

SHIP SUBSIDY BILL

Important Measure to Come Before Congress.

AMERICAN CARRYING TRADE

No Inducements Offered American Shipping, Most of the American Products Being Carried in Foreign Bottoms.

WASHINGTON D. C., December 5.—

With the advent of Congress the Washington "literary bureau" of the interests behind the ship subsidy bill has resumed activities. The Washington end of the press work on this bill is in charge of a prominent newspaper correspondent who has made a specialty of shaping legislation for a number of years and has been closely identified with the shipping interests. Several years ago he compiled a book on the effect of the proposed eight hour law on ship building which had much to do with the defeat of that measure, and which is in many libraries as a standard work. Being thus familiar with the condition of our merchant marine and the inside history of shipping legislation, what he prepares for the press is well written, attractively presented and carefully based on facts, so it is regarded by many as the authoritative utterances of a specialist on such legislation. Incidentally he conducts the only "Publicity Bureau" in the city and has his pick of high class engagements. He is an old Washington correspondent and known to everybody of prominence at the capital, and to three fourths of the editors throughout the country.

While many will not agree with the premises or conclusions of the "press agent" on the subsidy bill, others will feel the ground is well taken and the matter just issued the writer points out that while the government has been zealous in fighting rebates and freight discriminations on land it has not touched the case of such rebates and discriminations in the over-sea trade, except as applied to through freight from interior points. If the owners of a foreign vessel wish to grant a rebate to a shipper, or to charge one shipper a higher rate than another, what is to prevent them? Incidentally, as the majority of the vessels now carrying our commerce fly the British, French or German flag it is reasonable to suppose that rebates or discriminations would be in favor of the English, German or French shipper rather than the American. But if we had a merchant marine of our own, built up under the fostering care of the government, it could be regulated as easily as the railroads, or more so. As it is, the American shippers are absolutely at the mercy of foreign owners.

The carrying trade of the Atlantic may be divided into three nearly equal parts. The first is the International Mercantile Marine Company which some insist will hog most of the benefit of the ship subsidy bill and which is popularly believed to be an American concern because it was organized by C. Pierpont Morgan. It is American in the sense that about half its stocks and bonds are held in this country. Otherwise it is foreign, for of its 130 vessels, 120 fly the flag of Great Britain or Belgium. Its President, who lives in Liverpool, is a British subject.

It may be like a combination but it is in no sense a "trust" nor has it anything like a monopoly, in view of the fact that it includes only one third of the trans-Atlantic shipping. So far as profiting by the shipping bill is concerned, Mr. Morgan's combination would have a hard time getting its feet in the trough, for the reason that it has bound itself by a formal contract with the British Admiralty to keep its vessels beneath the British flag, and to officer and man them with the British subjects. Even if Congress should pass a special act granting these ships American registry—which Congress is as likely to do as it is to distribute thousand dollar bills instead of garden seeds—they could not come in.

Another third of the shipping is controlled by the great German lines—the North German Lloyd and the Hamburg-American. These lines have a working agreement. The remainder is made up of the Cunard, French and other lines. If these ships were to be transferred to American registry they would have to abandon the subsidies they now receive and give up many advantages they now enjoy, including cheap labor. Moreover, the American subsidies proposed, are not for lines to Europe, but to South America, South

Africa, Asia, etc., and they would have to leave a profitable trade to establish new lines. But supposing these foreign ships would forego all their present advantages to take out American registry, what chance would they have? It is distinctly provided that the subsidies shall be reserved to vessels "hereafter built and registered in the United States, or now duly registered by a citizen or citizens of the United States." This provision was intended to and does absolutely debar foreign tonnage from enjoying at any time any share of the protection and encouragement afforded by the government.

It is therefore apparent that the misnamed shipping "trust" or the "shipping trusts," if the Germans are included, have nothing to gain and every thing to lose, by the creation of a new, up-to-date American merchant marine—and they know it! Other countries have built up their merchant marine by subsidies and they regard the probability that America will follow suit, with ill-concealed disfavor and apprehension of the desirability of a merchant marine, other countries are straining ever nerve to build up theirs, and are more than willing to carry our goods as well as their own as long as we will permit them. Many countries have grown rich by carrying the products of other nations. Notable examples are Tyre, Phoenicia, and Venice and Holland. No country ever grew wealthy by allowing another country to handle its commerce, for the toll is too heavy. In twenty years we pay to foreign ship owners more money than there is in circulation in this country. That money we buy back with our wheat, corn, cotton and other products, only to hand it back again for our freight.

It seems to be generally understood that Speaker Cannon will permit the subsidy bill to go through the House. There is a clear majority for it in the Committee and in the House if he gives the word. The President favors it, as also does Vice President Fairbanks, Secretary Shaw, Secretary Root, Secretary Metcalf and Postmaster General Cortelyou. The Senate passed the bill last session, the elections are out of the way, and the bill is endorsed by nearly all the leading commercial organizations of the country. Its advocates can, therefore, see no cloud on the horizon. "Bon voyage" to the ship ping bill this winter.

Despite reports denying the amalgamation of the Marconi and De Forrest wireless telegraph systems the stock of the new United Wireless Telegraph Company is selling on the New York "curb" at \$1-8 on a par value of the Wireless Trust, certain officers of the Marconi company denied that the United would control their company. From private advices received here it appears that those who control from fifty one to fifty three per cent of the Marconi-stock are favorable to and included in the new concern. The details came from those who have small holdings of stock, while the Brokers who marketed the Marconi stock have not denied the amalgamation of the two companies. Marconi owns less than three per cent, of the English Marconi Company and Professor De Forrest has no connection with the latter company, and denials from them therefore do not affect the situation. Hostilities between the De Forrest and Marconi Companies ceased some months ago, since which time the amalgamation of the two has been in progress. The capitalization of the United Wireless Company has been announced as \$20,000,000, half of which is seven per cent preferred and half common. The combined capital stock of the De Forrest and Marconi Companies is \$21,190,000 with \$500,000 gold first mortgage bonds of the De Forrest Company. As the stock of the two companies does not sell at par in the open market, it is easy to see that the stock of the new combination is sufficient to obtain a controlling interest in both concerns.

The Board of Directors of the Wireless Trust consists of H. H. McClure, of the American Magazine, at present director in the Marconi company; Prince del Drago, of Italy; C. C. Will son, of Denver, Colorado, President of the International Loan and Banking Company; C. C. Galbraith, formerly Armour & Company's eastern manager; Charles A. Lieb, of New York, consulting engineer; Greenleaf Whittier Packard, of Boston, formerly engineer of the Bell Telephone company and Ex-Commissioner Seymour, of the Patent Office, Washington. Abraham White, the financier of New York, St. Louis and Texas is the President of the United Wireless Company, George C. Knabe, of Knabe & Bede, New York Stock Exchange, is Treasurer and Arthur English, a lawyer of New York is the secretary.

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Christina Heckenstein to Henry Heckenstein, lot 21, block 1, Inglenook ... 200
W. C. Bishop to G. L. Colwell, land in Section 16, T. 7 N., R. 9 W. 496
Newton McCoy, administrator to Viola Thayer, part lot 21, block 11, in Gearhart Park. 200
H. D. Campbell and wife to Haak Lumber Co., SW. 1-4 Section 32, T. 4 N., R. 6 W. 2,500
Angus McGregor to M. McFarlane, SE. 1-4 Sec. 35, T. 8 N., R. 6 W. 1

UNTOLD TRUTHS.

Rev. Crapsey, Deposed Minister, to Deliver Address.

NEW YORK, Dec. 5.—The Rev. Algernon S. Crapsey, of Rochester, recently deposed from the Episcopal ministry, has accepted the invitation of the Society of Genesee to speak at its dinner in honor of Speaker James W. Wadsworth, Jr., at the Waldorf-Astoria on Saturday evening, February 2. Dr. Crapsey's subject will be "Some Untold Truths That the World Should Know."

SPENCER VACANCY.

NEW YORK, Dec. 5.—Stuyvesant Fish, formerly president of the Illinois Central Railroad Company, yesterday declined to make any comment on the rumor which reached this city from various southern points that he might be chosen successor of the late Samuel Spencer in the presidency of the Southern Railway Company. In well informed quarters it is regarded as likely that the post will be offered him and that he would accept the offer if made.

LEGS COME HIGH.

May Garlick Sues to Recover One Hundred Thousand Dollars.

NEW YORK, Dec. 5.—May Garlick, widow of Marquis de Fo, an Italian nobleman, and who a decade ago was a grand opera singer in European capitals, appeared in the Supreme Court before Justice Andrews as complainant in a suit to recover \$100,000 damages from the Metropolitan Street Railway Company. She testified that she fell from a Broadway car on the night of October 13, 1905. She claims that her leg was broken and her head cut.

The complainant told the jury that at the time of the accident she had just signed a contract to appear in grand opera. The accident, she asserted, was of such a painful nature, that for two years thereafter she was compelled to go about on crutches. The case will be resumed today.

DEMOCRATIC CAUCUS.

WASHINGTON, Dec. 4.—At a caucus of the Democrats held tonight, Paul B. Porter of Mississippi was elected the successor of the late Col. Isaac Hill, sergeant-at-arms of the caucus and special employe of the House. Resolutions to Hill's memory were passed.

GIVEN UP TO DIE.

B. Spiegel, 1204, N. Virginia St., Evansville, Ind., writes: "For over five years I was troubled with kidney and bladder affections which caused me much trouble and worry. I lost flesh and was all run down, and a year ago had to abandon work entirely. I had three of the best physicians who did me no good and I was practically given up to die. Foley's Kidney Cure was recommended, and the first bottle gave me great relief, and after taking the second bottle, I was entirely cured." T. F. Laurin.

Hollister's Rocky Mountain Tea purifies the blood, strengthens the nerves, regulates the bowels, aids the kidneys, cures stomach troubles, builds up the nervous force and repairs the ill effects of over eating. Tea or Tablets, 35 cents. For sale by Frank Hart.

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