Manager Hann:-Uncle Sam will now sing for you, gentlemen-to the tune of "Nine Millions a Year."

SHIP SUBSIDIES.

THE DIVISION OF THE SPOILS.

Who Will Get the Sabsidy Under the Pending Bill?

When a proposition to loot the pub-He treasury, like that of the Hanna-Free-Payne ship subsidy bill, is brought forward, it is always loudly Leralded as a beneficent system of prizes for which all citizens so disposed can engage in stimulating competition. There is usually a "nigger in the wood offe" with such assertions, as we all know, but it is not often that he is so easily discovered as in the case of this impudent measure. Accepting on their face the figures put forth by the friends of the bill, some of which are most palpubly falsified, the facts are that about nine-tenths of all full subsidies upon existing steamships of 12 knots speed or over would be gobbled up by just four concerns, which it is well known are those from whom the bill has emanated. These are the International Navigation company, owned by Pennsylvania railroad and the Standard Otl circle, which would get over \$1,100,000, or with the Paris on her full service again about \$1,500,000; the Pacific Mail, \$157,000; the Ward line to Cuba and Mexico, \$442,000, and the American Mail company, owned by the principal stockholders in the Ward line, whose share would be \$102,000. bringing up the interest of that clique to from one-half to one-third that of the Standard Oil crowd.

Outside of these companies, receiving in all about \$2,000,000, there are nine more whose vessels would be eligible to a share in full subsidy, but who must be content with a menger \$200,000 divided up among them. More than half even of this sum goes to one concern, the Pa cific Coast company, which has already enjoyed an exceptional amount of gov ernmental favors in connection with transfer service to the Philippines.

Of foreign built ships which are to receive only one half subsidy the Intermated to claim only a modest \$350,000, added to the subsidy on its express ard Oil interest in its ownership has smendment introduced in the senste, time to come, to American lines which | needed." will probably come in for an additional cross the Atlantic and Pacific for the \$250,000, while the Atlantic Transport | pr company, whose affiliations have been pensive freight. What the country growing closer through Pennsylvania really needs is carriage at reasonable rattroad shareholdings, is set down for rates for the immense yield of our agrin \$334,000 plum in the pie. Still another railroad interest, the Chesapeake and Ohio, will have a right to demand \$102,000 on its boats, but a search outside of this little family party does not reveal enough American owners to enjoy as much all told as the smallest of

the interests just enumerated. That there may be changes in the fu-ture cannot of course be disputed, but these must come slowly for outside interests that had not been laying their plans in advance as had the group which have prepared and are backing the bill. That these latter gentlemen have not been anxious to pose as foolish virgins may be discovered on looking up the position of affairs as to ves-sels now under construction in the various shipyards. On the Pacific waters the lending interest next to the Pacific Mail and PacificCoast companies hasalways been that of the Spreckels sugor monopolists. Like the Pacific Const companies, they have been engorging a particularly large meal of government pap in transport service, and this may have rendered them a little sluggish at getting into the pool, but they are just putting some new boats into operation. from which they expect to draw \$212.-000 subsidy annually, about a fifth of their value-something, at least, to keep

In the way of looking to the future, however, no one can accuse the International Navigation company with be ing improvident, and we accordingly find among the owners of vessels under construction entitled to subsidy they again lead the list with about \$468,000 prospective benefits to their credit. while the Pacific Mail are close on their heels here, as they look for \$433,-000 additional when they get their new boats. Curiously enough, the Ward people have only \$185,000 subsidy capacity under way, the smallest of any of the leading conspirators, although for requirements of trade proper we might expect them to be at the head, as a number of their vessels are growing old, and theirs is notably the most prosperous of all our transportation mpanies, with the exception of the Mallory line, who are honorably distinguished, by the way, in a practical absence from the list of subsidy bene-

Still another classification under this inquiry is that of vessels building abroad, and here we find that the ublq-\$397,000 in sight and the Atlantic Transport with \$510,000 are the cute



ones that seem to have improved the shiping hour, but as those two will have nine times as much coming to them from this source as all outside interests they are readily seen to have

nobly kept up the average. Summarizing the situation, it would appear that of subsidy benefits that can now be calculated upon the Inter-national company would have about \$2,500,000 annually; the Ward Interests, \$729,000; Atlantic Transport, \$844,000; Pacific Mail, \$590,000; Standard Oil, \$250,000; Spreckels, \$212,000; Pacific Coast, \$126,000; Chesapeake and Ohio. \$103,000, or, say, \$5,350,000 among these eight concerns, while all possible interests in sight (including \$383,000 to the Great Northern railroad, which has not asked for subside at all, would be able to draw \$673,000 only. Further comment seems

A Senatorial Hold Up.



uary contains an article by Mr. Louis 'Substitutes For Ship Subsidies." Mr. Windmuller approves the avowed objects of the ship subsidy bill, but emphatically disapproves of the bill itself, elaic-ing that in its present shape it will fail to accomplish them. to of carrying passengers and exculture and for the bulky products of our mines." This is precisely the purpose for which the pending subsidy bill does not provide.

"We might try the experiment," suggests Mr. Windmuller, "of allowing our merchants to buy ships where they can get them on the most favorable terms and offer them American registers on condition that they engage in transportation of our foreign commerce. when conducted by officers trained in a United States naval reserve The privilege of sailing foreign built ships, commanded by American officers under our flag, would lead toward modification of our autiquated, whilom British, navigation laws. These statutes, by which British shipping had been protected since Cromwell's time, were practically abandoned by formidable rival. British merchants were then permitted to buy our shine

ECZEMA'S ITCH IS TORTURE.

Eczema is caused by an acid humor in the blood coming in contact with the skin and producing great redness and inflammation; little pustular eruptions form and discharge a thin, sticky fluid, which dries and scales off; sometimes the skin is hard, dry and fissured. Eczema in any form is a tornesting stubborn disease. form is a tormeoting, stubborn disease, and the itching and burning at times are almost unbearable; the acid burning humor seems to ooze out and set the skir on fire. Salves, washes nor other exter-nal applications do any real good, for a long as the poison remains in the blood it will keep the skin irritated.

BAD FORM OF TETTER.

S. S. neutralizes this acid poison, cools the blood and restores it to a healthy, natural state, and the rough, unhealthy skin becomes soft, smooth and clear,

cures Tetter, Erysipelas, Psoriasis, Salt Rheum and all skin discuses due to a pois-oned condition of the slood. Send for our book and write us bout your case. Our physicians have made these diseases a life study, and can THE SWIFT SPECIFIC CO., ATLANTA, GA.

while engaged in foreign commerce. All other American nations have followed this example except the United | with States, and the merchant marine of all other nations has increased while our own has during that time diminished.

One of the consequences has been that merican vessels, who have found it to be for their interest to buy English teretion, has no reason to regret that she uploo'ds free trade in ships. The steam tonnage of her merchant marine has increased 1,000 per cent in 29 years.

The one is the gift of Jebovah, the other the devil is not a good plan to plant other standand Stettin has begun to rival Glasgow and Stettin has begun to rival Glasgow in furnishing ships for the world's trade."

cruted, and price makes a fellow respected, while conceil and pear trees in an apple orchard, because thin to be hated.

ECONOMIC PROFESSORS ON THE SUB-SIDY SCHEME.

An Effort of the Subsidy Press Bu reau to Develop Support Proves a Boomerang.

The press bureau maintained by the subsidy bill lobby and their senatorial conferes has been doing heroic service of late. For some time Mr. Alexander R. Smith, one of the well known whoopers-up of the ship subsidy propaganda. has been the director general of this constant of the ship subsidy propaganda. The specific specifi bureau. Recently Mr. George W. Rouzer, formerly the head of the Washington bureau of the New York Herald ton bureau of the New York Herald and later the press representative of in Porto Rico is very high, if we conbeen given a high position on the staff. His acquaintance with Washington newspaper men as well as with representatives and senators makes his services very valuable. He is a high priced man, but this is a high priced bill.

This press bureau in branching out out letters to a number of college pres- ter's Stomach Bitters. It should be for expressions concerning the subsidy bill. A number of replies have come in. but they have not been printed. Their conclusions were on the wrong side of

the question. For instance, Professor F. H. Giddings of Columbia university in writing of the bill said: "This bill I believe to be a thoroughly rotten piece of morticated mind to escape the inference that the subsidy bill is a steal, known and intended to be a steal."

Professor Mayo-Smith of the chair of

The North American Review for Jan-chair of economics and bistory, Har- A., Portland, Oregon. vard university, "If the Republican Windmuller of New York, entitled party wants to commit suicide, the be all that would be necessary."

Professor T. N. Carver of Harvard university said, "Owing to the development of the steel industry, this would which, unless excluded by the tank oil states, "would chiefly accrue, for some time in our history when it is least plng, but to enrich the gentlemen who

"Such congressional dictation may be in some cases for the public in- of his report for 1900: terest, but the presumption is strongly

Said Professor Daniel of the chair of political economy, Princeton, "In general, subsidies such as those proposed are, in my opinion, indefensible."

Professor James W. Crook of Amherst said, "Our experience is against the efficacy of such a system."

Professor F. R. Jones of Union colship subsidy bill, The principle involv old respectively. ed is a species of paternalism, having protection theory and all of it falls

whose views are entirely unbiased.

Speed.

The commissioner of navigation, in his report for 1900, says on page 15 un- Victoria

der hend of "Increase of Speed:" "The increase in the speed of steamships is much less general and noteworthy from the commercial point of Beuna Ventura . view than the increase in the size of and at the start on the Pacific coast such vessels. The reduction of a frac-one-third of the entire subsidy would tion of an hour in the transatlantic rec- be paid to vessels now more than 20 ord excites interest on both sides of the years old, three-fourths to those 15 licitations on the attainment of great to those more than 10 years old. mechanical skill, but it does not add to the general well being of the world, as does the addition of a dozen or score of their owners) and to that extent disnet tons to the average carrying capac- couraging the building of new ones? ity of the world's steamships.

Under the Hanna-Payne bill, however, despite this testimony of a recog-Under the Hanna-Payne bill, hownized authority, half or more of the termed "An act to establish a maritime proposed subsidy is to be paid for speed old lady's home. power solely.

Leaves of Galax.

The small, round leaves in brilliant bronze and green hues which florists use to border kunches of violets and for other purposes of a decorative follage are those of the galax of the south. They have been found unusually useful on account of their toughness and en-

How Carnations Carry Well. Gardening has said that carnation blooms can be safely shipped long disin glass bottles hermetically scaled, the flowers being quite fresh in appearance and of good lasting quality

the TORIA. Bought ture Chart The Kind You Haw Always Bought

As for me, I have one creed to go by; 'tis this, ally ascribed to too much rain after

Education in Porto Rico.

the Republican national committee, has sider the amount spent for the small number of pupils enrolled; but as that country is gradually brought in closer touch with our own, their system will evidently be changed, until it reaches our present state of perfect-ion. In this country the people are being educated to the fact, that there This press bureau in branching out is a sure cure for dyspepsia, indiges-for new means to influence the public tion, constipation, kidney and liver and thereby the senate has lately sent | troubles, and that medicine is Hostetidents and political economists asking taken at the very first symptom, if ing. It will give prompt relief and eventually cure, as hundreds of people, including many prominent physicans, have testified during the last of the world. 25 cents a bottle. Its value is incalculable. Be sure and ask for Mrs. Winslow's Soothing Sylighty years. nifty years.

Southern California. Notable among the pleasures affordto be a thoroughly rotten piece of mor-al and political depravity. It is per-trip to Southern California and Arizofectly well known that the United na. Renewed acquaintance with this States can build steel ships better and section will ever develop fresh points cheaper than any other nation. Therefore it is difficult for even an unsophisvariety of its industries, in its prolific vegetation and among its numberle s resorts of mountain, shore, valley and necessary facilities for export trade to sleeping cars, but the low rates of fare cannot speak to highly of it." markets for the United States will be ed guides to the winter resorts of Cal- if not praise, of those who use it

A MARITIME OLD LADY'S HOME.

The Ship Subsidy Bill's Influence In

Keeping Old Ships Affoat.

If further proof were needed that the object of these subsidy bills is not the source new or better or factor ship.

Commonplace Young Man escion of illustrious family 1—11, there! Don't you point that thing this way!

Camera Flend—It's no crime, I guess, be the worst occasion for placing a bounty on shipbuilding and the one time in our history when it is least own the vessels to fit which the bill Professor Charles H. Hull of the was drawn, it would be furnished by United States Shipping Commissioner Chamberlain's statement on page 193

against its being so. In this particular case I have seen no argument of public interest that seems to me strong enough to overcome the adverse presumption. What forces of private interests are at work the mere economist has no means of knowing."

Said Professor Daniel of the chair of Se6."

"Sie evidently thinks that the product of the hen and her joyous song comprise the law of the land." Alded Mr. Bloom-titled to \$278,844 under the senate bill and \$275,546 under the house bill, were built before 1881 is thus under the senate bill and \$275,546 under the house bill, were built before 1881 is thus under the senate bill senate bill \$384,449 and under the house bill \$389,449 and "Of the foreign built steamships eligible

That is to say, some \$400,000 is to be painful. It does not pay to suffer long paid by the government to keep afloat from this disease when it may be cur shipping already more than 20 years ed so promptly and perfectly by old and which by every rule of marithe International itself, as soon as the rheun ati-m, and puts an end to the 'ege said, "Net one sound economic argument can be urged in support of the draw \$750,000 on ships 12 and 13 years ed by Hood's Pills. 25 cents.

While Mr. Chamberlain was on this none of the redeeming features of the subject he might have added greatly to the interest of his report, for the fact ies."

These are but samples of a large the entire subsidy which would be paid number of adverse opinions expressed for years to come on vessels now more by college professors and political econ- than ten years old, including solace omists. They are men who have no given the worm enten years of such vesships to sell and no exports to ship and sels as the following whose names date of building and age are tabulated:

Built. Years old.

ocean and is a proper occasion for fe- or more years old and nine-twentieths

The experiences of elevator conductors are many and varied, and the better the The experiences of elevator conductors are many and varied, and the better the judge of human nature one of these useful employees is the more satisfactorily can he perform his duties toward those who ride with him. Down at the District building there is an elevator man who seems to be perfection in this regard, and the way he makes people happy has often been the subject of comment. An instance of this follows: A few days ago a woman approached him and after getting in his car thus addressed him, "I want to see a man whose name I do not know, and I do not know either what office he is employed in."

"I am well acquainted with the gentleman you refer to," was the instant reply of the elevator man, "and he has just stepped out."

The woman left the car seemingly enirely satisfied with the information she had received,—Washington Star.

I do hate a man that's conceited, a fellow who a mind is inflated
With a sense of his own self importance, who firmly thinks he's elevated
Above other mortals around him, in some certain
particular feature. good. The Kieffer pear t will beer so early and so heavily that they will probably be ready to come out by the of fathers whose names were illustrious in field or time the apple trees need all the space. Eritish flag—thus adding to the power and prestige of that country instead of their own. Germany, since Bismarck's time the most ardent advocate of pro-

cause they usually live to be old and need almost as much room as apple

And the worst form of all is the purse pride! By
the heavens, I think I would rather
three keroks than be rich, if it caused me to think
that because my respected old father
itad made for his offspring a fortune, by dint of
his shrewiness and labor.
I'm too great to bestow recognition on my pooror, though just as good, neighbor!

meed almost as much room as apple
trees. Twenty feet would be ample
room for Kleffer trees, says H. E. Van
Deman in Rural New Yorker.

Why Muskmelons Crack.
The cracking of muskmelons is usu-

sufficiently, cracks open. The only means of prevention would be to plant and to maintain a vigorous growth by as frequent cultivation during dry weather as the growth of the

vill permit, advises Rural New Yorker.

For Over Fifty Years. An old and well tried remedy. Winslow's Soothing Syrup has been used for over fifty years by millions of mothers for their children while teethng, with perfect success. It soothes the child, softens the gums, allays all pain, cures wind colic and is the best remedy for diarrhoea. Is pleasant to

"I'm getting along," said Mr. Cumrox.
"I'm progressing slowly, but surely."

"In what?" "Culture. I've been traveling around with Mrs. C. and the girls until I'm getting right refined. But there's one thing I don't think I'll achieve. I don't believe I'll ever be able to go into an antique

"I have used Chamberlain's Colic. plain. The two daily Shasta trains Cholera and Diarrhoea Remedy and from Portland to California have been find it to be a great medicine," says political economy, Columbia university, recently equipped with the most approved pattern of standard and tourist sas. "It cored me of bloody flux, I countries offering the most desirable will still continue in effect. Illustrat- remedy always wins the good opinion, ifornia and Arizona may be had on The quick cures which it effects Said Professor S. M. MacVane of the application to C. H. Markham, G. P. even in the most severe cases make it a favorite everywhere. For sale by A. K. Wilson.

Her Idea of It. "Just listen and bear eackles, just because she has laid an egg.' said Mrs. Bloomfield.
"She evidently thinks that the product

cles feel stiff and sore and joints are

Poinsettia Popular For Christmas. The poinsettia is a very popular plant for use in decorations about Christmas time and very effective when full grown, according to Mechan. riety, having an extra supply of the scarlet bracts usually looked upon as petals, which is very desirable, being a little showler and more lasting. Branches with these bracts may be cut and used as desired or the entire plant.

BAD (OLDS.

"It was the worst case of grip I ever had. A haif dozen friends had sure cures. Still it hung on. Heard of the Dynamic Tabules. To my amazement they stopped both cough and cold the first night. I endorse and recommend them to the people." Barciay Henley, extremely the people and attorney, 101 Sansome street, San Francisco. July 7, 1900.

their owners) and to that extent discouraging the building of new ones?
If a ship is a "she," as every chivalrous tar will allow, the Hanna-FryePayne bill might appropriately be
termed "An act to establish a maritime"

**Minter colds have a ways been serious things to
me. They are hard and stay for months. But the
last was stopped soddenly by Mendel's Dynamic
Tabules. Bota cough and cold disappeared in a
couple of days. Nothing else does this for me
termed "An act to establish a maritime"

**Angust 6, 1990.

Sent Lostpaid for 25 cents in stamps by INLAND DRUG CO., 2,934 Washington street, San Francisco. Also on a : by our local a ent, A. W. Wilson.





THE CLIMAX PLUM.

Popular Vith Large Growers-Later

Is "Climax's Brother," The Climax plum has swept so swiftly into popularity that it hardly needs description. The illustration, from Country Gentleman, shows very handsomely the texture and freestone charncter of the fruit.

"It seems to me fair to say that the best fruit I have yet seen in the form of a plum is the Climax, a hybrid of Prunus simoni with Botan (not Abun-



general character of Wickson, being evidently of the same parentage, though it seems to be larger and in every way better. It also has the advantage of being very early. The fruit is strongly heart shaped, very large-as large as an ordinary peach—cavity deep and abrupt, stem short and strong, suture plainly marked, but not deep, apex rounded, color deep dark red, many yellow dots, large and small; skin thick, firm; flesh yellow, firm; stone large, somewhat turgid, roughquality fine. Such fruit can be cut in balves and served with sugar and cream, like peaches, except that it is rmer, more menty and is in every way richer and sweeter and better than any peach." says F. A. Waugh of Vermont. Later still in Mr. Burbank's produc tions is Climax's Brother, which, as he recently stated in another exchange, is from the same cross and same lot of seed as Climax and is better for long distance shipping, though not so handsome in color as Climax. In a more upright habit of growth and in form and general appearance of fruit it resembles Prunus simoni, but it is never bitter, never cracks and is of better quality in other respects. California shippers indorse the Climax plum, and

In taking up dahllas and storing hem during the winter don't be in a nrry, advises Farm Journal. Don't 11:55 PM Ar. hink because frost has killed the tops hat it is necessary to take up the roots it once. On the contrary, it is far bet-

large growers in that state are extensively grafting over their mam-

noth orchards to this variety.

er to let them remain until there is langer of the ground freezing hard. The roots mature very fast after the first 500 PM Lv. light frost and will keep much better 8:25 PM Ar. then left as long as possible in the

Doctor-You need more exercise. Indisposed-Why, I'm steadily engaged painting houses now, Doctor-Working by the day, I expect? Indisposed-Yes, Doctor-Viel, you'd better work by the pleer for awhile,-London Fun.

An Impression to the Contrary "bon't you think there is too much di

No. sir," answered the worker, "When I go our after subscriptions to my came paign fund, I am more and more convinc-ed that there is a deporable disposition to keep the money lying one." - Washing-



South and East

SOUTHERN PACIFIC CO. SHASTA ROUTE

Trains leave Dallas for Portland and way stations at 6:10 a. m. except Sundays.

Arrive Odgen 5:45 a m; 11:45 a m. Arrive Denyer 9:00 a m; 9:00 a m. Arrive Kansas City 7:25 a m; 7:25 a m. Arrive Chicago 7:45 a m; 9:30 a m.

Arrive Los Angeles 1:20 p m; 7:00 a m. Arrive El Paso 6:00 p m; 6:00 p m. Arrive Fort Worth 6:30 a m; 6:30 a m. Arrive City of Mexico 9:55 a m; 9:55 a m Arrive Huston 4:00 a m; 4:50 a m. Arrive New Orleans 6:15 p m; 6:25 p m Arrive Washington 6:42 a m; 6:42 a m. Arrive New York 12:43 p m; 12:43 p m.

Pullman and Tourist cars on both trains. Chair cars Sacramento to Odgen and El Paso, and tourist cars to Chicago, St. Louis, New Orleans and Washington.

Connecting at San Francisco with several steam nidlines for Honolulu, Japan, China, Phi lipines entral and South America.

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Arrive 3:05 p. m Arrive 8:50 a. m Leave 7:30 a. m Sae I. N Woods, agent at Dallas station or addr. C. H. MARKHAM, G. P. A. Basiani, Orego

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When you have rhoumatism. Mus- Richardson & Boynton Co's warm air furnaces. John Van Range Co's hotel and household ranges time accounting has already been goes right to the spot, neutralizes the charged off to profit and loss. Indeed scidity of the blood, which causes American Boiler Co's boilers for steam and hot water.

> Also the largest stock of warm air registers and furnace supplies on the Pacific coast.

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