

SUBSIDY DECLARED ONLY MORE GRAFT

Merchant Marine Will Not Be Helped, Says Official.

MANY NOW MAKE PROFITS

More Are Asked, It Is Said.

WASHINGTON, D. C., May 10.—Creation of a privately owned merchant marine by means of government subsidies is impossible, Philip Manson, New York, president of the Pacific & Eastern Steamship company, declared today before the joint congressional hearing on the administration ship subsidy bill.

He asserted that subsidies not only would create a merchant marine, but would "seriously retard" its proper development.

"All that subsidies will do," Mr. Manson said, "will be to increase and perpetuate the dishonesty and inefficiency that pervades American shipping and add to the private fortunes of a few shipowners. When ultimately the taxpayers are called upon to subsidize a few shipowners, the American merchant marine is in a worse state than ever before."

Fleet Turned Over, He Says.

"There was turned over to American shipping interests, free of all costs to them, a fleet of more than 1500 vessels, including some of the finest passenger ships afloat," he continued. "Not only have American shipping interests had the free use of this fleet of ships which cost the American people more than four billion dollars, but they received in addition from the government hundreds of millions of dollars in cash to cover alleged losses in the operation of ships notwithstanding that during most of the period continuing they have had these ships high freight rates prevailed and large profits should easily have been earned."

"Not only has the vast subsidy to American shipping interests failed to create a permanent American merchant marine, but it has fastened upon American shipping a curse of incompetence and graft which it will take many years to eradicate."

Profits Made by Some.

Containing that American ships "if honestly and efficiently operated" could be made to pay for themselves without government aid. Mr. Manson declared that many American ships operated today are profitable, but that the government's policy is to subsidize foreign trade profitably.

Opposition to the extension of the United States coastwise laws to the Philippines was expressed in a statement filed with the committee by Resident Commissioner Deveyra and Gabaldon, Filipinos. Mr. Deveyra said that the Philippines was wholly unsuited for the Jones act of 1920 which authorizes the president by executive order to make coastwise laws and regulations applicable to the islands and urged that the section be repealed.

Commissioner Gabaldon contended that extension of the coastwise laws to the Philippines was wholly unsatisfactory and would be a job against the autonomy of the Philippine government.

"It will fasten the Philippines still tighter to the United States," Mr. Gabaldon said. "When we have the right to export instead of taking away any of our goods, why should we receive more and more self-government in a brief period?"

In a brief submitted by Winthrop L. Marvin, vice-president and general manager of the American Steamship Owners' association, it was stated that extension of coastwise laws to the Philippines was "strongly favored by virtually all of the member companies of this association which

Marine Notes.

Owing to members being absent from the city it was doubted if a quorum would be available, so a regular meeting of the Port of Portland committee scheduled for this afternoon has been postponed one week.

The steamer Admiral Rodman got away yesterday afternoon for Marshfield, Newport and San Francisco in the service of the Admiralty line.

The base City of the San Francisco & Portland line is due to be dispatched from Portland at 10 o'clock this morning.

The tank steamer Frank G. Drum set away at 10 o'clock last night on her return to Clifton, after having delivered a fuel cargo at Astoria and returned to the Associated Oil company.

The steamer Solano, which went from the Clark & Wilson mill to Freeway yesterday, is due to head for sea today, carrying a lumber cargo for San Pedro.

The steamer Ketchikan, which loaded a cargo yesterday at the plant of the Portland Steaming Mills company, will sail today for Ketchikan and Coos Bay.

China Mail Liner to Take Party From Convention to Honolulu.

The China Mail liner Nile has been booked for a trip to Honolulu with a party of shriners, following the Shrine convention at San Francisco in June, according to J. J. Mullin, manager of the passenger department of the Pacific-Alaska travel bureau, which has chartered the vessel.

Mr. Mullin, who is in the city, said that the steamer would sail from San Francisco on June 18 and on the way would land at Victoria, B. C. He said that about 250 would be taken on the trip.

Report from North of Columbia River, NORTH BOUND, May 10.—Conditions at the sea at 8 P. M., moderate; wind, west, 14 miles.

ESSE IS VALUABLE TRADEMARK ITS CARGO

Status of Eastern Sailor Live Port Question.

ORDERS FROM SHIP BOARD

Company Instructed to Resume Conditions Prevailing Before Longshore Strike.

Chinese wool, pig bristles, curios and furs are listed on the manifest of the steamer Eastern Sailor as among the cargo brought from North China by the steamer.

The vessel is moored at Terminal No. 3, alongside the West Keats of the Port of Portland commission on board carrier. Declining to permit cargo to be handled by longshoremen hired at the employers' hall, gangs from which were discharging from the West Keats Monday, the shipping board instructed the company, as its agent, to resume conditions prevailing before the longshore strike.

Other Work of Development Under Way to Make Dock Available for Big Fall Rush.

Another reason for the removal of the shipping board steamer West Keats from the slip at terminal No. 1 to terminal No. 2, other than the fact that her loading was stopped because of ramifications of the longshoremen's strike, was the desire of the commission of public docks to undertake dredging in the slip in connection with the preparation of the second unit of the terminal.

The dipper dredge Titan, released by the Port of Portland commission on completion of repairs at the vicinity of the Montgomery dock property, where a quantity of hardpan was accumulated, is being used to clear the north side of the slip at terminal No. 1. It is being operated by a tug and a barge, and is being worked toward the head of the slip in hardpan that a suction dredge could not handle advantageously. On the Titan getting under way, the heavier material to a depth of 20 feet, the Port of Portland will shift the dredge Portland to the slip to clear the bottom of the cut, so there will be no humps remaining.

Other work on the second unit was under way yesterday. A. H. H. assistant to Chief Engineer Hegardt, says the fill, being made through shifting material dumped in mid-afternoon last night, when the slip at Portland was clearing up in front of private docks, is to be completed this week. That will permit the docks of the Port of Portland to be opened under way, including additions to the shed between the docks and the street, providing virtually for the entire property being a covered area, only loading platforms and space for railroad tracks.

Gains in the intercoastal movement at times have taxed the capacity of the Port of Portland, and the commission of the Jones act of 1920 which authorizes the president by executive order to make coastwise laws and regulations applicable to the islands and urged that the section be repealed.

Commissioner Deveyra declared that the good will, essential to trade relations between the United States and the Philippines, would be "exposed to a serious handicap if the unanimous desire of the Filipinos is disregarded."

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and that he was 35 years of age and had lived in the United States 35 years. He had been in China a number of times and had married a Chinese woman and had two children. Ling signed on the ship and carried a passport and was accompanied by a Chinese sailor leaving the vessel. This change in name is what caused the local troubles which took place in the months to straighten out.

RAYMOND, Wash., May 10.—(Special.)—Sailed, steamer Avalon, 9 A. M., and steamer Carmel, 10 A. M., for San Pedro.

SAN FRANCISCO, May 10.—Arrived: William F. Harris, from Honolulu; West Coast, from San Francisco; and the steamer Santa Rita, for Seattle; Hyades, for Astoria.

NEW YORK, May 10.—Arrived: Old North State, from Cherbourg.

COPENHAGEN, May 9.—Arrived: Hellgölv, from New York.

CHERBOURG, May 9.—Arrived: Ocepea, from New York.

HAVRE, May 9.—Sailed: Lafayette, for New York.

SOUTHAMPTON, May 10.—Sailed: Majestic, for New York.

SEATTLE, Wash., May 10.—Arrived: Santa Inez, from Squaw Harbor; Oleson, from San Pedro; Prince Rupert, from Seattle; and the steamer Santa Inez, from Seattle.

NEW YORK, May 10.—Arrived, steamer Santa Inez, from Seattle.

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Genuine BAYER Aspirin

WARNING! Say "Bayer" when you buy Aspirin.

Unless you see the name "Bayer" on tablets, you are not getting genuine Aspirin prescribed by physicians over 22 years and proved safe by millions for

Headache Colds Rheumatism  
Toothache Neuralgia Neuritis  
Earache Lumbago Pain, Pain

Accept only "Bayer" package which contains proper directions.

Handy "Bayer" boxes of 12 tablets—Also bottles of 24 and 100—Druggists. Aspirin is the trade mark of Bayer Manufacture of Monocristallinester of Salicylicacid

COLLEGE TO HEAR BISHOP

Rev. Walter T. Sumner is to Speak at Open-Air Meeting.

OREGON AGRICULTURAL COLLEGE, Corvallis, May 10.—(Special.)—Bishop Walter T. Sumner of Portland has been obtained as speaker for the open-air convocation to be held Sunday as a wind up to the Junior Week-end program.

DAILY METEOROLOGICAL REPORT.

PORTLAND, May 10.—Maximum temperature, 61 degrees; minimum, 49 degrees. Wind, light breeze from the north.

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Cuticura Quickly Soothes Rashes and Irritations. Hot baths with Cuticura Soap, followed by light applications of Cuticura Ointment, afford immediate relief in most cases of rashes, irritations, eczemas, etc. Cuticura Talcum is also excellent for the skin.

Shipping Man on Tour. J. E. Cushing of San Francisco, interested in Williams, Diamond & Co., Pacific Coast managers for the United States, is in the city on his way home from a tour of the coast.

Port Calendar. To Arrive at Portland. From Seattle, May 10.—Arrived, 10:45 P. M., steamer Ketchikan, from Seattle.

Doctor Installs Radio Set. CASCADE LOCKS, OR., May 10.—(Special.)—Fred Locks, 1011 E. Main, built an aerial apparatus to establish his radio, which he expects to have completed by the last of the month.

THE C. GEE WO CHINESE MEDICINE CO. Night's Tonic—fresh air, a good sleep and an N.T. Tablet to make your system healthy.