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Berlin is said to be the healthiest city in the world.

It is said that no less than 8000 Chicago persons mysteriously disappear every year.

Judge Henry, in Kansas City, recently decided that a man must pay his wife's debts, even if he is suing her for divorce.

It cost \$1000 to take a carload of fruit from Sacramento, Cal., to London two years ago. The rate now has been reduced to \$700.

The universal postal union was virtually completed when it received the adhesion of Cape Colony, South Africa, the only large civilized community not vet included in it.

Including stocks and bonds the railways of the United States are capitalized at \$60,000 per mile, while those of Great Britain are capitalized at \$220,000 per mile, or nearly 400 per cent. higher than in this country.

Dr. Conan Doyle picked up considsiderable "literary material" and \$12,000 during his trip in this coun-"No wonder he finds America try. a great field for the successful author," exclaims the Chicago Record.

The New Orleans Picayune exclaims: "General Booth is begging money in this country for his 'Darkest England" schemes. America takes care of enough foregn paupers on her own soil without exporting money for the purpose.

The South in 1894 raised about fifty bushels of corn to every bale of cotton. The farmer who comes out even on his cotton at present prices is fortunate. The farmer who has a surplus of corn is ahead. The salvation of the South during 1891 was its great corn and hog product. It is useless, in the judgment of the Atlanta Journal, to say more.

"The fact," declares the New York Tribune, "that the Southern farmers are going ahead in a quiet, unobtrasive way, saying nothing, but minding their business in the most exemplary manner. With a climate unapproached anywhere else on this continent. a soil unsurpassed for its natural fertility, a wealth of fertilizers under the surface, and a dogged perseverance of which they have heretofore given ample evidence, they are successfully proving their fitness to survive in the struggle for life, prosperity and happiness.

There has been a singular dearth of invention in naming the many small lakes of the West, Inments the Chicago Herald, and fine eld Indian names have been deliberately discarded in order that persons of unlovely surnames might be honored geographically. The Indian names when translated are often found to embody an almost photographic picture of the lakes upon which they were bestowed. The French names that superseded some of the Indian names, and are likely to be superseded in their turn by modern commonplaces, are often

THE DAYS AND THE YEAR. What is the world, my own little one? Our world belongs to that clock the sun. Steady its spins; while the clock beats true Days and seasons for me and you. And tick-tick-tock ! goes the mighty clock While time swings on below, Now left-now right ; now day-now night,

With a tick-tick to and fro. The pussy-willow in coat of fur; A sweet pink rose in the wind astir; A maple leaf with a crimson blush ; Then falling snowflakes, and winter's hush---While tick-tick-tock goes the mighty clock, And the world swings on below,

Budding-blowing ; shining-snowing-With a tick-tock to and fro. A little song when the heart is glad, A little sigh when the way is sad ;

Whether the shadows or subseams fall, Sweet rest and dreaming at last for all, While tick-tick-took goes the mighty clock, And the world swings on below, Smiling—sighing ; singing—crying— With a tick-tock to and fro.

So this is the way, my own little one, Our world belongs to that clock the sun, And the hand that somewhere keeps the key Is the same that holdeth you and me,

While tick-lick-tock goss the mighty clock, And the world swings on below, Now left-new right ; now day-now night,

With a tick-tock to an I fro. -Harr'et F. Blodgett, in St. Nicholas.



block the sun, where keeps the wind was coming to him from the wind was coming to him from my way.
u and me, the mighty clock, below, day-now night, below, day day below, day CASWELL'S EXPEDIENT. BY EDSON KENP

there with a compass. The redness of its color indicated that the mark had been inflicted not very long ago. The man who wore the sear had taken no parts in the conversation. Presently one of the Western delegates said to him:

to have a story to tell. How did you get that scar, now?" The Old Colony man colored a lit-tle and looked uneasy. "You fellows can tell stories," he said, "and I can't. But I will say this—I was never thankful for a hard blow in the face but once, and that was when I got this scar." Then he subsided into silence, ap-parently supposing that there was The wondered if it would be best to throw himself down on the track and let the train go over him. He was willing to do it, if it would do any good. But he thought that the chances were ten to one that his body parently supposing that there was

would throw the train off the track. whereas there was at least a small chance that if my train went on I

parently supposing that there was nothing more to say. Of course the engineers about him raised a loud de-mand for the rest of the story, which seemed to surprise the Old Colony man. Under this pressure he went on, a little awkwardly. "I hain't had the scar moren'n about a year," he said. "I was run-ning the three-thiety passenger out of Boston on the Cape Cod Division, as I am now when I'm at home. We had passed Wareham one blustering, blowing, rainy Norember afternoon; chance that if my train went on I might bring it to a stop some way in time to save a bad smash-up. "Anyhow, he resolved not to throw himself down, but to do the thing he did do. He stepped off the track-and by this time I saw him dimly by the light from the headlight-and measuring his distance coolly, he threw his lantern with all his might straight through the side window of

I am now when I'm at home. We had passed Wareham one blustering, it was half-past five by that time, and as the sky was thick with clouds, it was just as dark as pitch. "Between Wareham and Buzzard's Bay there's a stretch of woodsy, scrub-by country where the track is protty tolerably crocked, crossing and dog-ing the salt-water inlets. You can't senses I found that I had reversed the see far ahead of you at any time. "But if I'm going to tell you this story anywhere near right, I've got to get you out of my cab and onto the "Get you out of my cab and onto the "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engine and put on the air-brake, and "It was just second nature to any engi "It was just second nature to any engineer—and Jimmy Caswell knew well it would be—to know that any human being wouldn't do a thing like that unless there was good cause for the engine to stop. My fireman would have stopped the train if I hadn't, when he saw the lantern come Flying Dude; and that's a great priv-ilege, I can tell you, for they say it takes a patent of nobility to make you eligible to ride on that fast express. It's a swell affair, that runs down on the east sho e of Buzzard's Bay in; but he says that he hadn't more than heard the crash of the lantern "By the hour I mentioned the Dude "By the hour r meaning wood's Holl, should have been at; Wood's Holl, her run made; but she had stopped at Middleboro on account of a hot box, and was way behind time. She had through the window before he saw me jump for the throttle and the airbrake. "After the train had come to a stop, and I, without knowing what had really happened, was wiping the blood off my face and thinking that some-body had tried to kill me and wreck the train, that boy came running up alongside the cab, panting, clean out of breath and climbed up all wat gone on, and was flying along through the woods between Wareham and Onset, not more than fifteen minutes ahead of our time, when that same box began to smoke again, hotter than fire. "There was nothing for them to do "There was nothing for them to do but haul up and cool her off. But they knew that we were coming right behind. The Dude had just made a curve where the track follows the bend of the bay, and it was a bad place. I shouldn't have seen the Dude's rear lights around that curve until wave sight on her. Of course Dude's rear lights around that curve until we were right on her. Of course they sent a man back with a lantern to signal us. The man they took for the duty was a young brakeman, not over nineteen, by the name of Jimmy Caswell. He hadn't been working for the road more than two years, but he came of a very good family of folks down to Falmonth, and was a mighty bright, gentlemanly sort of a youngster--just the kind that the swells who travel down to the bay like to have on the Flying Dude.

curve along back a little ways on that crooked live there, and after that a long, clear stretch, and he wanted to get around the second curve and warn us there. "He was making pretty well along toward the second curve, running his head against the storm, and was just where he was out of sight of both trains—the Dude standing still and we a-coming—with woods along the jinner side of the track I should have taken you for some fool of a tramp, and like as not paid no attention to you, and gone on at full speed around that next bend. But, 'szys I, 'you'd "'I wish some of you fellows would lend me a lantern,' says he. "'I looked at his lantern, and saw that the glass had smashed when it we actor of the track I should have went to the cab floor after hitting me.

long, clear stretch, and he wanted to get around the second curve and warn us there. "He was making pretty well along toward the second curve, running his head against the storm, and was just where he was out of sight of both trains—the Dude standing still and we a-coming—with woods along the inner side of the curve, so that noth-ing whatever could be seen of him or his lantern at that point from either train. Then suddenly he heard my train rolling up in the distance. "He started to run, Jimmy, did, to get around the socoud turn in season to signal me there. It seems that he knew he had plenty of time to make the bend, as he owned up afterward, but he wanted to be mighty sure. "Just as he started up, what do you sorpose happened? A stronger gust of wind than any of the rest come whistling through the scrub, and that and the motion of Jimmy's start to my way. "Jimmy wasn't at all scared. He ⁴ I'd rather go back with one,' says he. ⁴ That made me laugh. He wasn't going to let on but what he'd stopped my train in the regular way. And I don't believe he did. There was no occasion to report to anybody. That boy wasn't after any hero's honors, or any of that kind of business. ⁴ But of course it came out, because, though I didn't ask for any leave, I had to go around for quite a spell with my face all plastered up. ⁴ D ctor down to Yarmouth fixed me up all right. Jimmy offered to pay the bill, but bless you, I'd never let him do that, even if the doctor had charged me a cent, which he didn't. ⁴ I'm a mights alsd to gat ast of

Find a set the set of the dimensioner of the set of the the world know what we have in the way of climate, soil, minerals, woods, water power and that sort of thing our uncultivated and low-priced lands will soon be in demand and the tax-able property of the State will in-crease in value a hundred million dol-lars in a few years."—Atlanta Consti-tution

Mirror and Light on a Cuttlefish.

The phosphorescent organs of a rare cuttlefish from deep water have been investigated by Joubin. It comprises what the author calls a mirror and an apparatus for producing light. He supposes that this organ does no function, and that it is like a machine water around it is then lighted up by rays perceived by the eye of the ent-tle. In a word, these organs are those of caloric sense. He has also found in another cuttlefish an extremely curious organ constructed in such a manner that it does not perceive light rays, but is solely adapted to receive heat rays, which confirms his hypoth-csis as to the nature of the organs in the other cuttle.—New York Inde-nendent pendent.

The human skeleton, exclusive of the teeth, consists of 208 bones.

SCIENTIFIC AND INDUSTRIAL.

Leunhauk once examined a section of human scalp that had nearly 12,000 hairs to the square inch. One horse-power converted into gas equals twelve candle-power ; into elec-tricity, equals 1600 candle-power.

Solitary confinement is calculated, doctors state, to produce melancholia, suicidal mania and loss of reason. Nine months of absolutely solitary confinement are almost certain to re-sult in the mental ruin of the convict.

A musical instrument, the pyro-phone, has been invented which ex-tracts all the tones of the scale from gas flames.

Railroad authorities says that an ordinary locomotive has 300 horse-power and burns a ton of coke for eighty miles of passenger train travel.

eighty miles of passenger train travel. The human lungs retain the air in their eubstance with such obstinacy that it cannot be expelled by any com-pression short of absolutely disinte-grating the tissue. A Manchester (England) man car-ries on his person a complete pick-pocket alarm system. Removal of his watch, pin, or other jewelry causes the ringing of a bell. The electric plant weighs twenty-two onnces. An electric lighting ylant at Ealing

An electric lighting plant at Ealing, England, is operated by the waste beat from garbage destructors, and provision is made for condensing the steam from the engine with liquid sewage, chemically treated to make it nnocuous.

A novel plan of strengthening a fly-wheel has been put into successful practice in the Mannesmann Tube Company's works in Germany. The wheel consists mainly of wire, seventy tons of which are wound around the hub, between two steel disks twenty feet in diameter, and completely fill-ing the succe. ing the space.

California is soon to try an indus-California is soon to try an indus-try that has hitherto been confined in this country to New York City—that of whalebone cutting. While much of the world's supply of whalebone is landed in San Francisco from the whaling ships, it has hitherto all been sent to New York City and London to be out for use. be cut for use.

be cut for use. Dr. Zacharin, the late Czar's physi-cian, has devised a new method for stanching the flow of blood. Steam is injected into the wound through a catheter for a minute or less. The patient, under the influence of chloro-form, feels no pain and suffers no ill consequences. It is said that experi-ments show that by this method por-tions of the liver, spleen, kidneys or tions of the liver, spleen, kidneys or lungs may be removed without serious loss of blood and without fatal effects.

Pocket-knife blades are very un. Pocket-knile blades are very un-evenly tempered. Even in so-called standard cutlery some blades are hard and some are soft. For the latter there is no remedy, but the temper of hard ones can easily be drawn slight-ly. Take a kitchen poker and heat it red hot. Have a blade that is to be drawn bright and hold it on the poker for a moment. When the color runs down to violet blue stick the blade in a piece of tallow or beef suct until cold.

Deadwood is Defunct

Deadwood is Defunct. Deadwood, North Dakota, of to-day is a stragging village of houses and shops in a guich. The creek that tears through the town makes a noise when men are not talking politics on the bridges. Seventeen years ago the water of this stream was clear, and men could whip trout from its depths. It is red now, and when a stranger to men could whip trout from its depths. It is red now, and when a stranger to the village stands upon the bridge he is told by the natives that if he were to wheel a wagon from bank to bank there would be gold enough on the tires of the wheels to pay his fare to Snearfiel. And Snearfiel is a goodly Spearfish. And Spearfish is a good distance. "That water is colored l the waste of the Homestake mine the waste of the homestake mine," these same natives will say. Continu-ing they will declare "there is gold in every rifle." The town is dead, though. Its dance-houses are closed, the old-time mail coach is now a fea-ture of a show in the East, and the limbs of the trees to which the vigi-lantes of old used to string their vic-time are molting - Chicage Horald tims are molting .--- Chicago Herald.

AN IMPLIED THREAT. ENGLAND WANTS THIS COUNTRY TO MAKE "CONCESSIONS."

Withdrawal of British Capital Fro

America Histed at as the Penalty of Our Refusal –If British Capital Does Not Find Profitable Investment Here It Might Try China.

In a recent editorial in the London Times we find the following: "The conditions are such that the United States and the British Empire must either compete for, or unite to hold, the command of the commerce of the avoid United was refur might hold, the command of the commerce of the world. United, we safely might dely competition from any other of the machine-using people. The dom-inating forces in commerce are usually held to be food, fuel, iron and copper. If to these we add the human factor, a man, America and Great Britain man deline to own them all in e.g. a man, America and Great Britain may claim to own them all in a su-preme degree. The exact center of each special industry would matter little. With coal and iron to spare for each other, we should be invinci-ble."

ble This is truly an honest admission for the leading paper in the United Kingdom to make, and it is an admis-

sion which we must confess we are rather surprised to find. But the ac-knowledgment is tempered by the folrather surprised to find. But the ac-knowledgment is tempered by the fol-lowing: "It may be assumed that the United States would not lose the enstomer of half its exports, without being willing to make some concessions in the direc-tion of a mutually advantageons union. It is hardly necessary to al-lude to the large amount of British expital invested in the United States which would have everything to gain by a profitable union." This is clearly an implied threat. England acknowledges that we are her competitor for the commerce of the world, a condition that we have ar-rived at solely through the adoption of the policy of protection, and Eng-land, knowing the extent of our rival-ry, desires the establishment of a com-mercial union between the two coun-tries. The Times should come right out and state what are these "conces-sions in the direction of a mutual ad-vantageous union" which we are de-sired to make. If we have, under protection, suc-ceeded in becoming such active com-

stred to make. If we have, under protection, suc-ceeded in becoming such active com-petitors in the commerce of the world that England feels it, why is it necesthat England feels it, why is it neces-sary for us to make any concessions at all? The threat implied is clearly the withdrawal of "the large amount of British capital invested in the United States." This threat is buncombe. The English capitalist and money lender will send his money to the United States for investment just so long as he can get a better rate of in-terest on good security here than he can at home. When he fails to do this he will withdraw his money, and not one day sconer, all the bosh of the not one day sooner, all the bosh of the London Times to the contrary not withstanding.;



market for their own wates and de manding to purchase the raw material turned out by foreign paupers from alian mines free of duty, while Ameri-can citizens walk the streets in search of work; instead of this they have re-pudiated Democratic free trade and all that pertains to it.

NO. 18.

Russian Barley Here Already.

If our farmers will look into the reports of the Treasury Department they will find that Russia is now im-porting barley quite largely into the United States. This was made possible by the reduction of duties in the grain schedule under the Wilson law, now operative. It does not appear that now operative. It does not appear that prices have been materially lowered by these imports, therefore no result-ing benefits are as yet enjoyed by the purchasers of the foreign article; but it does appear that the growers of barley in the United States are mate-rially hurt in that the home market for the home product is taken from the home producer by the foreign producer to a more or less injurious extent. extent.

It may be contended by free traders that expected benefits to users of bar-ley will come after awhile, when the market price breaks under excessive tey will come after awhite, when the market price breaks under excessive supply through importations from Europe. The inquiry then would bo whether the American grower would continue to produce barley at Euro-pean prices. There would probably be a general cessation of production of this cereal, and the second inquiry would present itself, viz. : how long after the destruction of the American producer would it be before Europe, having possession of the American producer would advance prices to suit her own views? What would become of ale American users' interest in the hands of the European producer? Nothing but a return to protective duties could reinstate the equilibrium then so seriously disturbed. Our grain growers, we fear, have

then so seriously disturbed. Our grain growers, we fear, have two more years of severe trial ahead. The question of how to meet them should be most carefully weighed by every farmer in the country.

And the People Are Delivered.

And the People Are Delivered. Congressman Marriott Brosins, In the course of his address quoted Car-lyle's description of Sir Henry Vane, of England, who flourished some gen-erations back. Mr. Brosins applied this description to the distinguished Congressmen of this district, who is leading the fight for the establishment of free trade in America. These words of the great Carlyle as applied to Sir Henry Vane are so apt and appropri-state to Mr. Wilson that we reproduce them here. The lines are as follown: "Grant him all manner of purify and elevation; subtile, high discourse and intellectual dexterity; an amin-

and intellectual dexterity; an amia-ble, devout and zealous man. His tendency toward the abstract and the oretic is irrestible. He holds on the concrete wherein lies everything that is practical and permanent is not that of a giant or born practical king. His astonishing subtility of mind con-ducts him not to new clearness, but to even new abstructness, but in wheel and depth under depth. His astonishing intellect occupies itself in splitting hairs and not in twisting cordage, or other effectual draught tackle to take road with. You can only get away from such a man with the original state is the road with the brayer, 'Lord, deliver me from thee.' I want twisted cordage and steady pulling, not split hairs, hysteri-cal spasmodics and treble. Thou ami-able, subtle, elevated individual, the Lord deliver me from thee."

And, as Mr. Brosius puts it, the American people are now saying to the Chairman of the Ways and Means Committee to-day: "The Lord deliver us from these"

us from thee." And the American people were de-livered.—Grafton (W. Va.) Sentinel.

pretty and historically suggestive.

According to Major H. H. C. Dan. woody, of the National Weather Ser vice, the weather crop service of the National bureau ranks next in importance to the work of making forecasts. The system of gathering reports upon which the weather crop bulletins are based has been greatly perfected in recent years. The crop bulletins of the States have been improved, and are now more complete than at any prev ious time, and the increased circula tion that these bulletins have attained amply attests their value. It is believed that there is no other class of information to which so much space in devoted in the public press to-day. A file of these bulletins for all the States for a year will form the most complete history of the weather conditions attending the growth and development of the several crops throughout the country. More than ten thou sand crop correspondents are to-day co-operating with the National Weather Service through the State organi zation; three thousand voluntary observers are furnishing monthly reports of daily observations of temperature and rainfall; and over eleven thousand persons assist in the work of distribut ing the weather forecasts of the National Weather Service. This latter work has been more rapidly pushed during the past year than any other feature of State Weather Service work With the continuation of the present liberal policy toward these services there will be in a comparatively short time no important agricultural community in the United States, with the proper mail facilities, that will not receive the benefits of the forecasts.

A Cold Light.

The recent investigations of Professor Ebert form an interesting se-quel to the researches of Tesla on the production of electric light with the "After the train had come to a stop, and I, without knowing what had really happened, was wiping the blood of my face and thinking that some-body had tried to kill me and wreck the train, that boy came running up alongside the eab, panting, clean out of breath, and climbed up, all wet, into the cab. 'My gracious!' he managed to get out, pretty soon, 'did I hit you?' "Somebody hit me,' says I; 'f don't know who 'twas nor what 'twas.' "I threw my lantern at you,' says he, as col as a frog. "You did!' says I; 'well, what did you do that for? "You did!' says I; 'well, what did you do that for? "By this time he was up in the cab, and the and the firemen were scopping my face with wator. And then my t didn't know any too well what was going on. "But by the time the conductor and train hands and about two thirds of the passengers had come swarning around, I was able to order 'em back, and we pulled up and overhanled the express, slowly.

that the swells who travel down to the bay like to have on the Flying Dude. "He'd been put forward a good deal for a fellow of nineteen, and it vas comewhat the result of favor, I dare say, that he was on that train ; But they all had a great deal of confidence in him. I'll leave it to you to say whether the confidence was justified. "Well, Jimmy set ont in the dark and result of the favor, I dare in him. I'll leave it to you to say whether the confidence was justified. "Well, Jimmy set ont in the dark and result of the favor. "Well, Jimmy set ont in the dark and result of the favor. "Well a great deal of confidence in him. I'll leave it to you to say whether the confidence was justified. "Well, Jimmy set ont in the dark and rain and wind with his red lan-torn back along the track. He had to go quite a piece, for there's a second

Derelicts at Sea.

Derelicts at Sea. The Admiralty and Board of Trade Committee, of England, have recently published a curious report on the sub-ject of the destruction of derelict ves-sels. The committee recommends the better reporting of derelict vessels, as to their character and location and the publication periodically of such report. But, on the other hand, they do not deem it necessary to destroy abandoned vessels or to hold interna-tional conferences to discuss the sub-ject. The report further states that the danger of collision with derelicts is probably much exaggerated, and that to publish the information con-coring derelicts given in the charts is-sued by the United States would be likely to mislead and needlessly alarm English mariners. This casts a very unjust reflection upon the value of the United States charts. If the derelicts are a menace to navigation, as the are a menace to navigation, as the committee's report virtually admits, they certainly deserve more serious at-tention.—Scientific American.

Fine Funeral of a Pet Pug.

Fine Funeral of a Fet Pag. Paris is laughing over the extrava-gant funeral of the pet dog of an American family residing in the gay capital. The body was placed in two caskets, one of oak, the other leaden, conveyed in a hearse covered with flowers to Vancresson, and there buried. A number of mourners in car-riages followed the hearse to the ceme-tery, and a monument costing \$300 was erected over the grave, the total expenditure for the funeral amounting expenditure for the funeral amounting to over \$500.—Chicago Herald.

Changed Conditions and Views.

In 1890 a considerable number o New England iron and steel men placed their names to a petition which de-manded free coal and iron and a low duty on pig iron. This petition was duty on pig iron. This petition was given the greatest prominence by cer-tain free irade partisans for is year or two. The truth is that most of the signers gave little heed to the ques-tions at stake. They thought, in the midst of their prosperity, that they might be relieved of the payment of duties on what they bought, and at the same time enjoy the advantages of a protective tariff.

But theorizing in prosperity and trembling in adversity are different things altogether. On June 18 the free-trade Senate, Hill and Irby being the only dissenters, refused to grant free cosl; on June 19, Hill ex-cepted, it refused to grant free iron ore, and the dose was gulped down by the free-trade House on August 13! Thus was the answer given to the free coal and iron manufacturers—an an-swer over and over sgain predicted by the protectionist papers and speak-ers.

ers. The dreadful effects of free trade and the anticipation thereof have practically solidified the iron men. They see now, as they could not, or refused to, see in 1890 and 1892, that the cartoon of the dog and his reflec-tion in the water was meant for them.

tion in the water was meant for them. The Republican party was ousted and Democracy ushered in. Republican protection was dropped and sectional destruction rode in on top of "perfidy and dishonor." Prosperity was lost and nothing was gained except a rude awakening to the fact that you never "miss the water till the well runs drv."

never "miss the water till the well runs dry." Sundry of these iron and steel people have been on deck the past year, but instead of complaining of the measure of prosperity allowed them under Republican protection; instead of demanding the American

The Farmer Suffers.

The effect of the Gorman Tariff bill is already being experienced in the wool market. The price of American wool has fallen, while that of Austra lian wool has advanced. The Ameri-can farmer suffers while the Australian can farmer suffers while the Australian farmer prospers. At the latest woo sales the price of Australian woo closed firm at an advance on all desir able grades. In this country there has been quite a movement in comb ing and fine clothing wool, the bull of the business being sales in bond, se that no duty should be paid. The American clin is twenty per cent. less American clip is twenty per cent. less than last year, owing to the slaughter of sheep rendered compulsory by the mere threat of Democratic tariff tink. mere threat of Democratic tariff tink-bring. Our farmers cannot raise wool at a profit at existing prices. The smaller our supply, the greater the demand for foreign wool and the higher its price. The American farmer suffers while the foreign farmer pros-pers. This is the result of Demo-cratic "tariff reform."

Foreign Lumber Coming.

The lumbermen around the Bay of Fundy will now out their logs long enough to make lumber to suit the New York market, which requires longer stock than goes to England. And in doing so they will be in a posi-tion to take advantage of either of the two markets. There will probably be less lumber sent to the British market next year if the American market offers inducements to shippers. This stated that much timber now cut into piling at practically no profit will hereafter be converted into scantling for the American market. The American mill owners here, who cut Maine logs, will, of course, not profit by the change. Their lumber costs them more than the provincial article costs, and they will have an orresponding advantage in the mar-kot.—St. John correspondent of the Northwestern Lumberman. The lumbermen around the Bay of