practically all without draft upon the

HARDING OUTLINES SHIP SUBSIDIES

Next Year's Cost.

TWO BILLS INTRODUCED

Plan of Operation of Merchant Vessels by Government Is Held Fundamentally Wrong.

(Continued From First Page.)

special circumstances where it was considered desirable. The president also reiterated his approval of the Great Lakes-St. Law-

The audience, however, was considered the smallest either Mr. Harding

Applause Is Vigorous

The audience applauded vigorously when the executive declared America had "the aspiration, yea, the determination, to establish a merchant nmensurate with our com-

said to have agreed to the general principles outlined by the president. This, republican leaders said, probwould operate to expedite the

Democrats Form Opposition. Democratic opposition to the sub-midy proposal, however, developed im-mediately, and Senator Fletcher, dem-ocrat, Florida, former chairman and ranking minority member of the sen-

USE OF PLAN IS PREDICTED exporting

Lasker Predicts That Congress

of shipping board members—republican and democrat—Mr. Lasker said,
not refer to the armed conflicts which
and he expressed confidence it would find an easy majority in both houses

Mr. Lasger shad there would be lit-tle difficulty in disposing of the gov-ernment-owned ships once the sub-sidy bill was put through. Overtures already have been made for the ships operated by the United States ship-ping board, he said, while Pacific coast interests are ready to take over a good share of the tonnage.

Waterway Project Indorsed.

WASHINGTON, D. C., Feb. 28 .- In dorsement of the proposed Great Lakes-St. Lawrence waterway project was given by President Harding today in his address to congress on ship subsidy. The president touched upon the waterway project in the course of his discussion of an awakened interest in water transportation

Orpheum matinee today, 15-25-50-Ad. Orpheum matinee today, 15-25-50-Ad.

Neglecting That . Cold or Cough?

ETTING the old cough or cold drag on, or the new one develop seriously, is folly, especially when at your druggists, you can get such a proved and successful remedy as Dr. King's New Discovery. No drugs, just good medicine that relieves

For over fifty years, a standard remedy for coughs, colds and grippe.

Eases croup also. Lossens up the phlegm, quiets the croupy cough, stimulates the bowels, thus relieving the congestion. All druggists, 60c.

Dr. King's New Discovery For Colds and Coughs

Wake Up Clear Headed. That "tired out" leeling mornings, is due to constipation. Dr. King's Pills act mildly, stir up the liver and bring a healthy bowel action. All druggists, 25c.

PROMPT! WON'T GRIPE r. Kino's Pills

PRESIDENT HARDING ADVOCATES AID FOR AMERICAN MERCHANT MARINE IN ADDRESS BEFORE CONGRESS

Nation's Executive Proposes Ship Subsidy of \$32,000,000 Annually to be Paid to Owners of American Ships Engaged in Foreign Trade-Need of Rebuilding and Keeping United States Craft Upon Seas Is Strongly Set Forth.

\$15,000,000 Is Estimate of TX7ASHINGTON, D. C., Feb. 28. -(By the Associated Press.) -The text of President Harding's address to congress today on government aid for the American merchant marine follows:

Members of Congress - When adiressing the congress last December reported to you the failure of the reported to you the failure of the executive to carry out the intent of certain features of the merchant marke act of 1920, notably the provision for the notice of cancellation of all commercial treaties which hindered our grant of discriminating duties on imports brought to our shores in American ships. There was no doubt about the high purpose of congress to apply this proven practice to the upbuilding of our merchant marine. It had proved most effective in the carlier days of American shipping. it had, at various times, demonstrated its effectiveness in the upbuilding of commercial shipping for other nations. rence waterway project. The audience rose and applauded at length when he entered and left the house chamber.

Way to Ald Shipping Sought. or ex-President Wilson had addressed on similar occasions. Delay in distributing tickets of admission was reported as one cause of this.

The cost of this programme next hear was estimated by the president said, would "ultimately take the government out of a business which has been excessively fostly and wasteful and involving a loss in excess of the highest subsidy proposed."

Its supersedure by reciprocity in shipping regulations and the adoption of other methods of upbuilding merchant marines through various forms of government aid, and the century of negotiation of commercial treaties, all combined to develop a situation which about it was denounced our treaties. We should not only be quite alone in which are the first requisite.

Applause Is Virgence. Its supersedure by reciprocity in

slon of our commerce abroad. Contemplating the readiness of congress to grant a decreased duty on imports brought to our shores in American bottoms and facing the em-barrassments incident to readjust-

all import duties, without discrimi-nation as between American and for-eign bottoms, and apply the heretoore proposed reduction to create a fund for the government's aid to our merchant marine.

preference to a subsidy he would turn over the government's ships to the Panama Railroad company, a government's ships to the ment concern. This suggestion was also indorsed by Senator Fletcher.

Consideration by the house merchant marine committee of the legischant marine committee of the legischiant of the freight paid on cargoes carried in American bottoms. The benefits for our ability to share in the good for targe during the world trade during the two years immediately following the two years immediately following the war. In all probability, the losses who last our shipping activities were fully compensated to the American people in the saving of the freight paid on cargoes carried for our ability to share in the good for targe was mainly responsible the enrichment of the freight paid on cargoes carried for our ability to share in the good for two years immediately following the war. In all probability, the losses who leaves to private enterprise the prospective profits of successful management.

The cost of such a programme committee of the freight paid on cargoes carried for our ability to share in the good for two years immediately following the war. In all probability, the losses was usually compensated to the successful management.

The cost of such a programme continue trade during the fortunes of world trade during the government. It is a dvantages to American people in the sound trade during the during the fortunes of world trade during the fortunes of world trade uning the fortunes of world trade uning the fortunes of world trade uning the fortunes o

chant marine committee of the legis-lation will not begin for a week or ten days, said Crairman Greene of Massachusetts, who introduced the ad-ministration bill in the house after the president's address. He pre-dicted the measure would be reported to the shouse, probably with some modifications, within a short time.

dutiable shipments.

Continued trade must be reciprocal.

We cannot long maintain sales where
we do not buy. In the promotion of
these exchanges we should have as
much concern for the promotion of
sales as for the facilitation of our
purchases. There is not a record in
all history of long maintained emimuch concern for the promotion of sales as for the facilitation of our some purchases. There is not a record in all history of long maintained eminence in export trade, except as the exporting nations developed their own carrying capacity.

Howardic Side Discussed.

Romantic Side Discussed.

No story of national development is great war, and there were heavy more fascinating or so full of romance losses in operations which had to be Will Adopt Proposal.

NEW YORK, Feb. 28.—Adoption of President Harding's ship subsidy plan at the present session of congress was predicted today by Chairman Lasker of the United States shipping board. The plan, while entirely the president's Idea, has unanimous approval of shipping board members—republican and democrat—Mr. Lasker said, not refer to the armed conflicts which

commerce has been destroyed fading is to turn the ships and our experi-

have the government sponsor an enterprise in which individual genius interior as it is to our coast territory, seemingly had failed. It would be difficult correctly to appraise the difficult correctly to appraise the seemingly had failed. It would be difficult correctly to appraise the policy, because the world war put an end to all normal activities before we were involved. Our shipyards were turned to feverish and costly activities by the call of the allied powers for shipping without which they could not hope to survive. American energies were applied to construction for gles were applied to construction for others, as we had never dreamed of doing for ourselves. When we later engaged we trebled and quadrupled the output in our own account. Allied resources were called upon to build to meet the destruction by submarine

SALIENT POINTS IN PRESIDENT'S SHIP SUBSIDY PROPOSAL.

Proposed return of merchant marine "to private initiative and private enterprise, aided to a conservative success, wherein we are safeguarded against the promotion of private greed, and do not discourage the hope of profit-

able investment, which underlies all successful endeavor." The salient points of this proposal are embodied in bills introduced in each house immediately after the president's address. They follow:

Aid estimated at \$32,000,000 annually, to be provided for principally by diversion of 10 per cent of the nation's customs receipts. Requirement that not more than 50 per cent of the

immigrants to the United States be transported in foreign Sale of the tonnage now held by the shipping board

and use of the funds as a construction loan fund. Authorization for induction of American merchantmen officers and sailors into the naval reserve with the attendant allowance in pay.

The president detailed a number of indirect aids, mentioning in this connection: Amendment of interstate commerce act to permit railway systems to own and operate steamship lines en-

gaged in other than coastwise trade. Making effective the section of the merchant marine act providing for preferential rail and steamship rates on

through shipments on American vessels. Insurance available at no greater cost than is afforded ships under foreign flags.

than 12,000,000 gross tonnage, not as are payable to American vessels

very costly.

"Much has been learned, to be sure," he added, "but the outstanding lession is that the government cannot profitably manage our mechant ships abroad.

The president said that every members he administration programme. Republican leaders in both branches of the administration programme. The government to its merchant ships abroad.

The president said that every members he administration programme. The proposed and of the government to its merchant ships abroad.

The president said that every members he administration programme. The proposed and of the government to its merchant ships abroad.

The president said that every members he administration programme. The recommendation of today is the administration programme. The recommendation of the government to its merchant cannot of the government to its merchant party membership. Members of the sente and house committee were said to have agreed to the general principles outlibled by a passage of the very direction at a total outlay of approximately \$3,500,000,000.

Large Fleet is Acquired.

We became possessed of the vessels of a great merchant marine, on all intent of congress. The proposed and of its practical for use in the transportation by water of foreign malety \$3,500,000,000.

Ut of this fund shall be paid the direct aid in the development and maintenance of an American merchant marine. The compensation shall be based on one-half of 1 cent for each the islands in our coast-maintenance of an American merchant marine. The compensation shall be based on one-half of 1 cent for each the standard for use in the transportation by water of foreign malety \$3,500,000,000.

Ut of this fund shall be paid the direct aid in the development and maintenance of an American merchant marine, on all intention programme. The compensation shall be based on one-half of 1 cent for each the standard programme. The compensation shall be based on one-half of 1 cent for 1 sk nots, 3-10 of a cent for 15 knots, 3-10 of a cent for 15 knots, 5-10 for 19 knots, 5-10 for 19 k

that inherent essential to success which is found in individual initiwhich is found in individual initiative. It was rather a government experiment, where lines were established in high hope and little assurance, because the public treasury was to bear the burden. There was the mere suggestion of private enterprise, inasmuch as allocations and charters whenever the owner of any vessel or vessels shall have derived a net operating income in excess of 10 per erating income in excess of 10 per Democratic opposition to the subsidy proposal, however, developed immediately, and Senator Fletcher, demcerat. Florida, former chairman and
ranking minority members, the such a
statement announcing opposition.

"There is no need for subsidies, in
my opinion," said Senator Fletcher,
"I would, however, favor the government furnishing insurance to our own
and private American ships are pensilled any direct subsidy."

Other democratic apposition to a subsidy,
but many said they desired to study
that many said they desired to a subsidy,
that many said they desired to a subsidy.
These included members of
subsidys These included members of
the agricultural bloc. Senator Norris,
republican, Nebraska, chairman of the
agricultural committee, said that live set is possible, were
agreed the proposed to encourage the shipping in
orderation, however, it is quite beyond
operation, however, it is quite desired the provided that such reministency to state the publicant of provided the such that it was the publicant of prov

the American people in the saving of ocean freights in that period.

Today we are possessed of vast tonnage, large and very costly experience and the constitution of the present fleet. With larger elimbursement to highspeed vessels, and the enlargement of the merchant marine to a capacity comparable with our commerce, the top cost of war when necess impelled, when the building total outlay may reach the limits of sources of many nations were drawn. total outlay may reach the limits of sources or many nations were grawn upon to the limit to meet a great emergency.

If there had come no depression a

Present Situation Impossible. Even if we accept the extreme pos-

commerce has been destroyed fading glories have attended.

It will avail nothing to attempt the content of the

can merchant marine which must face the stiffest possible competition by the fleets of the maritime nations requires something more than the direct aid to which I have alluded. The direct aid proposed, even though it ultimately runs to \$30,000,000 anculture or manufacturing.

We have a new manifestation of this broadened vision in the enthusiasm of the great middle west for the proposed Great Lakes-St. Lawnually, is insufficient alone to offset the advantages of competing fleets. There are more than warp costs and rence waterway, by which it is in-tended to connect the Great Lakes ports with the marts of the world. working conditions and the higher

There is far-seeing vision in the

proposal, and this great and com-mendable enterprise, deserving your favorable consideration, is insepar-

attended an expanding commerce. We may further extend our long-established protection to our coast-wise trade, which is quite in harmony with the policy of most mar'time powers. There is authority now to include the Philippines in our coast-

the establishment of shipping lines in every direction calculated to enhance every direction calculated to enhance bur foreign trade and further cement cour friendly relations.

The movement lacked in most cases that inherent essential to success that inherent essential to success which is found in individual initicompatible when the shipping enter-prise is of direct government concern, provided that such remission is ap-

prices prevailing in the world mar-ket. I am not unmindful of the hesitancy to sacrifice the values to

thereafter be turned, until the larger return to approximate normal cost reimbursements are restored to the would have been inevitable. But the great slump in shipping has sent tonnage prices to the other extreme, not for America alone, but throughout the world. If we held our ships Even if we accept the extreme possibility that we shall expend the maximum and no return will ever be made, which is to confess our inability to establish an American merchant marine—the expenditure would be vastly preferable to the present unfortunate situation, with our dependence on our competitors for the delivery of our products. Moreover, the cost for the entire year would be little more than the deficit heretofore encountered in two months during the experiment of the content of the experiment of the experiment of the content of the

Having failed at such enormous contemplates the return to individua initiative and private enterprise, aided to a conservative success, wherein we are safeguarded against the promotion of private greed and do not discourage the hope of profitable investment, which underlies all successful endeavor. essful endeavor.

We have voiced our concern for

working conditions and the higher costs of rationing, which no considerable American sentiment will consent to have lowered to competing standards.

We have voiced our conternation to good fortunes of agriculture and it is right that we should. We have long proclaimed our interest in manifesting, which is thoroughly sound, the land to make us what we are. the output in our own account. Allied resources were called upon to build to meet the destruction by submarine warfarc, and ships were so essential that material for them was given priority over arms and munitions. There was the call for ships, and ships, and yet more chips, and we ministed of the control of the control

Apart from the advantages in carry-ing our commerce they sought our shipments for the balances due to them. There is a different condition now. They are concerned with shipments to us but not so interested in our shipments to them. It is our pur-pose to continue our exchanges, both buying and seiling, but we shall be surer of our selling, notably our food-stuffs, if we maintain facilities for

their transportation. Contemporaneous with the awaken-ing we have the proposal to carry our ocean-going facilities to the great 'unsalted seas" which shall place the It is a simple thing—seemingly it ought not require the action of conon a market way to the marts of the gress, but American officials travel-

gress, but American officials traveling on government missions at government expense ought to travel on American ships, assuming that they afford suitable accommodations. If they do not afford the requisite accommodation on the main routes of world travel, the argument that we should upbuild is strongly emphasized.

Gld world. We should fail to adjust our vision to the possibilities if we halted in making for American eminence on the ocean highways now awaiting our return.

We have recently joined the great naval powers in a programme which not only puts an end to costly competition in naval armament and reduces the naval forces of the world, but the naval forces of the world, but Transport Service Opposed.

I think we should discontinue, so far as practical, the transport services in the army and navy and make our merchant and passenger ships the agents of service in peace as well as war. We should make insurance available at no greater cost than is afforded the ships under competing flags, and we can and will make effective the spirit of section 28 of the yorld, but adds to the confidence in maintained peace. The relativity of strength among the powers would be wholly one of disappointing theory if ours is to be a merchant marine inadequate for the future. I do not care to stress it as a means of defense. The war and our enforced outlay have already stressed that point.

The merchant marine is universally recognized as the second line of naval forces of the world, but adds to the confidence in maintained peace. The relativity of strength among the powers would be wholly one of disappointing theory if ours is to be a merchant marine inadequate for the future. I do not care to stress it as a means of defense. The war and our enforced outlay have already stressed that point.

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sels. American rallways must be brought into co-operation with American steamship lines. It is not in accord with either security or sound business practice to have our rallways furthering the interests of forces of the standard of the suppression of peace and amity, and bears no threat and incites no suspicion. And yet it is a supreme assurance, withouter furthering the interests of forces of the suppression of the suppression of peace and amity, and bears no threat and incites no suspicion. And yet it is a supreme assurance, withouter the suppression of the suppression of peace and amity, and bears no threat and incites no suspicion. o continued growth and maintained

eign shipping lines, when the concord of American activities makes for com-mon American good fortune. Contemplating the competition to be I am thinking of the merchant ma Contemplating the competition to be met, there ought to be an amendment to the interstate commerce act which Commerce and its handmaldens have and operate steamship lines engaged in other than coastwise trade. There is measureless advantage in the longer shipments where rail and water transportation are co-ordinated not alone in the water transportation are co-ordinated not alone in the service, but in the solicitation of cargoes which ever hundred millions here, outstanding i genius and unrivaled in industry and incalculable in their resources, must be conspicuous in the world's exchanges. We cannot hope to compete unless we carry on and our concord and our influence are sure to be measured by that unfalling standard which is found in a nation's merchant marine.

\$100,000,000 Oil Company Drills DOVER, Del. Feb. 28 .- A charter was filed today for the Mammoth Oll company, capital \$100,000,000, au-thorizing it to drill, produce and mar-ket oil and its products.



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Stomach & Bowels

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