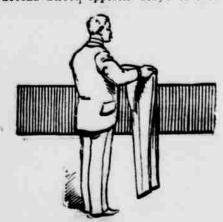
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THE OREGONIAN'S INSINCERITY

The Oregonian argues against the proposed legislation for the restoration of the American ocean marine, precisely as though it were the paid attorney for the Liverpoo! Shipowners' Association, the great British trust, which dictates rates for ocean carrying, and which has the wheat growers of the Pacific under tribute to the amount of millions annually, says the Seattle Post-Intelligencer. The Oregozian deliberately and knowingly perverts some of the facts, manufactures others to suit its own purpose, and is as inconsistent in its argument as it is vindictive in its assaults upon all those who advocate government aid to restore a dying trade.

As an example of the inconsistency of this organ of the foreign trust, it was only a week since that the Oregonian insisted that the only proper method of restoring American shipping was to repeal the "obsolete navigation laws" which deny foreignbuilt ships the right to ply in the coasting trade. The argument was that it was the high price of American ships which kept capitalists from investing in them; and that if they could buy ships abroad they would do so, and American exports would be again under the American flag. The Post-Intelligencer showed that under the law as it stands, American capitalists may, if they like, purchase foreign-built ships and sail them in the deep-water trade from American ports, the only limitation against their use being the coasting trade. Now the Oregonian coolly reverses its argument and announces that ships can be built in the United States cheaper than anywhere else in the world; hence there is no need for subsidies. This change of front is that of the cheap shyster lawyer, eager to make out a case for a client, without regard to his own reputation.

This is but an incident of the bad faith and dodging of the Oregonian in dealing with the whole question. It takes the figures of ship-building in the United States, shows that more vessels were built in the United States last year than in Germany, and says that the "term 'rapidly declining' has a strange meaning" in view of these facts. Now the Oregonian is not entirely ignorant; it is simply evasive. It knows, as the Post-Intelligencer has frequently pointed out, that the United States has one of the greatest fleets of vessels in the world, which is being have them. constantly enlarged from year to year; and it knows further that the fleet of vessels is engaged almost exclusively in the coasting trade, in which it is protected from any Clarke & Falk's sure cure tor boils. foreign competition. It knows further, and every advocate of submidies for deep-water ships has pointed out, that while the growth of the coasting fleet has been great, the decline in the unprotected and unaided deep-water fleet has been constant.

Here are the figures from the bpia, Pa,

Statistical Abstract of the United States: In 1851 the total tonnage of United States vessels engaged in the coasting trade was 1,899,976; in the foreign trade, 1,544,633. In 1861 the figures were: Coasting, 2,604,544 tons; foreign, 2,496,894. In 1871, coastwise, 2.764,600; foreign, 1,363,652. In 1881, coastwise, 2,-Second Street, opposite Mays & Crowe, 646,011; foreign, 1,297,085. In 1891, coastwise, 3,609,876 tons; foreign, 988,119. In 1900, coastwise, 0,000,000; foreign, 816,795.

Last year the actual volume of American tonnage engaged in the foreign trade was but little over onehalf as great as it was immediately after the close of the civil war, when Established 30 Year American ships had practically been driven from the high seas by rebel privateers.

Despite these facts the Oregonian has the effrontery to say:

"It will proably be news to the Post-Intelligencer to learn that at no time in the past four years have the 'protected' coasting vessels paid anywhere as near as large dividends You want the best as were paid by the deep-water ships under the American flag."

Do not ship-owners know their own business? If there was more money in making foreign voyages than in the coasting business, why have the shipowners kept their vessels engaged in the latter trade. as they have done? The volume of American tonnage in the foreign trade was very much lighter last year than it was four years ago, while in the coasting trade nearly half a million tans of shipping have been added in the same interval.

The statement of the Oregonian is not true. It was manufactured solely to support its argument in favor of the foreign ship-owner. The truth is that the Oregonian knows little about the shipping business and cares less. It simply has an inveterate and unreasoning hostility to the whole system of protection to American industry, and attacks the proposed shipping subsidy measure precisely as it has attacked every protective tariff which has ever been framed, and with the same absence of reason and abundance of rancor.

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e	" Sacramento 5:00 p m	4:35 a t
-	" San Francisco 7:45 p m	S.Hō a t
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f	Arrive Ogdon	11:45 a n
	" Denver 9:00 a m	9:00 a r
	" Denver	7:25 a n
	" Chicago 7.45 a m	9:30 a r
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_	Arrive Los Angeles 1:20 p m	7:00 a t
	" El Paso 6 00 n m	6:00 p r
	" Fort Worth 6:30 a m	6:20 a r
	" City of Mexico 9:55 a m	9:55 8.1
9	" Houston . 4:00 a m	4:00 a r
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V	" Washington 6:42 s m	
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6	" New York	12:48 p n

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Chicago- Portland Special, 12:25 p. m via Hunt- ington,		1:05 p. in.
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St. Pau? Fast Mail 9:25 p. m. Via Ster-		3 30 a. m.

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kee, Chicago and East.

-		From Partland.		l
,,	s:00 p. m.	(All sailing dates sub- ject to change) For San Francisco, Sail every 5 days.	t 00 p, m.	
	Daily except sunday. 8:00 p. m. Saturday. 10:00 p. m.	Columbia River. To Astoria and Way- landings.	4 00 p. m. except sunday.	
-	Daily except Sunday, 6:00 a.m.	Willamette River. Oregon City, Newberg, saiom, Independence, and Way Landings.	4:00 p. m. except Sunday.	10.00

4:30 p. m. Monday, Wednesday Corvallis and Way Landings. Friday Willamette and Monday

Yamhill Rivers Saturday 7:00 a. m Wednesda oregon City, Dayton and Way-Landings. Friday Leave Lewiston daily. Snake River. Riparia to Lewiston. 8:30 a. m

Parties desiring to go to Heppuer or points on Columbia Southern via Birgs, should take No. 2, leaving The Dalles at 12:25 p. m. making direct connections at Heppuer junction and Biggs. Beturning making direct connection at Heppuer junction and Biggs with No. 1, arriving at The Dalles at 1:05 p. m.

For further particulars, call on or address JAS, IRELAND, Agent,

Notice.

By virtue of the order and direction of the Council of Dalles City, as by resolution heretofore adopted, notice is 'creby given that the Council of Dalles City has determined to establish sidewalks and crosswalks for Tenth street in Gates' Addition to Dalles City, and for Clay street, in Bluff Addition to Dalles City, as tollows.

A sidewalk commencing at a point where the east line of Court street would intersect the northern boundary line of the school property of school District No. 12. of Wasto County, tregon, said property being known as the academy goin, said projectly being known as the academy grounds, it said line would be extended to said northern boundary line and running thence easterly to the northeast corner of said property of said school district and abutting on the northern line of said property. A sidewalk commencing at the northwest cor-ner of block No. 5, and running easterly to the northeast corner of said block No. 5, and abut-ting on the northern boundary line of said block No. 5.

northeast corner in the northern boundary thing on the northern boundary his k No. 5.

A crosswalk running straight across B street and joining on the west the sidewalk abutting on the northern boundary line of said block No. 5, and joining on the east a sidewalk abutting on the northern boundary line of block No. 6.

sidewalk commencing at the northwest and running easterly that.

on the horthern boundary line of block No. 6.

A sidewalk commencing at the northwest corner of said block No. 6, and running easterly to the northest corner of said block No. 6, and running easterly to the northest corner of said block and abutting on the northern boundary line of said block No. 6.

A crosswalk running straight across C street and joining on the west the sidewalk abutting on the northern boundary line of said block No. 6, and joining a sidewalk abutting on the north corner of block No. 7.

A sidewalk commencing at the northwest corner of block No. 7, and running easterly to the northest corner of said block No. 7, and abutting on the northern boundary line of said block No. 7.

A crosswalk running straight across D street and joining on the west the sidewalk abutting on the northern boundary line of said block No. 7, and joining on the west the sidewalk abutting on the northern boundary line of said block No. 8.

A sidewalk commencing at the northwest corner of block No. 8 and running easterly log feet, and abutting on the northern boundary line of said block No. 8.

corner of block No. 8 and running easterly low feet, and abutting on the northern boundary line of said block No. 8.

That said Tenth street and the property abutting thereon being in Gates Addition to Dailes City, and all the other above described streets, blocks and property being in Binff Addition to Dailes City, Said above described sidewalks to be six feet in width and to be constructed in accordance with the ordinances in relation to the construction of sidewalks.

Faid crosswalks to be constructed in accordance.

said crosswalks to be constructed in accord-

said crosswalks to be constructed in accordance with the ordinances of the city in relation to the construction thereof.

That the cost of said sidewalks and crosswalks are to be assess d sgainst the property benefited thereby, according to the laws of Datles City.

In witness whereof I have hereunto set my hand and the corporate seal of Datles City this, the 22nd day of March, 1901.

[SEAL.] NED H. GATES, meh22-15t Recorder of Datles City.

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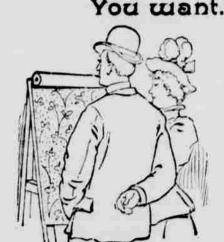
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