity.

SOME STRONG LANGUAGE. There is not an authentic case of the disease recorded except when the pork was eaten raw. It was a question of importation among nations of savages, possibly there might be a valid reason for its exclusion, but not in the nation which marched at the head of the civilization of Europe.

RELATIONS BETWEEN GOVERNMENTS are best and most enduring when they rest upon a basis of mutual good will and respect. The mutual good will in the case of our countries there is happily a century's evidence of it. But I would like to show that the action we now ask is not in the interest of our own country; that it is really to the benefit of France, and that it is especially to the interest of the very classes in France which a wise Government always cherishes the most.

STATISTICAL INFORMATION. In the last year before the prohibition of American pork (1889) France imported in all 2,723,000 kilos of pork, of which 2,467,000 kilos came from the United States. As your country has been the source of almost all the pork for the past three years just about the same as it was in 1889—say in round numbers 2,500,000 kilos—then it is plain that you have not made up the duties on this article from other sources.

THE GLASS MEN AGREE. Satisfactory Arrangements Made at the Philadelphia Meeting. PHILADELPHIA, Pa., August 15.—After being in session from 10 o'clock on Thursday night until 4 o'clock this morning, the Glass and Bottle Men's Association reached the conclusion of the week's session which has been agitating the trade for some time.

THE CONFERENCE WAS PARTICIPATED IN BY these manufacturers: William Barker, of Philadelphia; Thomas Craven, Salem, N. J.; Joseph Adams, Hawley, Pa.; John Watson, Pittsburg; D. O. Cunningham, Pittsburg; and M. Skelly, Pittsburg. Representing the Knights of Labor at the conference were: District Master Workman J. Jackson, of Boston, O. John Williams, Baltimore; James J. Penneycker, Roversford, Pa.; George A. Kambach, Pittsburg; William Dougherty, Millville, N. J.; and Joseph Adams, Hawley, Pa.

THE QUESTION OF APPRENTICES WAS SETTLED by each manufacturer having one apprentice to every 15 journey men and one journey man to every three-fifths of that number of workmen, or two apprentices to every 24 men. All of the manufacturers agreed to these terms, and furthermore agreed to have their blasts in September. Several firms have not signed these agreements, notably Whitney Brothers, of Woodbury, N. J., and Moore Brothers, of Philadelphia, who have several smaller blasts in this State and New Jersey.

THE PERPETRATORS STILL AT LARGE. Pleasure Seekers Going East Have Their Joy Turned to Sorrow. Two engineers and a Pittsburg, who were stealing a ride on the Atlantic express on the Baltimore and Ohio road, were killed in a wreck near Osceola, Thursday night. Railroad ties were fastened across the track, and the train, which was wrecked, was placed so many lives in danger. There were many miraculous escapes.

THE ATLANTIC EXPRESS ON THE BALTIMORE and Ohio road was wrecked Thursday evening between Osceola and Elrod, and three men were killed. The victims were Engineer E. J. Sullivan, David Goodwin, and Harry Hershey, who was on the locomotive going to Connelville, and Harry Hershey, who was stealing a ride on the forward car. The passengers, of whom there were 200 on board, principally excursionists bound for Atlantic City, were badly shaken up, but none were seriously injured. After a few hours' delay another train was fixed up, and they started for the seashore, where they were met by the story of the wreck is simple enough. Some fenders placed seven ties on the track on what is known as the Osceola curve—at least, this is where the wreck occurred, though Superintendent Patton believes that the engine picked up the ties two miles back and carried them to the point where the accident happened.

THE WRECK OCCURRED AT OSCEOLA, where the Atlantic express was wrecked Thursday evening between Osceola and Elrod, and three men were killed. The victims were Engineer E. J. Sullivan, David Goodwin, and Harry Hershey, who was on the locomotive going to Connelville, and Harry Hershey, who was stealing a ride on the forward car. The passengers, of whom there were 200 on board, principally excursionists bound for Atlantic City, were badly shaken up, but none were seriously injured. After a few hours' delay another train was fixed up, and they started for the seashore, where they were met by the story of the wreck is simple enough. Some fenders placed seven ties on the track on what is known as the Osceola curve—at least, this is where the wreck occurred, though Superintendent Patton believes that the engine picked up the ties two miles back and carried them to the point where the accident happened.

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SNEEZING TIME IS HERE. PROMPT OPENING OF THE MAY FEVER SEASON TODAY. No Postponement on Account of the Dry Weather—Where the Sufferers From This Affliction Try to Avoid It, or Obtain Some Relief. The hay fever season begins this morning and lasts until frost falls. It has been set back beyond a doubt that this period is the most disagreeable of the year. The pollen of certain plants is so generally distributed in the atmosphere that those in condition to take the malady get it as certainly as they allow the seed-laden air to enter their nostrils.

A FEW MINUTES AFTER 8 O'CLOCK LAST night Frank C. Calhoun, the undertaker, began work on Grand street, in Pa., and his recall to the company assembled that he was in for it until frost came. He then instituted an inquiry as to the time the Katydid began to sing, and sighed when he found that he was likely to have redness of the eyes, whether he tarried long at the wine or no, for some four weeks. Mr. Calhoun says he has regularly gotten full doses of hay fever since the 15th of August since 1881, and he knows scores of people who get it from the 15th to the 17th of August, but with him there is no variableness or shadow of turning—the sneeze begins late on the 15th, and is in full bloom on the 16th.

MR. JOHN ARRAS, of Coropopolis, on the arrival of the first sneeze, goes into the Allegheny mountains. He says that above a certain altitude he has never felt the hay fever, and he makes his yearly outing correspond with his fever term. Doc Montgomery for years utilized the Laurel Ridge, in old "Payette," for the same purpose, but he says that he at length found a doctor that could knock the fever, and he found the Altitude of Mt. Washington sufficient therewith.

WHEN THE RAG FLOWER begins to bloom and its pollen permeates the air do the annual sneezing and watery eyes begin. The pollen of the rag flower is so generally distributed in the atmosphere that those in condition to take the malady get it as certainly as they allow the seed-laden air to enter their nostrils.

THE STRIKERS DEVOUR THE CONTENTS OF EACH new bulletin with marked eagerness. Two additional bulletins posted late today by the strikers read as follows: "The situation is still improving. Reports from all points indicate that the greatest success has been achieved in the West. It is held at all points. Public opinion is increasing in our favor and offers of financial assistance are coming in from all quarters. The situation is extremely encouraging."

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THE SITE QUESTION. Is Still Embarrassing the Chicago World's Fair Directors. A NEW SURVEY OF JACKSON PARK. May Show That the Necessary Space Can be Secured There. AN INLAND LOCATION IS SUGGESTED. In Case the Lake Front is Finally Found not to be Available.

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