

WILL GAIN LITTLE

Proposed Shipping Bill Would Benefit Present Lines.

TEND TO ELIMINATE TRAMPS

Speaker Cannon Makes Sudden Change of Front and Favors New Measure—Other Notes and News of Washington.

WASHINGTON, D. C., Jan. 23.—One trembles to think what will happen to Speaker Cannon for his change of front on the question of ship subsidy. For several years his strong hand has held up the shipping bill and its opponents sounded his praises to the skies. "This rock shall fly from its firm base as soon as I," or words to that effect. Then at the psychological moment, "pre-change," and out pops a new bill from the House Committee and the same Speaker Cannon addresses the Foreign Commerce Convention and says the time has come to try the experiment of rebuilding our merchant marine by means of subsidies! Now what are those who have been insisting that the Speaker would never let a subsidy bill go through going to say and do about it?

Those who were in touch with the situation have all along expected the Committee would report a bill and have been jeered at. Events have proven they knew more than they were credited with knowing. The bill, as reported, will be very unsatisfactory to many friends of ship subsidy. Slammered down to the point that it provides cargo-carrying steamers under the disguise of mail lines, it will doubtless accomplish much in expanding our trade. But to those who favored cargo subsidy, with the idea of causing competition and resulting in lower foreign rates, the new bill will be a grave disappointment. The Middle West Representatives have opposed the Gallinger bill which made liberal provisions for cargo-carriers, with a view of assisting the farmers of that section to reach new markets. Now they are asked to support a bill which is devoted exclusively to establishing regular lines and which is not nearly so beneficial as the Gallinger bill, as far as carrying cargoes is concerned. Another point that will not be overlooked is that the Gallinger bill would have the government, according to careful estimates, only \$4,625,625 a year, while it would have established ten lines and assisted the "tramp" steamers and sailing vessels. It is estimated that it would have created a fleet of 20,000 to 300,000 tons of steel mail steamships and 1,500 tons of cargo vessels. The Littauer bill will cost \$3,500,000 yearly and the most optimistic of its friends do not claim it will create more than thirty one new steamships. It will be further pointed out that it provides subsidies for regular lines only so that, once established the subsidized line will have an effective monopoly, for its would-be competitors would have

to contend with natural conditions and against a government subsidy. The "tramp" steamer competition will be practically eliminated as they will receive no subsidy. There is no doubt advantage will be promptly taken of the opportunity to secure these subsidies if the Littauer bill becomes a law, but the subsidies will go to combinations of capitalists, for it will require much money to build, equip and

operate any of the proposed lines. The comparatively small capitalists, who foresaw an opportunity to build and operate "tramp" or cargo steamers under the Gallinger bill, whose investment would probably be limited to one or two vessels looking for cargoes and prepared to cut rates, are eliminated by the new measure.

Frankly speaking, to one who is familiar with the subject, the only advantage of the Littauer bill over the Gallinger bill appears to rest in the fact that it is more likely to pass the House than the other. It is at least a step in the right direction.

Probably the most unique way of sending money through the mails that has yet been devised, was that adopted by Lieutenant Colonel David Kinziman, of Savannah Georgia. Colonel Kingman wanted a document from the office of the Superintendent of Public Accounts and glued a two-cent stamp on one side of a silver dollar, while on the other side he pasted a slip bearing the address and stating what he wanted. The dollar came through all right, but this method of sending money is not recommended by the Department. It is especially undesirable to send \$10,000 bills in this manner.

It is a forgone conclusion that there will be a struggle for places on the Ways and Means Committee next year. Five Republicans on that Committee will retire: Representatives Babcock, of Wisconsin, McCleary, of Minnesota, and Grosvenor, of Ohio, because their constituencies decided to leave them at home; Representatives Curtis, of Kansas, and Smith, of Michigan, because they have been promoted to the Senate. As there is a possibility that the question of tariff revision will be brought up in the next Congress, these places will be much sought after.

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COLD IN EUROPE.

Great Braziers Kept Burning on Streets of St. Petersburg.

LONDON, Jan. 23.—Intense cold prevails over Eastern Europe, even as far south as Greece. In St. Petersburg, the thermometer registered 20 degrees below zero and day and night enormous braziers are kept burning on the streets of St. Petersburg, hot tea is distributed through the night by the order of the government and troops are patrolling the streets to rescue frozen persons.

Such extreme cold has not been experienced in ten years, especially in Galicia, where heavy snow storms have interrupted railroad traffic. Many Austrian towns are suffering from a water famine, all of the sources of water being frozen up. A number of people have been frozen to death.

A violent blizzard prevails at Constantinople. Athens presents the unique spectacle of being covered with snow.

Germany is experiencing a cold wave.

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