

HARDING OUTLINES SHIP SUBSIDIES

\$15,000,000 Is Estimate of 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.

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The cost of this program next year was estimated by the president at \$15,000,000, with about \$10,000,000 as the ultimate maximum.

Applause Is Vigorous.

The audience applauded vigorously when the executive declared America had "the strongest navy in the world."

The experiment of government operation, the president said, had been very costly.

"Much has been learned, to be sure," he added, "but the outstanding lesson is that the government cannot profitably manage our merchant shipping."

The president said that every member of the shipping board in Indonesia had been a member of the program.

Democratic Form Opposition.

Democratic opposition to the subsidy proposal, however, developed immediately, and Senator Fletcher, Democrat, Florida, former chairman and ranking minority member of the senate commerce committee, issued 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 at practically cost."

Other democratic senators also declared their opposition to a subsidy, but many said they desired to study the administrator's program carefully before determining their position.

Some republicans also expressed themselves as inclined to oppose a subsidy. These included members of the agricultural bloc.

Consideration of the proposed merchant marine committee of the legislation will not begin for a week or ten days, said Senator Fletcher.

USE OF PLAN IS PREDICTED

Lasker Predicts that Congress 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, which was approved by the board, has unanimous approval of shipping board members—republicans and democrats.

Mr. Lasker said there would be little difficulty in disposing of the government-owned ships once the subsidy bill was put through.

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Waterway Project Indorsed.

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Neglecting That Cold or Cough?

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

For over fifty years, a standard remedy for coughs, colds and grippe. Eases croup also. Loosens up the phlegm, quiets the 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 "fired out" feeling 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

Dr. King'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 Sea Is Strongly Set Forth.

WASHINGTON, 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 addressing the congress last December I reported to you the failure of the executive to carry out the intent of the act of 1916, notably the provision for the notice of cancellation of all commercial vessels which are to be operated by our shores in the future. It is a sad reflection on our government that this act of 1916, which was passed in the earlier days of American shipping, had, at various times, demonstrated its effectiveness in the upbuilding of commercial shipping for other nations.

Way to Aid Shipping Sought.

Its superseding by reciprocity in shipping regulations and the adoption of other methods of aiding our merchant marines through various forms of government aid, and the century of negotiation of commercial treaties should lead to endless embarrassment if we do not act now.

Contemplating the readiness of congress to grant a decreased duty on the importation of goods from the American bottoms and facing the embarrassments incident to readjustment of all treaty arrangements it is imperative that we act now.

Large Fleet Is Acquired.

We became possessed of the vessel of a great merchant marine, not only of practical use in the trans-oceanic trades, little of it was built for the speed which gives the coveted class of outstanding service.

Policy's Effects Are Shown.

By such a programme we shall encourage not alone the carrying of our cargo, but we shall strengthen the American ships in the carrying of that greater inbound tonnage on which no duties are imposed.

It is interesting to note, in connection with the heretofore proposed plan to increase the duties on goods carried to our shores in American bottoms, that the value of all dutiable cargoes, measured in tonnage, was \$1,985,885,000, while the cargoes admitted free of duty, on which no discrimination was possible, were valued at \$2,115,000,000.

Big Fleet Aids Trade.

In spite of all the later losses in operation, however, it is quite beyond question that our abundance of American tonnage was mainly responsible for our ability to share in the good portion of world trade during the two years immediately following the war.

Own Running Side Discussed.

No more development is more fascinating or so full of romance as that of developing capacity for the exchanges of commerce.

War's Effects Cited.

Eight years ago the aspiration found expression in a movement to have the government sponsor an enterprise in which individual genius seemingly had failed.

Practical Solution Sought.

One of the great problems of the great merchant marines and out of our own experience we ought to find the practical solution.

War's Effects Cited.

There is far-seeing vision in the proposal, and this great and commendable enterprise, deserving your favorable consideration, is inseparable from a great merchant marine.

When then, is our problem I bring to you the suggestions which have resulted from a comprehensive study, which are recommended to me by every member of the United States shipping board, and by a programme of direct and indirect aid to shipping to be conducted by private enterprise.

Aid Declared Necessary.

The men who sail the seas under our flag must be permitted to stand in the fullness of their manhood, and to be free to compete with the world.

Import Duties to Form Fund.

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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 profitable 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 ships.

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 merchant 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 engaged 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.

As are payable to American vessels by the postoffice department for the transportation by water of foreign mails, parcel posts excepted.

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practically all without draft upon the public treasury, and yet all highly helpful in promoting American shipping.

It is a simple thing—seemingly it ought not require the action of congress, but American officials traveling on government missions at government expense ought to travel on American ships, assuming that they should be able to find such accommodations.

Transport Service Proposed.

I think we should discontinue, so far as practicable, the use of railways in the army and navy and make our merchant and passenger ships the main mode of transport in peace as well as in war.

Requirement that not more than 50 per cent of the immigrants to the United States be transported in foreign ships.

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Instant Service (New Location) Ground Floor Wilely B. Allen Co. 148 Fifth St. (Bet. Morrison and Alder)