



ROOT PROCLAIMS TIME TO EXPAND

Trade Between North and South America.

NEED BETTER COMMUNICATION

Harriman Returns to Attack on New Rate Law.

SEES DANGER IN REDUCTION

Dreads Consequence of Making Commission Supreme Over Railroads. Denies He Controls So-Called Harriman Lines.

KANSAS CITY, Mo., Nov. 20.—Before the Trans-Mississippi Commercial Congress here tonight, Elihu Root, Secretary of State, delivered his second speech in this city within two days. His speech was the feature of the first day's session of the Congress, which convened this morning. As on Monday night, Mr. Root tonight dwelt upon our relations with the South American Republics, telling of his recent trip through those countries. He said the time had come for the expansion of trade between the countries of the North and South that would result in the peaceful prosperity of a mighty commerce. He declared that the means of communication between these countries must be improved and increased and said the "woeful deficiency in the means to carry on and enlarge our South American trade is but a part of the general decline and feebleness of the American merchant marine."

The representative of Bolivia, Peru, Columbia, Brazil and Chile also spoke, following Mr. Root's theme closely, telling of the possibilities of investment of American capital in their enterprises and dealing also with the political aspect of the situation.

America's Wonderful Progress.

In his opening remarks Mr. Root devoted himself to a review of the conditions which had exerted the most powerful influence in strengthening the economic relations of the people of the United States with the rest of mankind. He assigned as the chief factors in our continued industrial progress the application of surplus wealth to reproduction in our land and devotion of human energy to internal development. Strength gathered from every rich and powerful Nation had been expended on home undertakings with the result, the Secretary said, that our progress as a Nation has been accelerated and every branch of industrial activity has developed to a degree marvelous and unprecedented in the history of the world. Having at last accumulated a surplus of capital beyond the requirements of internal development, we have paid our debts to Europe, said the Secretary, and have taken our place with the investing Nations of the world. Continuing Mr. Root said:

Opportunity at Right Time.

Our surplus energy is beginning to look beyond our own borders throughout the world to find opportunity for the profitable use of our surplus capital. Coincident with this change in the United States, the progress of political development has been carrying the neighboring continent of South America out of the stage of militarism and into the stage of industrial development. The people are eager for foreign capital to develop their natural resources and for foreign immigration to occupy their vacant land. And just as we are ready for it, great opportunities for peaceful commercial and industrial expansion to the south are presented. Hundreds of millions of men are in some important respects the people complementary to each other.

Mr. Root declared the relations between the United States and South America have been chiefly political rather than commercial or personal, as the political services to South American independence could not in the nature of things create other than a political sympathy. Twenty-five years ago Mr. Blaine, as Secretary of State, inaugurated a policy by which the political sympathy and personal acquaintance of the United States and South America was supplemented by the intercourse of expanding trade and by gradual helpfulness. A close relation is assured for the future, said Mr. Root.

Need of Steamship Lines.

Mr. Root enumerated the many practical things which must be done both by the Government and by individuals before the peaceful prosperity of the new commerce can be secured. Underlying all other considerations, however, said the Secretary, was the need for improvement of the means of communication between the two countries. This, he said, affects the mail, passenger and freight service alike. The one and only remedy for the woeful deficiency existing in present trade conditions is the establishment of American lines of steamships between the United States and the great ports of South America, adequate to render fully as good service as is now afforded by the European lines between there and the ports of Europe.

Mr. Root declared that the retirement of Americans from the foreign transport service has resulted in the decline of our merchant marine. He declared that "has been reliably ascertained that

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BY E. W. WRIGHT. ASTORIA, Or., Nov. 13.—(Staff Correspondent)

steamship lines work for their own countries and that it is absurd for the United States to depend upon foreign ships to distribute its products. A remedy for this should be sought, he said, adding: Subsidies by Other Nations. The principal maritime nations of the world, anxious to develop their trade, to promote their shipbuilding industry, to have at hand transports and auxiliary cruisers in case of war, are fostering their steamship lines by the payment of subsidies. England is paying to her steamship lines between six and seven million dollars a year; it is estimated that since 1840 she gave them \$250,000,000 and \$300,000,000. The enormous development of her commerce, her preponderant share of the carrying trade of the world, and her shipyards crowded with construction orders from every part of the earth indicate the success of her policy. France is paying about \$4,000,000 a year; Italy and Japan, between three and four million each; Germany, upon the initiative of Bismarck, is building up her trade with rapidity and heavy subsidies to her steamship lines and by giving special differential rates of carriage over her railroads for merchandise shipped by those lines. Spain, Norway, Australia-Hungary, Canada, all subsidize their own lines. It is estimated that about \$28,000,000 a year are paid by our commercial competitors to their steamship lines. Against these advantages of the steamship competitor the American ship-owner has to contend, and it is manifest that the subsidized ship can afford to carry freight at cost for a long enough period to drive him out of business. World of Subsidized Competition. We are living in a world not of national competition, but of a subsidized competition. State aid to steamship lines is as much a part of the commercial system of our day as state employment of consuls to promote business. It will be observed that both of these disadvantages under which the American shipowner labors are artificial; they are created by governmental action, one by our own Government in raising the standard of wages and living by the protection of a long enough period to drive him out of business.

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placing the blame in the present cases on the port instead of where it properly belongs. This, of course, is unjust, but it is due to a prejudice which will take years of good work and perhaps good luck to remove. Cleared by Fellow Masters. The master of the Peter Iredale was exonerated from blame by an official court of inquiry controlled by fellow shipmasters. A similar verdict will probably be rendered in the case of the Galena. The reasons why such verdicts are returned in the face of the evidence produced was quite forcibly shown in the remark of a shipmaster who declined to sit in judgment in the case of the Peter Iredale. "I did not like to catch a fellow shipmaster," said he, "but neither did I care to make out that I was a fool by rendering a favorable verdict, so I kept clear of the matter." One of the worst, if not the worst, feature of these courts of inquiry forces lies in the fact that there is no appeal in case the master is upheld by the court, but if the master is held to be guilty he has the right of appeal. No Reflection on Our Service. There has been some attempt to place the blame for the loss of these vessels on the poor tug and pilot service, but there is nothing in the testimony of those who were in the best position to pass judgment on the matter that reflects on either the tug or pilot service of which I will have more to say later. In the case of the Peter Iredale, Tillamook Rock was sighted four hours before the vessel struck. The prominence of Tillamook Rock by day or night is such that it is never mistaken when sighted and it serves as a warning for all vessels approaching the

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NOTABLE FIGURES AT TRANS-MISSISSIPPI CONGRESS



David E. Francis, President of Congress.



John H. Mickey, Governor of Nebraska.



Senator William Warner, of Missouri.



Ignacio Caldon, Minister of Bolivia.



Joseph W. Folk, Governor of Missouri.

promotion of their own trade. For the American shipowner it is not a contest of intelligence, skill, industry and thrift against the respective captains of the British ships Galena and Peter Iredale, but a contest against their competitors and his competitors' government and his own Government. Plainly these disadvantages created by governmental action can be neutralized only by governmental action, and should be neutralized such action.

Every State Represented.

When the Congress convened this morning in the Convention Hall, that vast auditorium was crowded with delegates, guests and spectators. The arena floor had been reserved for delegates, who were arranged by state delegations. Every state in the Union was represented. The states in the Mississippi and Missouri valleys and those making up the western half of the country were represented by a greater number of representatives than ever before in the history of the organization. Upon the platform and in the boxes reserved for the especially invited guests and their ladies were many distinguished persons.

All sessions of the congress are to be open to the public. The hall was most elaborately decorated, the flags of the five Latin-American countries whose representatives addressed the congress tonight intermingled with the Stars and Stripes.

Among the late Western arrivals are Tom Richardson of Portland, Or.; T. S. Clark of Seattle, Wash. and Mr. and Mrs. J. Kennig, Washington. Many Western delegates failed to get in today, being storm-bound in Kansas and Nebraska. The Congress was called to order by J. E. Case of Abilene, Kan., a member of the executive committee. Following his welcoming address were made by Colonel Fred Fleming of Kansas City, chairman of the executive committee; by Sen-

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spondence.—If there is any truth in that alleged belief that the circulation of blood in the ears is hastened in an individual who is the subject of conversation, the respective captains of the British ships Galena and Peter Iredale must be experiencing tropical warmth in their hearing apparatus. There are a good many people down here in this seaport city who know enough about ships to distinguish the binnacle from the binnacle, and whether their knowledge is such as to enable them to note the difference with ease or with difficulty, they are practically unanimous in declaring that the casting away of these two fine ships was inexcusable carelessness. It was not an "act of God" or of "the king's enemies." It was not even our generally unsatisfactory tug and pilot service that was responsible for this latest blow at the prestige of our port. Reckless Navigation. It was simply reckless navigation, the results of which under similar circumstances, would have been the same elsewhere, regardless of the safe or dangerous features of a port where the disasters might have happened. These being the facts in the case, the innocent bystander might ask: "Why then, has the prestige of the port been imperiled or injured?" The answer is easy. It is the old case of "giving a dog a bad name," etc. Recent personal experience with a number of foreign shipowners and underwriters demonstrated quite clearly that the port is now suffering punishment for misdeeds of the past. After the true story of the loss of these fine ships has been told to the owners and underwriters, showing as it will, the inexcusable carelessness of the masters of the vessels, they will hark back to some former disaster, wherein the master was not at fault, and will cite that as a reason for

Lead Would Show Location.

The gentle slope of the beach from the shore line on both sides of the Columbia gives the approaching vessel the best soundings that can be obtained anywhere and the use of the lead line alone enables experienced mariners to ascertain with a fair degree of accuracy their position off the Columbia, even in thick weather. But if the Iredale had a lead line on board it is not clear that it was used. With a seeming reckless indifference as to consequences the fine vessel was kept booming along on her fatal course until the sound of the breakers was heard. It was then too late for the lead line, too late to beat off, too late for anything except to consider means for getting ashore in safety. In this respect the crew of a ship approaching the Columbia River has incomparably more chance for life in disaster than is the case with vessels headed for Puget Sound.

Pilots Given No Chance.

The neatness and dispatch with which the master of the Peter Iredale piled up his ship in less than four hours after he state committee, and the "Hon." Charles F. Murphy (one has as much right to the handle as the other) have jointly decided to save the Democratic party in the Nation. Keep your eye on Jackson, William H. Jackson, Attorney-General-elect. Nobody ever heard of him a few weeks ago. But Connors and Murphy, the political Belasco brothers, expect to make a Leslie Carter star out of him. The programme is for Jackson to indulge in a two years' gaudy glittering and spectacular bout with the trusts and become the man around whom all Democrats can rally. "Fingey" in explaining the matter to a friend the other day, used these words, which may some day be of historical value: "I put this guy, Jackson, on the ticket and I've told him to make good. He'll do it with both feet. He will chastise the trusts, and maybe we will put him in the White House. Buffalo men have gone there before."

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pected to become the most terrible inflection the trusts have ever had. The Attorney General of New York State is invested with awe-inspiring power. He is authorized to proceed against all "illegal combinations in restraint of trade" and can move to revoke their charters or, if they are operating under charters from other states, to annul their licenses which permit them to do business here. So it can easily be seen that he is in a position to make it very warm for the ice trust, the beef trust, the traction trust and all the others which have heretofore been regarded as the stock in trade of William Randolph Hearst and cartoonist Opper. Jackson plans to begin his fight as soon as he is installed in his comfortable private office of the Attorney General. He is already mapping out his campaign and it has not with the approval of Connors and Murphy. Hearst a Back Number. These two prominent statesmen believe that before the time for the National convention rolls around the Hearst sentiment will have evaporated. The way these two eminent statesmen who propose to steer the Democratic ship of state into smoother waters, hate the "friend of the common people" is something terrible to contemplate. Naturally Murphy has never forgiven Hearst for the things that the editor said about him a year ago, but this year he grew even more angry when all the papers pictured him in stripes. Then Murphy took an unusual course for a Tammany leader. He announced he would sue any paper that pictured him in a convict's garb. His wishes were immediately obeyed. He appeared in the World every day in underclothes. The Herald put him in a

Building New Organization.

"Fingey" and "Charlie" have already started to build an organization up state and expect to keep it going with the patronage they will control after January 1. Frank H. Mott, state committeeman from the Chautauqua County district, has been appointed advance agent for the rural districts, and is already traveling around, looking over the field. It is the intention of the new leaders to form an absolutely new organization. They believe the men who have controlled the party machinery are behind the times

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ORGANIZERS OF STANDARD OIL COMPANY SUED BY GOVERNMENT



John D. Rockefeller.



William Rockefeller.



John D. Archbold.



H. M. Flagler.



H. H. Rogers.

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Slandered by False Witness.

Since the time when she was named in the proceedings that separated Oliver Summer Teall—known to all politicians in New York as "Ollie"—from his wife, formerly Miss Florence Blaseff, of Orange, N. J., the actress has been a physical and mental wreck. The case was one of New York's most sensational divorce trials. The testimony offered by the counsel for Mrs. Teall against Miss Cayvan was entirely unfounded. A discharged colored servant of Mr. Teall's was the main witness for the complainant, and the stories which he told were proved to be a mass of lies. When Miss Cayvan heard of the charges she placed herself on record as the first woman to demand exoneration from such charges in the court where she told her story—a thing never before permitted a woman in her position. Before this the newspapers had come to her aid. The Professional Women's League, the Mary Arden Shakespeare Club, Sorosis Club, the West End Club, the Women's Republican Club, all of New York, defended

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