

SANDY NEWS

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"For Sandy Always."



WE CAN COME BACK

Most inspiring to Americans who take pride in their country's achievements is the article in "The Yankee Clippers," by William Brown Maloney in the Saturday Evening Post. It is a story of a time when the American flag was seen in every port, when American clipper ships contested with the British and won the prize for fast sailing on long voyages and when the United States held the title "mistress of the seas" in peace. As early as 1789 a vessel flying the American flag appeared at Calcutta. In the war of 1812 the British commerce destroyed by American privateers was \$9,400,000, only \$40,000 less than that which the British captured. In the course of the next two decades the percentage of American commerce carried in American bottoms rose to 92. Between 1830 and 1836 the American merchant marine increased 12 1/2 per cent a year, the British only 1 1/2 per cent.

The most glorious days of the American clipper ship were the two decades immediately preceding the Civil war. When new designs by John Willis Griffiths were adopted, American ships out-sailed everything afloat. College men educated in the classics and knowing French and Spanish became commanders of ships as a step to becoming owners and merchants. The foundations of present day fortunes were thus laid, especially in the boom days of the gold rush to California and Australia. The Sovereign of the Seas, which made a record voyage from Honolulu to New York and which outsailed the Cunard steamship Canada across the Atlantic, netted her owner, Donald McKay, \$200,000 in eleven months. On a voyage from Boston to Liverpool the Lightning made a run of 433 miles in 24 hours, an average of 18 1/6 knots an hour, which was not exceeded by an ocean steamship until 1889. The James Baines in 1854-5 sailed around the world in 132 days, making a record which no sailing ship has excelled.

When the Civil War broke out the total American tonnage was 5,299,175, compared with 5,710,968 for the entire British empire, and our ships were carrying 70 per cent of our exports and 65 per cent of our imports. But the days of the clipper ship are numbered. It had already to contend with the adverse influence of asinine statesmanship. Now began a hopeless contest with iron and steel ships. Fossilized naval officers reported to Congress against steamships and our merchants

were slow to adopt them. Our resources of steel and engine building were relatively undeveloped, while Britain was supreme in both respects. During the Civil War we lost our lead, and the proportion of our commerce carried in American bottoms steadily decreased, until in 1913 it was a beggarly 8.9 per cent.

Can we regain our lost maritime supremacy? We certainly can. Every factor other than legislative which was against us in 1860 is now in favor. In 1913 our production of pig iron, the raw material of steel, was 30,966,152 tons, against 19,004,022 for Germany and 10,481,916 tons for Great Britain and our total is still growing. We lead the world in steel construction and engine building and can easily turn our skill in those directions to shipbuilding. The war has given us an opportunity to make a good start in this neglected industry, for it has eliminated the difference against us in the cost of production and has temporarily boosted freights to a point where our higher cost of operation is immaterial.

The immediate future for shipping that the strong foothold which the United States is now gaining in the shipping business may be maintained and that we may continue to gain, we need no Government investment in ships, as is proposed by the administration. We need only to revise our shipping laws in such a manner that after the war we shall be able to compete with other nations on equal terms. The conditions under which our shipping business is now developing are mainly abnormal and temporary. That we may hold and enlarge the plane we are now gaining, it is necessary that we change the normal, permanent conditions. All preparations, legislative and administrative, to do this should be made before the war ends.

Public To Blame For High Taxes

Isn't It The Truth?

Just about the time the public learns to its sorrow that some widely heralded reform by statute has failed to bring about a lowering of the tax rate, another legislative scheme is devised to do what the other one failed to do. Instead of lowering taxes, the only result has been to send them higher, and what else could be expected? The state now has more commissions, departments, boards and inspectors than ever before. However, the county and municipal governments are even worse in this respect than the state. It is a poor county that cannot boast of an inspector for wide tires or something of the like and some cities even have rat catchers.

Now King County, the home of so many startling "economies" comes out and wants the state to take over the handling of its port district because of the heavy burden of King County. King County went into that credited with having the finest set of docks anywhere in the land—but located where the ships will not go.

So runs the story in all parts of the state. Taxes are going higher and higher and higher because the people in sentimental moments favor some plan or other they think will help the workmen, the mothers or some other class, and do not stop to investigate whether the plans are practical or not. Consequently they wake up and find that under the lazy old husband law the worthless hubby is put to work and the money paid over to his family while he gets good board and a good place to sleep, while the honest husband and father out of a job can find no relief unless his wife swears he is not taking care of her. Anyone who ventures the suggestions that plans outlined are not good is immediately branded as a standpatter, or reactionary, a mossback, or one lacking all sympathy with humanity.

The American government is founded on the theory that the individual is able to look after himself. These so-called humane laws, for the most part, are patterned after the European plan, where the government frankly tells the individual he doesn't know enough to look after himself and the government tells him what rights he may have instead of him telling the government what rights it may have. In this country we have the strange situation of government telling the individual he cannot take care of himself in some cases and then turning around and having him say how the government shall be run. (Colton, Wash. News-Letter)

Grand Duke Nick boasts not only the longest legs in Russia, but the longest head.

And what has become of the old-fashioned con men who used to sell the rural visitor a gold brick for \$2,500?

The "landslide" prophet will be in evidence again next summer.

A keynote may be as long as a diplomatic note.

Laws, we'll soon be smacking our lips over early peas and wax beans.

It's a wise trench that knows which side it's fighting.

The true course of a brainstorm apparently begins at the heart and ends at the pocketbook.

There is an Ohio woman who trimmed her hat with fifty \$1 bills and doubtless prides herself on her economy and efficiency.

Women who are simply in politics properly decline to be judged by the antics of the women who are in gutter politics.

When public rights are to be conserved, even more important than a stiff upper lip is a stiff vertebral column.

At the age of 21 a man has more ideals than idea.

The true secret of feminine beauty is to be born pretty.

And where is the old fashioned woman who used to worry over whether her hat is on straight?

If, as a St. Lewis clergyman says, the secret of longevity is the loose collar, may not a ball gown be looked upon as a ticket to great age?

It doesn't take the average honeymoon long to get ready for the embalmer.

With a population one-twenty-fifth that of the United States, Switzerland has a trained army five times as large as that of the United States, yet Switzerland is considered the most democratic country in the world.

Few Stops
Soulful youth (at the piano) Do you sing Forever and Forever?
Matter-of-fact maiden—No, I stop for meals.—Philadelphia Record

And it Came to Pass
Meeks—By the way, old man, do you believe in dreams?
Weeks—You bet I do. One night about a month ago I dreamed an angel came to my bedside and said: "Prepare for the worst."
Meeks—well?
Weeks—The next day our cook left and my wife has done the cooking ever since.

A Gaping Wound, So to Say.
Atkins No. 1—Hi say, w'en did Arnold get the lower 'arf of 'is face shot off?
Atkins No. 2—Hit an't shot off, ye bloody fule. E's a yawnin.—Dartmouth Jack O' Lantern.

WANT AND FOR SALE COLUMN

FOR SALE—One light spring wagon, with top, good for cream wagon. One 3 1/2 wagon for sale or trade.
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Split and Sawed Cedar Posts.
We also have a supply of brick and continue to sell at reduced prices.

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NOTICE

We will have English services at the Evangelical Lutheran Church every first Sunday of the month at 10:30 a. m., commencing Sunday, February 6th. Everybody is kindly invited.

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Had Use For it

At a dinner the other night a speaker referred to the witty remarks occasionally made by the feeble-minded, and told this story as an example:

Recently a man happened into a town where there was a county asylum, and in walking past the place he got into a conversation with one of the harmless inmates who had the privilege of the grounds.

"I suppose," remarked the stranger, "that you are familiar with the country around here."

"Oh, yes," was the prompt rejoinder of the feeble-minded one, "I know all about it."

"Good," commented the stranger. "Then you can tell me where this railroad goes."

"It doesn't go anywhere," seriously replied the other. "We keep it here to run trains on."—Ex.

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Sandy' = = Ore.

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