

from North Carolina yield to the Senator from Georgia... Mr. Simmons. Certainly.

Mr. Bacon. The Senator from North Carolina will permit me to make an inquiry in that connection of the Senator from New Hampshire...

Mr. Bacon. Well, how far is it to those places? I presume the Senator has taken his distances from New York.

Mr. Bacon. And it would be less from South Atlantic ports, of course, the distance, I will say...

Mr. Bacon. The only point I felt interested in was to know whether the 4,000-mile limit was available any of the South Atlantic ports.

Mr. Bacon. All of them? Mr. Simmons. Yes, and the Gulf ports.

Mr. Bacon. Referring to your personal call at this office yesterday, I beg to advise you that during the month of February one dispatch of mail was made from this country to Brazilian and other South American ports...

Mr. Bacon. I think in the face of these facts further comment upon this phase of the subject is unnecessary.

Mr. President. The proposition before us is not a proposition to repeal the act of 1851. That act is the law of the land and has been for the last seventeen years.

Mr. President. The Vice President does the Senator from North Carolina yield to the Senator from Maine?

Mr. Bacon. Yes. A consideration of the 4 relation and requirements of our trade with South America and the Orient as compared with that of the North Atlantic ports with Europe...

1891, the proposed amendment to that act is not in any sense a subsidy. It simply puts our mail carriers upon the Pacific Coast and upon the South Atlantic waters upon an equal footing in the matter of compensation...

Mr. President. I have no sympathy with bonuses and subsidies, but where a great public object is to be accomplished, where the benefit to be derived by the public is incalculable, I would not oppose legislation to secure these benefits...

Mr. President. In several respects our competitors on the sea have us in the lead. In the first, in the greater cost of building a ship in America; secondly, the greater cost of operating a ship manned by American seamen...

The most serious difficulty is the greater cost of operating our labor on the coast of the higher wages paid American seamen and sailors. If it were competition between white labor...

It is a great and difficult problem, which will grow more pressing the years go by. It cannot be ignored or pushed aside; it must be met and solved.

Undoubtedly both Germany and England will have their eyes turned to our transportation for any business we may have with these countries...

Mr. President, no country outside of Europe would seem to offer better opportunity for our manufactures than China and South America. They are an agricultural people and buy in considerable quantities...

Our manufacturers recognize these facts, and in recent years they have been making special efforts to get a foothold in these markets for their products.

Mr. President, I had time I would like to discuss more fully the possibilities of enlarging our trade with these countries in the sale of machinery and agricultural implements.

Mr. President, I have the honor to acknowledge the receipt of your letter of the 18th inst. in relation to the proposed amendment...

Mr. President, I have the honor to acknowledge the receipt of your letter of the 18th inst. in relation to the proposed amendment...

WILLIAM FIRTH, Pres.

THE AMERICAN MOISTENING COMPANY

79 Milk Street, Boston, Mass.

J. S. GOTHMAN, Southern Representative, 405 Trust Bldg., CHARLOTTE, N. C.

labor and capital, because, forsooth, it is claimed that in providing this transportation under the aegis of the American flag we will have to pay the American shipowner for carrying the mail on quick and regular schedules something more than we are now paying to the foreign shipowner to carry it on slow and irregular schedules...

I have in my hand a book—I call it a book because it is in the form of a book, though it is not a literal sense such as published by a distinguished citizen of North Carolina in 1900, for the purpose of showing the difference between the value of the raw cotton grown in North Carolina and that which would be its value converted into cotton fabric...

On the first page is a sample of what is known as "3-yard drill." It is, I believe, the cheapest grade of cloth made in North Carolina mills at the time this book was printed...

On the next page is a sample of North Carolina "cheviot," and the difference between the raw state and the value converted into this cloth is estimated at \$39,000,000.

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THE VERDICT. Is the same everywhere—every time. Mrs. Joe Person, Charlotte, N. C. Dear Mrs. Person: I have been intending to write to you for several months to thank you for your wonderful medicine.

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