

Jap Oranges.

Raisins, - - 13 lbs. for 25c.
Raisins, 1-lb. carton, 2 for 25c.
Larger Raisins, 1-8 box, - 40c.
Apples, box, - - - \$1.00.
Ber for Mince-meat.

ORGAN OYSTERS.

H. Ross & Co.

FARM SELL.

Canadian Pacific Railway runs
30 acres are bearing (8 years
Excellent fishing and shooting.

in the property.

available townsite on the rail-
road.

AVELEY & CO.,

ISSUE OF

COLONIST

EIGHT PAGES.

The News

OF ALL THE

WOKON GOLD FIELDS.

informed, you cannot do

WEEKLY COLONIST.

PER ANNUM \$1.50.

insult thought summary ven-
dicator be dealt to Arroyo.

in the light of evi-
dence said to be full of mistakes
and so would it have prevented
the prosecution, for the govern-
ment was determined to punish

prosecuting attorney, in a strong
aid, pleaded for the execution of a
sentence on all the prisoners.

Assistant Chief of Detectives
and one other minor prisoner,
were not directly implicated in the
case. The case is likely to be con-
cluded on Monday.

PIGEONS FOR ALASKA.

Service Proposed to the United
States Government.

FRANCISCO, Nov. 20.—A carrier
franchise of this city has given the
States government eight pairs of
best birds to form the nucleus
of a pigeon service between the
most portions of Alaska. They
taken north on the Bear and sent
points, such as St. Michael,
Arrow and Herschel Island, where
will be taken care of until they be
thoroughly acclimated. The off-
spring of these birds will be the mes-
sengers between the isolated miners
and the outside world.

Walcott and Sharkey.

FRANCISCO, Nov. 19.—Thomas-
ke, manager for Joe Walcott,
hearing Sharkey's declaration
would meet anyone in the
withdrawing the color line, chal-
lenging the sailor in behalf of Walcott.
ke offers to wager \$7,500 against
that Walcott will stay twenty
with Sharkey at catch weights.
ke posted \$1,000 with Charles A.
evidence his good faith.

FREE

send you a Free Trial Package of pleas-
antest medicine that will cure you of
quickest cure of Constipation, Sick
Headache, Indigestion, Bilious-
ness, Liver Complaint, Rheumatism and
all other ailments. Write to J. C. FORD,
EGYPTIAN DRUG CO., Form 30 N. Y.

NEWS OF THE CAPITAL

Canadian Commission to Washing-
ton May Soon Be Suggested by
British Government.

Petition for Export Duty on Natural
Gas—The Case of Mrs.
Sternaman.

(From Our Own Correspondent.)
OTTAWA, Nov. 23.—The resignation
of the officers of the 68th Battalion have
not been received at the militia depart-
ment.

Arch. McEwen, editor of the Windsor
Record, a Liberal paper, was in town
to-day and saw Premier Laurier. He
strongly urged that the government
should impose a high export duty on
natural gas or else prohibit its exporta-
tion altogether.

Commercial agent Rennie, who in Argen-
tine, writes that although the wheat
crop suffered from drought and locusts,
the republic will have a quantity of
grain for export.

At a meeting of the cabinet held this
afternoon the proposed commission to
Washington was under consideration.
It is stated that the two governments
have about reached an understanding
and that very soon a formal communi-
cation from the home government will
reach Washington suggesting the ap-
pointment of a commission.

Which covers at Napuan station, pur-
chased in Huntington district, Quebec,
have been tested with tuberculin and
found free of disease.

A report of the condemnation to death
of Mrs. Sternaman, it may be stated that
the last hanging of a woman was that of
Mrs. Workman of Mooretown, Ont., for
the murder of her husband. She was
executed on the gallows on the 21st of
the week ending June 19, 1873.

OTTAWA, Nov. 24.—The customs de-
partment is being deluged with applica-
tions for information about the Stikkeen
route to the Yukon. An officer of the
department will be dispatched to Glenora
in about six weeks.

The Liberals are reproaching them-
selves that the Centre Toronto election is
not to take place before Tuesday, and
angry with the local party managers that
the postponing is not in the light of evi-
dence in order that Clarke Wallace, who is
hastening home from British Columbia,
may not make his influence felt.

Mr. Lark, Canadian Commissioner to
Australia, goes to New Zealand next
month. He says the calling of Canadian
steamers at Wellington will greatly help
the colony. He has promised to remove the tax on
commercial travellers.

The wheat crop of Australia will be
insufficient for home consumption.

Dr. Wakeham, who commanded the
government expedition to Hudson's
Bay, returned to Ottawa to-day. He
has nothing to report to the Hon. the
Secretary of State, but has published the work of the Di-
rector. His conclusions regarding the
navigation of the Straits will not be
made public until a report is presented
to the government.

Mr. Mills, minister of justice, is being
banqueted by the Liberals of East Kent
in Ridgeway to-morrow. The
Irish Catholic Conservatives have
formed a political organization. It is
likely that it will be known as the
Ottawa club.

It has transpired that the lists and
rosters of the regiments and companies
of militia which did service during the
Fenian raids of 1856 and 1857 were de-
stroyed by the militia department by
order of General Herbert when he was
in command. Hence considerable trouble
will be caused on the department in
ascertaining who are entitled to medals
for the service.

CAPTAIN YORKE'S ENTERPRISE.

Montreal and New York Capital Interests
in Klondyke Transportation.

MONTREAL, Nov. 23.—(Special)—The
presence here of Maitland Kersey, agent
of the White Star line, and his relations
with prominent gentlemen here, con-
firm the report that he is connected with
the proposed Stikkeen river route to
Klondyke. Capt. Yorke has arrived
from Seattle late in the afternoon.
The Klondyke route is being negoti-
ated by the Klondyke. The captain, who is a brother
in-law of Chief Justice Davis of
British Columbia, while in New York
report says, made satisfactory financial
arrangements with Kersey. Steamers
are to run from Victoria to Wrangell,
at the mouth of the Stikkeen river. Other
steamers will be taken to Telegraph
Creek, 140 miles up the Stikkeen river,
where the portage is reached. It ap-
pears to be understood that a narrow
gauge road is to be built, the construc-
tion of which will take but a few months.

IMMIGRANT TRAFFIC.

Railway and Steamship Associations Com-
bine to Cut Out Outsiders' Com-
missions.

MONTREAL, Nov. 23.—D. McNeill,
passenger traffic manager of the C.P.R.,
to-day appended his signature to a joint
agreement between the principal railway
companies in the United States and
Canada on one side and the principal
steamship companies on the other side,
by which the whole im-
migration business is practically placed
in the hands of the railway and steam-
ship companies. By this agreement all
dependent booking offices are practi-
cally shut out. It will apply only to the
United States and not to Canada, a fact
which will be welcome news to outside
steamship agents in the Dominion.
Under the agreement the one per cent.
commission which has hitherto been
paid agents will go direct to the steam-

FREE TRADE'S RESULTS

Great Britain Without a Weapon
Against the Effects of Pro-
tective Tariffs.

THE ENGINEERING DISPUTE ALSO CAUSING
THE LOSS OF IMPORTANT
ORDERS.

LONDON, Nov. 23.—The Rt. Hon.
Charles Ritchie, president of the board
of trade made an important speech be-
fore the chamber of commerce to-day,
taking as his theme the decline of Brit-
ish exports during the last ten months,
upon which he hung a grave warning
against American competition, now
"ousting British trade." Mr. Ritchie,
after declaring that the Dingley tariff
and the engineering dispute were main-
ly responsible for the recent decline of ex-
ports, and after pointing out that Eng-
land had no weapons against the tariff
said there was a great deal of talk in
commercial circles about the serious
competition of Germany, but he thought
they were too apt to overlook a much
more serious competitor, the United
States.

"The facts are serious," he continued,
"and call upon us for the exercise of all
our powers to enable us to maintain our
position in the commercial world. There
is no doubt that the United States is ex-
porting orders which ought to be sec-
ured to us. As we all know, an Ameri-
can firm obtained the contract for the
Central underground railway of London,
as his bids were lower than those of
England and it could deliver the sup-
plies three months ahead of British
tenders. Many important Continental
orders are going to America.

"The same is true of Egypt and
Japan, where the Americans are doing
what Englishmen should have done.
In consequence of the engineering
dispute many orders leaving the coun-
try; and unfortunately these orders
seldom return.

"America's successful competition is
due to her enterprise in embarking
capital, but is yet more due to the
freedom her manufacturers enjoy of em-
ploying the best machinery and work-
ing in the most economical manner un-
trammelled by the restrictions which
have hampered manufacturers here.
Everyone having his country's interests
at heart must hope that the govern-
ment will lead to a settlement of the
unfortunate engineering dispute."

AMERICAN SUCCESSFUL COMPETITION IS
DUE TO HER ENTERPRISE IN EMBARKING
CAPITAL, BUT IS YET MORE DUE TO THE
FREEDOM HER MANUFACTURERS ENJOY OF
EMPLOYING THE BEST MACHINERY AND
WORKING IN THE MOST ECONOMICAL
MANNER UNTRAMMELED BY THE RESTRICTIONS
WHICH HAVE HAMPERED MANUFACTURERS
HERE.

THE ENGINEERING DISPUTE WAS MAINLY
RESPONSIBLE FOR THE RECENT DECLINE OF
EXPORTS, AND AFTER POINTING OUT THAT
ENGLAND HAD NO WEAPONS AGAINST THE
TARIFF SAID THERE WAS A GREAT DEAL OF
TALK IN COMMERCIAL CIRCLES ABOUT THE
SERIOUS COMPETITION OF GERMANY, BUT
HE THOUGHT THEY WERE TOO APT TO
OVERLOOK A MUCH MORE SERIOUS
COMPETITOR, THE UNITED STATES.

"The facts are serious," he continued,
"and call upon us for the exercise of all
our powers to enable us to maintain our
position in the commercial world. There
is no doubt that the United States is ex-
porting orders which ought to be sec-
ured to us. As we all know, an Ameri-
can firm obtained the contract for the
Central underground railway of London,
as his bids were lower than those of
England and it could deliver the sup-
plies three months ahead of British
tenders. Many important Continental
orders are going to America.

"The same is true of Egypt and
Japan, where the Americans are doing
what Englishmen should have done.
In consequence of the engineering
dispute many orders leaving the coun-
try; and unfortunately these orders
seldom return.

"America's successful competition is
due to her enterprise in embarking
capital, but is yet more due to the
freedom her manufacturers enjoy of em-
ploying the best machinery and work-
ing in the most economical manner un-
trammelled by the restrictions which
have hampered manufacturers here.
Everyone having his country's interests
at heart must hope that the govern-
ment will lead to a settlement of the
unfortunate engineering dispute."

AMERICAN SUCCESSFUL COMPETITION IS
DUE TO HER ENTERPRISE IN EMBARKING
CAPITAL, BUT IS YET MORE DUE TO THE
FREEDOM HER MANUFACTURERS ENJOY OF
EMPLOYING THE BEST MACHINERY AND
WORKING IN THE MOST ECONOMICAL
MANNER UNTRAMMELED BY THE RESTRICTIONS
WHICH HAVE HAMPERED MANUFACTURERS
HERE.

THE ENGINEERING DISPUTE WAS MAINLY
RESPONSIBLE FOR THE RECENT DECLINE OF
EXPORTS, AND AFTER POINTING OUT THAT
ENGLAND HAD NO WEAPONS AGAINST THE
TARIFF SAID THERE WAS A GREAT DEAL OF
TALK IN COMMERCIAL CIRCLES ABOUT THE
SERIOUS COMPETITION OF GERMANY, BUT
HE THOUGHT THEY WERE TOO APT TO
OVERLOOK A MUCH MORE SERIOUS
COMPETITOR, THE UNITED STATES.

"The facts are serious," he continued,
"and call upon us for the exercise of all
our powers to enable us to maintain our
position in the commercial world. There
is no doubt that the United States is ex-
porting orders which ought to be sec-
ured to us. As we all know, an Ameri-
can firm obtained the contract for the
Central underground railway of London,
as his bids were lower than those of
England and it could deliver the sup-
plies three months ahead of British
tenders. Many important Continental
orders are going to America.

"The same is true of Egypt and
Japan, where the Americans are doing
what Englishmen should have done.
In consequence of the engineering
dispute many orders leaving the coun-
try; and unfortunately these orders
seldom return.

"America's successful competition is
due to her enterprise in embarking
capital, but is yet more due to the
freedom her manufacturers enjoy of em-
ploying the best machinery and work-
ing in the most economical manner un-
trammelled by the restrictions which
have hampered manufacturers here.
Everyone having his country's interests
at heart must hope that the govern-
ment will lead to a settlement of the
unfortunate engineering dispute."

AMERICAN SUCCESSFUL COMPETITION IS
DUE TO HER ENTERPRISE IN EMBARKING
CAPITAL, BUT IS YET MORE DUE TO THE
FREEDOM HER MANUFACTURERS ENJOY OF
EMPLOYING THE BEST MACHINERY AND
WORKING IN THE MOST ECONOMICAL
MANNER UNTRAMMELED BY THE RESTRICTIONS
WHICH HAVE HAMPERED MANUFACTURERS
HERE.

THE ENGINEERING DISPUTE WAS MAINLY
RESPONSIBLE FOR THE RECENT DECLINE OF
EXPORTS, AND AFTER POINTING OUT THAT
ENGLAND HAD NO WEAPONS AGAINST THE
TARIFF SAID THERE WAS A GREAT DEAL OF
TALK IN COMMERCIAL CIRCLES ABOUT THE
SERIOUS COMPETITION OF GERMANY, BUT
HE THOUGHT THEY WERE TOO APT TO
OVERLOOK A MUCH MORE SERIOUS
COMPETITOR, THE UNITED STATES.

"The facts are serious," he continued,
"and call upon us for the exercise of all
our powers to enable us to maintain our
position in the commercial world. There
is no doubt that the United States is ex-
porting orders which ought to be sec-
ured to us. As we all know, an Ameri-
can firm obtained the contract for the
Central underground railway of London,
as his bids were lower than those of
England and it could deliver the sup-
plies three months ahead of British
tenders. Many important Continental
orders are going to America.

"The same is true of Egypt and
Japan, where the Americans are doing
what Englishmen should have done.
In consequence of the engineering
dispute many orders leaving the coun-
try; and unfortunately these orders
seldom return.

"America's successful competition is
due to her enterprise in embarking
capital, but is yet more due to the
freedom her manufacturers enjoy of em-
ploying the best machinery and work-
ing in the most economical manner un-
trammelled by the restrictions which
have hampered manufacturers here.
Everyone having his country's interests
at heart must hope that the govern-
ment will lead to a settlement of the
unfortunate engineering dispute."

AMERICAN SUCCESSFUL COMPETITION IS
DUE TO HER ENTERPRISE IN EMBARKING
CAPITAL, BUT IS YET MORE DUE TO THE
FREEDOM HER MANUFACTURERS ENJOY OF
EMPLOYING THE BEST MACHINERY AND
WORKING IN THE MOST ECONOMICAL
MANNER UNTRAMMELED BY THE RESTRICTIONS
WHICH HAVE HAMPERED MANUFACTURERS
HERE.

THE ENGINEERING DISPUTE WAS MAINLY
RESPONSIBLE FOR THE RECENT DECLINE OF
EXPORTS, AND AFTER POINTING OUT THAT
ENGLAND HAD NO WEAPONS AGAINST THE
TARIFF SAID THERE WAS A GREAT DEAL OF
TALK IN COMMERCIAL CIRCLES ABOUT THE
SERIOUS COMPETITION OF GERMANY, BUT
HE THOUGHT THEY WERE TOO APT TO
OVERLOOK A MUCH MORE SERIOUS
COMPETITOR, THE UNITED STATES.

"The facts are serious," he continued,
"and call upon us for the exercise of all
our powers to enable us to maintain our
position in the commercial world. There
is no doubt that the United States is ex-
porting orders which ought to be sec-
ured to us. As we all know, an Ameri-
can firm obtained the contract for the
Central underground railway of London,
as his bids were lower than those of
England and it could deliver the sup-
plies three months ahead of British
tenders. Many important Continental
orders are going to America.

"The same is true of Egypt and
Japan, where the Americans are doing
what Englishmen should have done.
In consequence of the engineering
dispute many orders leaving the coun-
try; and unfortunately these orders
seldom return.

"America's successful competition is
due to her enterprise in embarking
capital, but is yet more due to the
freedom her manufacturers enjoy of em-
ploying the best machinery and work-
ing in the most economical manner un-
trammelled by the restrictions which
have hampered manufacturers here.
Everyone having his country's interests
at heart must hope that the govern-
ment will lead to a settlement of the
unfortunate engineering dispute."

AMERICAN SUCCESSFUL COMPETITION IS
DUE TO HER ENTERPRISE IN EMBARKING
CAPITAL, BUT IS YET MORE DUE TO THE
FREEDOM HER MANUFACTURERS ENJOY OF
EMPLOYING THE BEST MACHINERY AND
WORKING IN THE MOST ECONOMICAL
MANNER UNTRAMMELED BY THE RESTRICTIONS
WHICH HAVE HAMPERED MANUFACTURERS
HERE.

THE ENGINEERING DISPUTE WAS MAINLY
RESPONSIBLE FOR THE RECENT DECLINE OF
EXPORTS, AND AFTER POINTING OUT THAT
ENGLAND HAD NO WEAPONS AGAINST THE
TARIFF SAID THERE WAS A GREAT DEAL OF
TALK IN COMMERCIAL CIRCLES ABOUT THE
SERIOUS COMPETITION OF GERMANY, BUT
HE THOUGHT THEY WERE TOO APT TO
OVERLOOK A MUCH MORE SERIOUS
COMPETITOR, THE UNITED STATES.

"The facts are serious," he continued,
"and call upon us for the exercise of all
our powers to enable us to maintain our
position in the commercial world. There
is no doubt that the United States is ex-
porting orders which ought to be sec-
ured to us. As we all know, an Ameri-
can firm obtained the contract for the
Central underground railway of London,
as his bids were lower than those of
England and it could deliver the sup-
plies three months ahead of British
tenders. Many important Continental
orders are going to America.

"The same is true of Egypt and
Japan, where the Americans are doing
what Englishmen should have done.
In consequence of the engineering
dispute many orders leaving the coun-
try; and unfortunately these orders
seldom return.

"America's successful competition is
due to her enterprise in embarking
capital, but is yet more due to the
freedom her manufacturers enjoy of em-
ploying the best machinery and work-
ing in the most economical manner un-
trammelled by the restrictions which
have hampered manufacturers here.
Everyone having his country's interests
at heart must hope that the govern-
ment will lead to a settlement of the
unfortunate engineering dispute."

FREE TRADE'S RESULTS

Great Britain Without a Weapon
Against the Effects of Pro-
tective Tariffs.

THE ENGINEERING DISPUTE ALSO CAUSING
THE LOSS OF IMPORTANT
ORDERS.

LONDON, Nov. 23.—The Rt. Hon.
Charles Ritchie, president of the board
of trade made an important speech be-
fore the chamber of commerce to-day,
taking as his theme the decline of Brit-
ish exports during the last ten months,
upon which he hung a grave warning
against American competition, now
"ousting British trade." Mr. Ritchie,
after declaring that the Dingley tariff
and the engineering dispute were main-
ly responsible for the recent decline of ex-
ports, and after pointing out that Eng-
land had no weapons against the tariff
said there was a great deal of talk in
commercial circles about the serious
competition of Germany, but he thought
they were too apt to overlook a much
more serious competitor, the United
States.

"The facts are serious," he continued,
"and call upon us for the exercise of all
our powers to enable us to maintain our
position in the commercial world. There
is no doubt that the United States is ex-
porting orders which ought to be sec-
ured to us. As we all know, an Ameri-
can firm obtained the contract for the
Central underground railway of London,
as his bids were lower than those of
England and it could deliver the sup-
plies three months ahead of British
tenders. Many important Continental
orders are going to America.

"The same is true of Egypt and
Japan, where the Americans are doing
what Englishmen should have done.
In consequence of the engineering
dispute many orders leaving the coun-
try; and unfortunately these orders
seldom return.

"America's successful competition is
due to her enterprise in embarking
capital, but is yet more due to the
freedom her manufacturers enjoy of em-
ploying the best machinery and work-
ing in the most economical manner un-
trammelled by the restrictions which
have hampered manufacturers here.
Everyone having his country's interests
at heart must hope that the govern-
ment will lead to a settlement of the
unfortunate engineering dispute."

AMERICAN SUCCESSFUL COMPETITION IS
DUE TO HER ENTERPRISE IN EMBARKING
CAPITAL, BUT IS YET MORE DUE TO THE
FREEDOM HER MANUFACTURERS ENJOY OF
EMPLOYING THE BEST MACHINERY AND
WORKING IN THE MOST ECONOMICAL
MANNER UNTRAMMELED BY THE RESTRICTIONS
WHICH HAVE HAMPERED MANUFACTURERS
HERE.

THE ENGINEERING DISPUTE WAS MAINLY
RESPONSIBLE FOR THE RECENT DECLINE OF
EXPORTS, AND AFTER POINTING OUT THAT
ENGLAND HAD NO WEAPONS AGAINST THE
TARIFF SAID THERE WAS A GREAT DEAL OF
TALK IN COMMERCIAL CIRCLES ABOUT THE
SERIOUS COMPETITION OF GERMANY, BUT
HE THOUGHT THEY WERE TOO APT TO
OVERLOOK A MUCH MORE SERIOUS
COMPETITOR, THE UNITED STATES.

"The facts are serious," he continued,
"and call upon us for the exercise of all
our powers to enable us to maintain our
position in the commercial world. There
is no doubt that the United States is ex-
porting orders which ought to be sec-
ured to us. As we all know, an Ameri-
can firm obtained the contract for the
Central underground railway of London,
as his bids were lower than those of
England and it could deliver the sup-
plies three months ahead of British
tenders. Many important Continental
orders are going to America.

"The same is true of Egypt and
Japan, where the Americans are doing
what Englishmen should have done.
In consequence of the engineering
dispute many orders leaving the coun-
try; and unfortunately these orders
seldom return.

"America's successful competition is
due to her enterprise in embarking
capital, but is yet more due to the
freedom her manufacturers enjoy of em-
ploying the best machinery and work-
ing in the most economical manner un-
trammelled by the restrictions which
have hampered manufacturers here.
Everyone having his country's interests
at heart must hope that the govern-
ment will lead to a settlement of the
unfortunate engineering dispute."

AMERICAN SUCCESSFUL COMPETITION IS
DUE TO HER ENTERPRISE IN EMBARKING
CAPITAL, BUT IS YET MORE DUE TO THE
FREEDOM HER MANUFACTURERS ENJOY OF
EMPLOYING THE BEST MACHINERY AND
WORKING IN THE MOST ECONOMICAL
MANNER UNTRAMMELED BY THE RESTRICTIONS
WHICH HAVE HAMPERED MANUFACTURERS
HERE.

THE ENGINEERING DISPUTE WAS MAINLY
RESPONSIBLE FOR THE RECENT DECLINE OF
EXPORTS, AND AFTER POINTING OUT THAT
ENGLAND HAD NO WEAPONS AGAINST THE
TARIFF SAID THERE WAS A GREAT DEAL OF
TALK IN COMMERCIAL CIRCLES ABOUT THE
SERIOUS COMPETITION OF GERMANY, BUT
HE THOUGHT THEY WERE TOO APT TO
OVERLOOK A MUCH MORE SERIOUS
COMPETITOR, THE UNITED STATES.

"The facts are serious," he continued,
"and call upon us for the exercise of all
our powers to enable us to maintain our
position in the commercial world. There
is no doubt that the United States is ex-
porting orders which ought to be sec-
ured to us. As we all know, an Ameri-
can firm obtained the contract for the
Central underground railway of London,
as his bids were lower than those of
England and it could deliver the sup-
plies three months ahead of British
tenders. Many important Continental
orders are going to America.

"The same is true of Egypt and
Japan, where the Americans are doing
what Englishmen should have done.
In consequence of the engineering
dispute many orders leaving the coun-
try; and unfortunately these orders
seldom return.

"America's successful competition is
due to her enterprise in embarking
capital, but is yet more due to the
freedom her manufacturers enjoy of em-
ploying the best machinery and work-
ing in the most economical manner un-
trammelled by the restrictions which
have hampered manufacturers here.
Everyone having his country's interests
at heart must hope that the govern-
ment will lead to a settlement of the
unfortunate engineering dispute."

AMERICAN SUCCESSFUL COMPETITION IS
DUE TO HER ENTERPRISE IN EMBARKING
CAPITAL, BUT IS YET MORE DUE TO THE
FREEDOM HER MANUFACTURERS ENJOY OF
EMPLOYING THE BEST MACHINERY AND
WORKING IN THE MOST ECONOMICAL
MANNER UNTRAMMELED BY THE RESTRICTIONS
WHICH HAVE HAMPERED MANUFACTURERS
HERE.

THE ENGINEERING DISPUTE WAS MAINLY
RESPONSIBLE FOR THE RECENT DECLINE OF
EXPORTS, AND AFTER POINTING OUT THAT
ENGLAND HAD NO WEAPONS AGAINST THE
TARIFF SAID THERE WAS A GREAT DEAL OF
TALK IN COMMERCIAL CIRCLES ABOUT THE
SERIOUS COMPETITION OF GERMANY, BUT
HE THOUGHT THEY WERE TOO APT TO
OVERLOOK A MUCH MORE SERIOUS
COMPETITOR, THE UNITED STATES.

"The facts are serious," he continued,
"and call upon us for the exercise of all
our powers to enable us to maintain our
position in the commercial world. There
is no doubt that the United States is ex-
porting orders which ought to be sec-
ured to us. As we all know, an Ameri-
can firm obtained the contract for the
Central underground railway of London,
as his bids were lower than those of
England and it could deliver the sup-
plies three months ahead of British
tenders. Many important Continental
orders are going to America.

"The same is true of Egypt and
Japan, where the Americans are doing
what Englishmen should have done.
In consequence of the engineering
dispute many orders leaving the coun-
try; and unfortunately these orders
seldom return.

"America's successful competition is
due to her enterprise in embarking
capital, but is yet more due to the
freedom her manufacturers enjoy of em-
ploying the best machinery and work-
ing in the most economical manner un-
trammelled by the restrictions which
have hampered manufacturers here.
Everyone having his country's interests
at heart must hope that the govern-
ment will lead to a settlement of the
unfortunate engineering dispute."

AMERICAN SUCCESSFUL COMPETITION IS
DUE TO HER ENTERPRISE IN EMBARKING
CAPITAL, BUT IS YET MORE DUE TO THE
FREEDOM HER MANUFACTURERS ENJOY OF
EMPLOYING THE BEST MACHINERY AND
WORKING IN THE MOST ECONOMICAL
MANNER UNTRAMMELED BY THE RESTRICTIONS
WHICH HAVE HAMPERED MANUFACTURERS
HERE.

THE ENGINEERING DISPUTE WAS MAINLY
RESPONSIBLE FOR THE RECENT DECLINE OF
EXPORTS, AND AFTER POINTING OUT THAT
ENGLAND HAD NO WEAPONS AGAINST THE
TARIFF SAID THERE WAS A GREAT DEAL OF
TALK IN COMMERCIAL CIRCLES ABOUT THE
SERIOUS COMPETITION OF GERMANY, BUT
HE THOUGHT THEY WERE TOO APT TO
OVERLOOK A MUCH MORE SERIOUS
COMPETITOR, THE UNITED STATES.

"The facts are serious," he continued,
"and call upon us for the exercise of all
our powers to enable us to maintain our
position in the commercial world. There
is no doubt that the United States is ex-
porting orders which ought to be sec-
ured to us. As we all know, an Ameri-
can firm obtained the contract for the
Central underground railway of London,
as his bids were lower than those of
England and it could deliver the sup-
plies three months ahead of British
tenders. Many important Continental
orders are going to America.

"The same is true of Egypt and
Japan, where the Americans are doing
what Englishmen should have done.
In consequence of the engineering
dispute many orders leaving the coun-
try; and unfortunately these orders
seldom return.

"America's successful competition is
due to her enterprise in embarking
capital, but is yet more due to the
freedom her manufacturers enjoy of em-
ploying the best machinery and work-
ing in the most economical manner un-
trammelled by the restrictions which
have hampered manufacturers here.
Everyone having his country's interests
at heart must hope that the govern-
ment will lead to a settlement of the
unfortunate engineering dispute."

AMERICAN SUCCESSFUL COMPETITION IS
DUE TO HER ENTERPRISE IN EMBARKING
CAPITAL, BUT IS YET MORE DUE TO THE
FREEDOM HER MANUFACTURERS ENJOY OF
EMPLOYING THE BEST MACHINERY AND
WORKING IN THE MOST ECONOMICAL
MANNER UNTRAMMELED BY THE RESTRICTIONS
WHICH HAVE HAMPERED MANUFACTURERS
HERE.

THE ENGINEERING DISPUTE WAS MAINLY
RESPONSIBLE FOR THE RECENT DECLINE OF
EXPORTS, AND AFTER POINTING OUT THAT
ENGLAND HAD NO WEAPONS AGAINST THE
TARIFF SAID THERE WAS A GREAT DEAL OF
TALK IN COMMERCIAL CIRCLES ABOUT THE
SERIOUS COMPETITION OF GERMANY, BUT
HE THOUGHT THEY WERE TOO APT TO
OVERLOOK A MUCH MORE SERIOUS
COMPETITOR, THE UNITED STATES.

"The facts are serious," he continued,
"and call upon us for the exercise of all
our powers to enable us to maintain our
position in the commercial world. There
is no doubt that the United States is ex-
porting orders which ought to be sec-
ured to us. As we all know, an Ameri-
can firm obtained the contract for the
Central underground railway of London,
as his bids were lower than those of
England and it could deliver the sup-
plies three months ahead of British
tenders. Many important Continental
orders are going to America.

"The same is true of Egypt and
Japan, where the Americans are doing
what Englishmen should have done.
In consequence of the engineering
dispute many orders leaving the coun-
try; and unfortunately these orders
seldom return.

"America's successful competition is
due to her enterprise in embarking
capital, but is yet more due to the
freedom her manufacturers enjoy of em-
ploying the best machinery and work-
ing in the most economical manner un-
trammelled by the restrictions which
have hampered manufacturers here.
Everyone having his country's interests
at heart must hope that the govern-
ment will lead to a settlement of the
unfortunate engineering dispute."

WYLLER'S WELCOME HOME.

The Returned Soldier Proclaims Himself the
Friend of National Production.

BARCELONA, Nov. 23.—The Spanish
steamer Monterrat, with General Wyl-
ler aboard, arrived here this morning,
and the former captain-general of Cuba
immediately departed.

MADRID, Nov. 23.—The official report
of the landing of General Wyl-ler at Bar-
celona differs from the independent re-
ports. The former says the General
landed without the demonstration in
honor of assuming the proprietorship
of the General, but the crowd was small
and no enthusiasm was manifested; that
there were no delegations of students or
politicians and that no windows were
decorated.

An independent report of the affair
says: A number of bands and choirs
took part in the welcome. The students
of the University of Barcelona, headed
by General Wyl-ler, and the Monterrat was
met by many bands decorated with flags.
When the General landed, accompanied
by General Monterrat, the latter carried
the flag of the Republic, and on the way
to the latter's house, General Wyl-ler
cried: "Long live national produc-
tion!" The General's former chief called
for Spain and Spanish Cuba, which met
with enthusiastic responses from the
populace.

"The facts are serious," he continued,
"and call upon us for the exercise of all
our powers to enable us to maintain our
position in the commercial world. There
is no doubt that the United States is ex-
porting orders which ought to be sec-
ured to us. As we all know, an Ameri-
can firm obtained the contract for the
Central underground railway of London,
as his bids were lower than those of
England and it could deliver the sup-
plies three months ahead of British
tenders. Many important Continental
orders are going to America.

"The same is true of Egypt and
Japan, where the Americans are doing
what Englishmen should have done.
In consequence of the engineering
dispute many orders leaving the coun-
try; and unfortunately these orders
seldom return.

"America's successful competition is
due to her enterprise in embarking
capital, but is yet more due to the
freedom her manufacturers enjoy of em-
ploying the best machinery and work-
ing in the most economical manner un-
trammelled by the restrictions which
have hampered manufacturers here.
Everyone having his country's interests
at heart must hope that the govern-
ment will lead to a settlement of the
unfortunate engineering dispute."

AMERICAN SUCCESSFUL COMPETITION IS
DUE TO HER ENTERPRISE IN EMBARKING