

The Dalles Daily Chronicle.

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TUESDAY..... OCTOBER 18, 1898

NEEDS OF OUR SHIPPING.

The London newspapers admit that with the close of the war with Spain there has come to the United States an improved prospect for a great merchant marine in foreign trade. They concede that the country which built the victorious fleets of Sampson and Dewey need not fear competition in material resources, mechanical appliances, and constructive skill from any shipbuilders in the world. Admitting this, they argue that if we desire to build up our merchant marine we must adopt the policy of free ships. This is the English view of our future in the world's carrying trade. It is not the American view.

We have demonstrated that we can build the best warships in the world. We have shown that we can make our battle-ships more seaworthy than those of England, and that we can give them greater speed without sacrificing power in battle. We never have lacked skill in shipbuilding. We never have fallen below British standards in the vessels turned out from our ship yards, but we have failed to have a great merchant marine because we have been induced to abandon a policy that built up the merchant marine of Great Britain, and, in fact, of every maritime nation of Europe. We have sacrificed the interests of our shipyards to an argument put forward by American-British free traders. We have protected the ship and the factory, but have sacrificed our shipping interests to an economic fetish.

It is characteristic of the London newspapers to plead now for a repeal of our registry laws and for free ships though the repeal of the register laws at this time would paralyze the very industry which we aim to stimulate. Instead of repealing any legislation we should enact such subsidy laws as will take our American ships into the Atlantic and Pacific under conditions as favorable as those under which England sends her ships to every commercial port in the world. With our splendid achievements in war shutting us away from the old era there is no reason for the old prejudice against subsidies that has so long prevented us from securing the full advantage earned by our enterprise. Great Britain is not at all uncertain upon this point. She paid for foreign and colonial packet service during the year 1897-1898 some \$3,397,000, exclusive of the colonial contracts covering lines between Vancouver and Australia and between New Zealand and America. The Bombay and Shanghai service costs annually \$1,107,790 and the Adelaide service \$710,655. The carriage of the mails between the United Kingdom and New York alone calls for \$538,470. In England they do not call these subsidies. They are subventions or payments to encourage the shipping trade, and they answer the purpose.

Germany, too, has a system of mail subsidies for the development of her colonial and foreign trade. The subsidized service includes a European line to Asia and an East Asiatic line, an Australian line, and an East African line at a total cost of \$1,247,500. This system undoubtedly will be extended to other centers of German trade, since merchandise carried by these ships to China and Australia has more than doubled in value.

We stand almost alone among the commercial and naval nations in the neglect of our shipping interests. Now that we are close upon an era of great commercial development and have fixed our eyes on a new field of trade in the Asiatic Pacific, there certainly should be among those who

favor the expansion policy no opposition to any plan that will give us shipping facilities equal to the increased and increasing volume of American trade. The statesmen of England have never for a moment neglected to give intelligent consideration to their shipping interests. The statesmen of Germany have followed the English example with conspicuous success. The government of the United States, looking forward to a rivalry with England and Germany on every sea, must adopt the same course or confess defeat before entering the race.—Inter Ocean.

Notice.

UNITED STATES LAND OFFICE.
Notice is hereby given, that township three south of range twenty-one east of Wilmette meridian, Oregon, has been surveyed, and an approved plat of the survey thereof will be filed in this office on the 10th day of November, 1898, at 9 o'clock a. m.

On and after said day, applications for entry thereon will be received at this office.

The Dalles, Or., Oct. 6, 1898.
JAY P. LUCAS, Register
OTIS PATTERSON, Receiver.

Are You Interested?

The O. R. & N. Co.'s New Book
On the Resources of Oregon, Washington and Idaho is being distributed. Our readers are requested to forward the addresses of their Eastern friends and acquaintances, and a copy of the work will be sent them free. This is a matter all should be interested in, and we would ask that everyone take an interest and forward such addresses to W. H. HURLBURT, General Passenger Agent, O. R. & N. Co., Portland.

Photos Wanted.
The D. P. & A. N. Co. desire to obtain photos of the following camping places, Moffitts, Cascade, Stevenson, Sprague, (Rock Creek), Jewett's and Trout Lake. Any one having any of the above photos will confer a favor on the company by calling at their office. W. C. ALLAWAY, General Agent.

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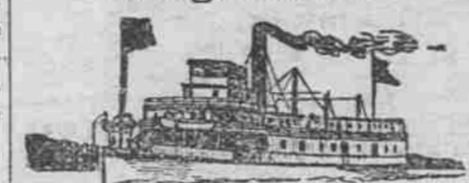
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