

SUBSIDIES TO SHIPS.

Perhaps a shipping committee could employ itself to great advantage by taking a trip to England during the coming summer, and examining into the reasons that give Great Britain the lion's share of the shipping trade of the world. No bounties are offered in that country. Individual ships and enterprises have there their freest play, and the year just passed was the most profitable that the ship-building industry has ever had. Upward of a million tons were launched, and in this the face of sharp competition. Plainly, England is the place for the shipping reformers of this country to go to school.

The question of bounties to ship owners is one that will never escape congress as long as the present navigation laws are in force. The French government made a heavy bid for the shipping business in the bounty net, which went into effect in 1881. It allowed a bounty of nine per cent. on the cost of the construction of a vessel, and four and a half per cent. if the vessel was of foreign construction. On navigation the bounty was twelve per cent. annually on the cost of the vessel, so that the French ship owner was sure of returns of twenty-one per cent. on his outlay, if it was of French build, and of sixteen and a half per cent. if of foreign make. This, of course, started a boom in the shipping business of that country. The French ship yards were incapable of filling orders that multiplied, and a large business was done in the English ship yards which thereby profited at the expense of the French treasury. The unusual activity was a cause of alarm to Germany and Italy and even to England. Equal bounties were proposed and petitioned in all these countries, and artificial stimulation was generally conceded to be the means to successfully meet competition on the ocean. But if one nation chooses to give a bounty to the ships that sail under its flag, that is an excellent reason for other nations to do nothing of the sort. Such a bounty tends to cheapen freight, and if France, for instance, should be taxed in order to give the goods of other nations cheaper than they could do it in their own ships, the other nations could well afford to let her do so. To meet her on her own ground would necessitate an equal taxation, and all the good derived from cheap freight would be neutralized. It has been shown that under the French laws the French ship-owner could convey goods hither and thither for nothing, except the privilege of doing so, and still make a profit off the government subsidy allowed him. For other governments to go into the same business of taxing their peoples to convey freight from shore to shore without any charge, would be covering the oceans and seas with literally free ships. The result would be a vast increase in ships, of course, but of shipping that would be totally unable to stand on its own merits and which would languish and die just as soon as the nursing bottle of protection was removed. It is conceivable that there are industries able to stand alone, after years of government propping up; but none has ever been found willing to do so.

The report of the congressional committee on shipping clearly stated that if free materials were permitted, the American ship-builder would be placed on equal terms with his English rival. The shipbuilders, Roach & Company, stuck for a bounty also. In the fight both bounty and free materials were defeated. It is something to have defeated a subsidy. But the scheme will reappear soon enough. Experience, however, is rapidly accumulating against it. Our shipping can not be restored in that way.

The attention of the Pennsylvania law makers is forcibly called to the dangers of mines under towns, or towns over mines, in the sinking of a portion of the city of Wilkesbarre. This is not the first time that the supports for the earth above the caverns in the coal regions have proved inadequate to hold the load placed upon them. It would seem simple wisdom to forbid either the building of houses over mines, or the running of mines under houses.

SECRETARY TRELLER used some very plain English yesterday in his talk with the senate committee on the census. Unless there is an appropriation the whole office will be shut up the last of this month. He wants to order the superintendent Walker back to finish what he began in some way, for the work has been practically without a head since he left. No one seems able to go forward in anything except spending the money and calling for more.

AND now comes Marshall Jewell who says that Dorsey would have been removed from the secretaryship of the national Republican committee if he had not resigned. It would have been just as easy for Chair man Jewell to have said long ago that if Dorsey did not resign he would have been removed. It might not have started the great star runner, but it would not have compelled Jewell to fall back on his hind-sight.

Is the South Carolina papers are in earnest in their desire that national politics should be understood and discussed before and not during the heat of a political canvass, they should pay extra and extraordinary attention to their own columns and extend their circulation. The reader of a good paper or two or three good papers usually cares little for political gatherings. He keeps cool, makes up his mind and votes wisely and well.

This star route witness, Moore, is a crusher for Dorsey, whose lawyers will have a hard time of it to convince the jury that there is nothing in it. Moore will have to be met by other witnesses, and Ingersoll will find this a difficult task, especially as there is said to be another witness ready by the prosecution who also has something new to say.

In the matter of unfinished business this congress beats all previous congresses out of sight. And yet such members as are among the third or half who attend the sessions persist in introducing new bills. If the decision is to go to an extra session shall rest upon the amount of unfinished business that can be shown, there is no doubt about its being called.

The rumor that Lord Wolsey, of Egypt and other renowned, is to succeed Lord Torrens as governor general of Canada, suggests the inquiry as to how Canada and the Canadians would fare under a military man.

A PERSONAL paragraph in a New York paper says that "Senator William Windom has reached Minnesota." The outlook is that he will stay there.

ABSENTEEISM is again the evil in congress that it was during the last session. The senate consists of 76 members and yet the votes on such an important subject as the tariff bill footed up Wednesday in this manner, 54, 48, 46, 43. What were more than a third of the senators doing at the time? Why were they not in their places, where they were elected and are paid to be? The senate is not the only and indeed not the chief sinner in this respect. The house on the same day was in consideration of the naval bill, and on one important question the whole vote was but 147. Another question recorded 132 votes. The house is composed of 292 members, and on the two votes the attendance averaged less than half the whole number. This is a large proportion of absentees, but it is a common thing, as any one who has the curiosity to hunt through the Congressional Record will find abundantly proven. The members of both houses appear to think that business can get along with the presence of from a third to a half of them. It certainly does after a fashion, and whenever any congressman has occasion from policy or necessity to dodge a vote, he promptly dodges, he is paired, or he is off somewhere and somehow. This is not the way private business is conducted. Most private concerns would go to speedy destruction if managed on congressional principles. The idea that the country is entitled to only a fractional part of the services of its representatives, the fraction to be fixed by themselves, appears to be rooted very deeply. It is much more than time it was pulled up.

REPRESENTATIVE LUNA, of New Mexico, has introduced a bill, accompanied by a long petition, to confer a pension upon the children of Christopher Carson, late lieutenant-colonel and brevet-brigadier-general U. S. A. This hero is best known to the world as Kit Carson, and his deeds and adventures are household words in many a family. The children number five, and if congress passed the bill the name of Carson on the pension list will be one which few people will wish to be erased therefrom. Kit Carson left a reputation which is universally admired.

THIS cold snap has made the ice harvest excellent indeed, and the wonder of the people of the metropolis what new excuse would be invented to keep up exorbitant prices has been answered by a correspondent of a New York daily, who says it is "worms." What worms have to do in the ice, and what sort of worms prefer such habitations, is not explained. As an excuse it is as good as any and the consumer may make up his mind that he will have to stand a raise in prices.

DELAWARE has decided to retain her whipping post as a method of reforming her criminals. There are some good and wise men who hold to the belief that the whipping post would work well in states much larger than Delaware, and many times more wicked. On the homeopathic principle of like curing like, it is maintained that the number of wife beaters would diminish in proportion to the liability of their own backs to be played upon by a whip in municipal hands.

THE two New York detectives who had their suspicions aroused by the actions of two thieves, went about their business in a methodical manner. They followed their man to a ferry, saw them cross, and then made themselves comfortable for a couple of hours till the men returned. Being arrested on general principles they were found to have about them the proceeds of a robbery committed across the water.

THE Milwaukee fire does not improve upon investigation. The night clerk of the Newhall House appears to have had plenty of time to warn the guests after the fire was discovered. He thinks he had twenty-five minutes on hand which he spent in saving papers and other valuables. We could almost wish that this clerk had been burned too. There would now be one stupid, self-satisfied fool less in the world.

THE proprietors of a commercial college in Indiana furnished to their students an initiation of government currency which was so good that the special agent sent to examine it reports that in several cases it had been passed on ignorant people for genuine money. This and other similar schools will be prevented from using such imitations of bank notes in the future.

THAT eminent Republican, "Jimmy" O'Brien, having been cheated by a Wall street stock broker out of what is claimed amounts to \$4,000, promptly had the broker arrested. But the vacation of the order of arrest by Judge Barrett of the supreme court has made O'Brien wretched, and he is lost in wonder as to what will happen next.

THERE are more than a dozen steamships overdue at New York, and as some of them come in the icy state of their rigging and their general external appearance tell of the dangers they have passed. May we all be saved the loss of such another collision as that of the Sultan and the Cimbric.

THAT is rather a remarkable murder trial in Brooklyn where one Kenny is charged with killing John Lemon. There is much interesting circumstantial evidence, and the defense is attempting to prove that the murder was committed by the principal witness for the prosecution.

TRAVELERS may as well make a note of the fact that some friend of the fraternity has introduced a bill into the legislature of Illinois prohibiting sleeping car companies, doing business in that state, from charging more than \$1.50 for lower berths and \$1 for upper berths.

THE next national Republican convention will be an interesting one. The door is wide open for all comers, and whoever may consider himself a prodigal will find the open arms if not the faded call.

Mrs. Mary Jackson, of Salina, who fell on an icy walk in Syracuse a week ago, has died from the injuries received.

Houdaman Pettie, of the Syracuse police, has been promoted to the place of Captain Seely, who was asked to resign.

Hon. E. S. Cropper, of Potsdam, is holding from eight to ten thousand packages of creamy butter, bought at an average price of 35 cents per pound. The value of the butter is about \$500,000.

Thursday afternoon and evening the scores in the Syracuse pool tournament were as follows: Shaw, 1; Kuntich, 8; Leonard, 11; Frey, 10; King, 11; Burleigh, 10; Besinger, 11; Knight, 6.

The building occupied by the Kemp & Burpee company, manufacturers of agricultural implements, in Syracuse, was burned last evening. The company lost \$3,000; insured, W. P. Hamilton, owner of the building, lost \$3,000; also insured. Several adjoining buildings were also slightly damaged.

LOCAL MATTERS.

Railroad Time Tables.	
New York Central Railroad.	
GOING EAST.	GOING WEST.
8:30 A.M., Chgo. Ex.	8:30 A.M., N.Y. & N.J. Ex.
9:30 A.M., Accommod.	9:30 A.M., Chgo. Ex.
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3:30 P.M., N.Y. Ex.	3:30 P.M., Accommod.
4:30 P.M., Day Express.	4:30 P.M., Spec. Chgo. Ex.
5:30 P.M., N.Y. Ex.	5:30 P.M., Accommod.
6:30 P.M., Day Express.	6:30 P.M., Spec. Chgo. Ex.
7:30 P.M., N.Y. Ex.	7:30 P.M., Accommod.
8:30 P.M., Day Express.	8:30 P.M., Spec. Chgo. Ex.
9:30 P.M., N.Y. Ex.	9:30 P.M., Accommod.
10:30 P.M., Day Express.	10:30 P.M., Spec. Chgo. Ex.
11:30 P.M., N.Y. Ex.	11:30 P.M., Accommod.
12:30 P.M., Day Express.	12:30 P.M., Spec. Chgo. Ex.
1:30 P.M., N.Y. Ex.	1:30 P.M., Accommod.
2:30 P.M., Day Express.	2:30 P.M., Spec. Chgo. Ex.
3:30 P.M., N.Y. Ex.	3:30 P.M., Accommod.
4:30 P.M., Day Express.	4:30 P.M., Spec. Chgo. Ex.
5:30 P.M., N.Y. Ex.	5:30 P.M., Accommod.
6:30 P.M., Day Express.	6:30 P.M., Spec. Chgo. Ex.
7:30 P.M., N.Y. Ex.	7:30 P.M., Accommod.
8:30 P.M., Day Express.	8:30 P.M., Spec. Chgo. Ex.
9:30 P.M., N.Y. Ex.	9:30 P.M., Accommod.
10:30 P.M., Day Express.	10:30 P.M., Spec. Chgo. Ex.
11:30 P.M., N.Y. Ex.	11:30 P.M., Accommod.
12:30 P.M., Day Express.	12:30 P.M., Spec. Chgo. Ex.
1:30 P.M., N.Y. Ex.	1:30 P.M., Accommod.
2:30 P.M., Day Express.	2:30 P.M., Spec. Chgo. Ex.
3:30 P.M., N.Y. Ex.	3:30 P.M