

THE MORNING GUARDIAN

TUESDAY, MAY, 8 1900.

THE U. S. MERCANTILE MARINE.

The Scientific American asserts that less than half a century ago the leading position among the nations in the shipping trade was held by the United States, which not only possessed the largest tonnage, but was acknowledged to produce the fastest and best appointed ships that sailed the high seas. It adds: "Today our deep sea trading fleet is not only insignificant in comparison with that of the leading maritime nations, but is ridiculously disproportionate to the resources, the skill and the feverish energy of the nation under whose flag it sails."

The decline of United States shipping dates from the Civil War, and various causes may be cited to account for the present backward condition of the Republic's commercial marine. Among these are the depredations of the Confederate privateers, the policy of high protection, the change from wooden tonnage to iron and steel, and the greater cost of the materials for construction of metallic vessels on this side of the Atlantic. Still another cause may be found in the fact that industrial development on land has mainly occupied the attention of the people. All these conditions have aided to give to Britain her marvellous growth of merchant shipping, and to relegate the United States to the foot of the list among the great ship-owning countries.

But the conditions have rapidly changed of late. Iron and steel can now be produced in America as cheaply as in Britain or Germany, and, though the cost of labor is something greater on this side of the ocean than on the other, a keen competition is arising between the British and American ship-yards. Steel vessels both for foreign navies and for the merchant service are being built in the United States. At the same time the Spanish War, resulting in the Republic obtaining large possessions beyond the seas has created new demands for

American shipping which are being rapidly supplied. These incidents point to a great revival in the ship-building industry on this side of the Atlantic. A scheme is now before Congress to provide bounties for American shipping, which if adopted will further stimulate the revival. The movement ought not to be lost sight of in Canada, and every effort should be made to create and maintain a steel ship-building industry in this country. We should not permit our enterprising neighbors to get too much of a start over us in this matter.

In round figures the distance from Bloemfontein to Pretoria is something over 275 miles. Brantford is 35 miles from Bloemfontein and 240 miles from Pretoria. Winberg is about 60 miles from Bloemfontein, and Kroonstadt nearly 150 miles. In other words Kroonstadt is a little more than half way to Pretoria on the road from Bloemfontein. Roberts has yet a long road to travel and fight his way to the Boer capital.

Heavy Trains.

The Union Pacific Railway have recently been experimenting in the haulage of heavy freight trains. On one of the western divisions for 200 miles east from Cheyenne there is an almost continuous grade averaging 32 to 35 feet per mile. The conditions here are more favorable for heavy loads than are to be found on most other railways. The object of the experiments has been to ascertain how many cars and how much load one engine and crew could safely handle on this division. Between March 11th and April 4th trains of from 37 to 109 cars each and loads of from 3,340 to 4,911 tons were safely run over this division with one engine and one crew. On April 4th a train was started east with 134 steel coal cars with a load weighing 7765 tons. This train was over a mile long and beats the record for both length and weight. It was taken 24 miles without any mishaps in 45 minutes. A heavy snowstorm coming on it was thought best to divide the train for the balance of the trip. The locomotive hauling this train is described as a 12 wheeler with 185,000 lbs. on the drivers, cylinders 21 x 30 inches, driving wheels 57 inches diameter working pressure in boilers 200 lbs. per square inch.

The Voice of Eng and.

My children lying 'neath the tropic sun
That shines on rolling veldt and bare
karroo;
Now, when the work of springtime is
begun,
The mother-heart more wildly yearns
for you,
And dreads to feel the quickening sap
astir,
Or impulse of returning life in her.
The tenderest petal ralling on the grass
Shall hurt me—I am full of pangs and
woe,
Reluctant for the winter day to go,
That numb'd my wailing lips with frost
and snow:
Not willing to be moved by the wood-notes
clear
Which those whom I have lov'd can
never hear.
O hand that fought for me, O lips that
spoke
My rugged speech! I shall have need
to think
How bravely on the world your valour
broke,
Lest grief should over brim the cup I
drink.
But, not forgetting aught, with woe so
deep,
Life, give me leave to weep—life let me
weep!

—Pall Mall Gazette.

"Example is Better Than Precept."

It is not what we say, but what Hood's Sarsaparilla does, that tells the story. Thousands of testimonials are examples of what Hood's has done for others, and what it will do for you.

Dyspepsia—"I was weak and had fainting spells. Dyspepsia and indigestion in severe form troubled me. Five bottles of Hood's Sarsaparilla made me well and strong." Mrs. WILLIAM VAN ALKENBURG, Whitby, Ont.

A Good Medicine—"We have taken Hood's Sarsaparilla in our family as a spring medicine and used Hood's Pills for biliousness and found both medicines very effective. For impure blood we know Hood's Sarsaparilla is a good medicine." R. S. PELTON, publisher Bee, Atwood, Ont.

Hood's Sarsaparilla Never Disappoints

Hood's Pills cure liver ills: the non-irritating and only cathartic to take with Hood's Sarsaparilla.

The following is the report returned from a sample of Dearborn's Perfect Baking Powder sent to the American Journal of Health.

MESSRS DEARBORN & Co.,
Gentlemen:—Re Dearborn's Perfect Baking Powder, would say that we have found this article to be absolutely pure and thoroughly wholesome. No better baking powder from the standpoint of chemical science has ever come before our notice. Its blend is as near perfection as has yet been attained, while its high order of leavening power signally marks it off from the multi-farious baking powders of inferior grade, which is our misfortune to meet with so often.

Yours Truly
JAMES R. THOMPSON, M. D.

A Necessary Garment

Spring Overcoat

You need one these treacherous Spring days, there are but few when you can dispense with it. It's not a luxury but a necessity. This season we are showing the largest range of Cloths for Spring Overcoating we ever had the pleasure of showing. 30 COLORS TO SELECT FROM. COVERTS, MELTONS, WORSTEDS, VANETIANS etc.

You Can Buy a good Overcoat for \$13.

As the cost of labor is the same on the cheap material as on a better one, we would advise you to order one of our

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If you are satisfied with a ready-to-wear coat, we can sell you one of our own make with superior workmanship for

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See what we can do for you.

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Our workrooms will be pushed this week; if convenient, we ask you, and will consider it a favor for those who can, to leave their trimmed hat order as early in the week as possible.

Perkins & Co.,

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Heavy Cord Serge Suit in Men's—well worth \$8.00 for \$6.50. Men's Cut-away Coat and Vest for \$5.00. Tweed Suits \$2.50, \$3.50, 4.50, and 5.00, all sizes. JAS. PATON & CO.

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Boys' Knickerbocker Suits, Boys' Norfolk Suits, Boys' 2 Piece Suits, double or single breasted, Boys' Sailor Suits, Boys' Serge Sailors, Boys' Colored Blouses, Boys' Shirt Waists, Boys' Odd Short Pants. JAS. PATON & CO.

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Men's good strong wool pants, Men's wool Suits for Men's Serge Suit guaranteed Men's heavy tweed working Suits, \$5.00, 6.00, 7.00 and 8.00 Serge and Worsted Suits, \$7.50, 8.00, 10.00 and 12.00. Double or single breasted. JAS. PATON & CO.

Mens Short Spring Overcoats Dark Grey, all-wool Overcoat, short or long, \$8.00, well worth \$10. **Whip Cord Coats** all-wool, short length in three shades at \$10 and \$12. Another tailor-made coat \$13.50 JAS. PATON & CO.

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