# The Cotuld Becord. <br> COTULLA, TEXAS, SATTRDAY, OCT: $29,1898$. 

## VOL. 1. NO. 36.

the revival of MERICAN SHII BUILDING. Unless the present signs
misleading, the war with Spai likely to start, if it has not al ready started, that revival of A merican shipbuilding for which we have Looked so anxiously, and
which at the opening of the pres ent year, appeared to bo farther off than ever. The creation of an auxiliary fleet led to the pursels engraged in our coastwise and West Indian trade. Seversl of
these have been converted into these have been converted into sueh waluable auxiliary cruisers
that the government has decided
to retain them permanently in the service. As a consequence, the given orders for new ships to take their place, and it is very
gratifying to note that, whereas many of the original vessels were
built abroad, the new ships are built abroad, the new ships are
being constructed in American yards. No better indication could
be desired of the approach of the day when notonly first-class linPaul," but the cheaper vessels of the "tramp" class, ean be con structed in American yards as
cheaply as they can in Belfast or on the Clyde.
$\qquad$ merchant steamers by the gov-
ernment is seen in the fact that our leading shipyards are crowded with orders which will keep
them in full swing for many are four screw steamers for the American Mail Steamship
pany with a twin-screw pany with a twin-screw vessel
for the New York and Cuba Mail Steamship Company. Two large
Steamers are being built at ChesSteamers are being built at Ches-
ter, Pa., to take the place of the ships of the old Dominion Line and transformed into auxiliary cruisers. The great yard at New. port News, which recently wit-
nessed the launch of the 'Illinois' has on the stocks three new Lin-
ers for the Morgan Line, two for ers for the Morgan Line, two for
the Cromwell line, and two for the Pacific Mail. The fact that these orders are being placed at construction must have been greatly reduced of late years, and progress which we have made in the iron and steel industry
a little commotion was oaus
cently on the nther side of the
Atlantic by the announcement
that an order had been given to an American firm to supply ship plates to an English ship-
yard. The cheap production of plates and frames,
coupled with the lowerwages that coupled with the lower wages that
are paid for labor, and the fact are paid for labor, and the
that labor-saving methods machinery enable us to turn out ble in foreign yards, are hastening the day when'we can success fully compete with the world in the art of shipbuilding.
It history repeats itself we shall not only successfully compete
with the world as shipbuilders, but actually lead it in superiority of our productions. in the days of maritime pros perity, in the age of wooden shipbuilding, our sailing clippers were the most famous in the world,
They nat anly carried more than ward trede but they were out ward trade, but they were suc of the old world. They were con spicious in the tea trade between admirable sailing qualities were
in great demand, and so great
was their renown that several was their renown that several
British shipowners purchased
vessels that had been built in American yyards.

| In 1859 sixty-seven per cent of |
| :--- |
| a total trade of $\$ 695,559,592$ was | carried in American bottoms; but since that time there has been an

almost unbroken decline, which has been attributable to the
change in the materials of ship-
building from wood to iron and building from wood to iron and
steel, while in its earlier stages it
was, of course, hastened by was, of course, hastened by the commerce destroyers. The change
from wood to iron came too early for our undeveloped iron indus-
tries to enablo us to cope with the tres to enable us to cope with the
new probiem successfully; and
while the wooden clippers made a gallant fight to maintain their old
prestage, they wero doomed to prestage, they were doomed
give way before tne advance of steam as a method of propulsion
At the close of the civil war At the close of the civil war the American ships was only 27 per
cent. It rose to 35.6 ner 1870, since which date there has been a steedy decline. The up-
building of our merchant marine has been handicapped by a law
which forbids the registration of foreign built ships in the United
States, to protect themselves from which, American owners have employed European steamers un-
der long time charters. A strik ing instance of this is the West Indian fruit trade wish the United
States, which, although it is in
Amei isan hands and backed by American capital, is carried
 Their is no denying the fac
that with an era of "free ships"
and come form of bounties for home-built vessels, a large num-
ber of ships now flying a foreign flag would hoist the America
colors, and a large number orders would be given for both home and foreign built vessels, The result would be that our mer-
chant marine would besin to assume something of its old propor-
tions. Just how far we have sun in the matter of over-sea com-
merce is shown by the foll merce is shown by the following
comparison: In the decade 1850 to 1860 the year!y average of
shipping lauuched was 276,000 tons, fifty per cent of which was for deep sea service, whereas last
year the tonnage launched only 232,000 tons in which was included not so much as one ship
for the deep sea foreign trade.Scientifie American.
Don't treat a newsboy with

## road some day and you may

## A NARROW ESCAPE. Thankful words written by M Ada E. Hart, of Groton, S. "Whal words written by

 'Was taken with a bad coldwhich settled on my lungs; cough set in and finally terminate 1 in
Consumption. Four Doctors gave Consumption. Four Doctors gave
me up, saying I could live but a my Savior, not stay with my friends on earth Iot stay with my friends on earth, above. My husband was advised to get Dr. King's New Discovery Colds. I gave it a trail, took in all eight bottles. It has cured me, and thank God I am saved and now a well and healthy woman." Trail bottles free at all Druggists Regular size 50 c and $\$ 100$ Guar-
anteed to cure or price refunded. Aocording to the Bible, there will to no marrying or giving in
marriage in heaven-probably because there will not be enough men to go round.

We give below a part of the
proclamation of Gov. C. A. Cat-
berson in regard to the amen

urday evening, about fo
in a party of four of Co
young penple, left here young penple, leit here in
elew's surrey "on pleasure Just as the sun sunk from
it in the West, they arrived in pleasant little village of Mi-
, and shortly afterward at the
r hospitable home of $\bar{d}$, where the girls we 3) in a manner less effusive pr partaking of a bountifu
pol, the party, with the addi
of the charming Miss Row f, started for a moon-ligh
co to Millett, which was much to Millett, which was much
ed in the crisp evening air. ext morning early started nd church at Dilley, a inf or morning services. They
list med to two of Bro. Starrett's ist ned to two of Bro. Starrett' digent circumstances who have we masterpieces, and were lis
never remarried, and who have ter d to by a much larger crow State of Texas since March 1, C0
1880 attends a similiar meeting in
. Dinner was served on such soldiers or sailors anterior to March 1, 1886; provided, said aid shall not exceed eight dollars per month; and provided futher, tha
no appropriation shall ever be made for the purpose hereinbefore specified in excess of two hundred
and fifty thousand dollars for one year. And also grant aid to ance of a home for said soldier and sailors, under such regula
tions and limitations as may be

a man is candidate titled to any other aid from the State; and proviled futher. that he provisions of this section shall grant of aid in case of public calamity. Sec. 2. This amendment electors of the State on the first Tuesday in November, 1898; When those favoring the amend ed, on their ballots, "For the amendment to Section 51, of Article 3, of the State Constitu ion." Those opposing th printed upon their ballots." 51, of Article 3, of the Statection stitution."
Dry Goods clerks become pre-
maturely gray because of their maturely gray because of thei
inability to guess whether a woman is a prospective purchaser

## At present our dollars are rath

At present our dollars are rath

## er high to become popular. If a farmer wants one of these coins

 he must pay for it 22 pounds o he must pay for it 22 pounds bushels of corn, or 3 bushels ofoats This is about twice as much all around, as a dollar cost a fer years ago, while the labor of pro-
ducing the products mentioned bout the same.-Texas Farn
$\qquad$
Any man who can afford to take his locol paper and does not public spirit, yet it would not support at least one lould There are some who excuse themselves by saying they don't like he politics of their local paper. It is needless to say that this is a for it would be uttely impossible to suit every to publish one paper So long as a paner is not offen sive in its partisnchip, it should editor's views.
$\qquad$
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Sor of ta sulo county, the the oe Tax Asiel

1st. Committe on Credentials
and Basis of Representation.
nd. Committee.upon perma-
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