

"US FOUR AND NO MORE."



SHIP SUBSIDIES.

EX-CONGRESSMAN JOHN DE WITT WARNER EXPOSES THE DETAILS OF THE PENDING BILL.

Professed Aims of the Bill Are Shams—Slow Ships Unless For Auxiliary Contractors' Mail Carriers, Fictitious Provisions For American Seamen—The Shipbuilding Which the Bill is Supposed to Encourage Is Already Largely Under Construction or Ordered.

In the current issue of The Review of Reviews ex-Congressman John De Witt Warner of New York sets forth the following objections to the ship subsidy bill:

Of course the bill pretends that its authors are concerned for the "farms, factories, mines, forests and fisheries of the United States" and for the provision of "vessels, officers, engineers, machinists, electricians and seamen" for United States commerce and defense.

Framed as it is exclusively by those who propose to hire themselves at their own price and who did not admit to their deliberation any representative either of agriculture, wage earners, seamen or our navy or war department, we should expect to find just what we find here—that the professed aims of the bill are shams set up to distract attention from the raid planned.

As to export trade, a late amendment expressly provides that to get full subsidy a ship need carry out but half a cargo load, while she gets the main, or "speed," subsidy though she do not carry a pound of cargo.

The vessels now building by our government average about 23 knots speed. Of all ships in existence that would draw this subsidy there are but four above 20 knots, and its friends admit that no others will be built. It is plain how useless would be transports and cruisers that could neither fight nor run and how fatally would fast war vessels be impeded by the company of slow ones.

It is ludicrous to estimate that against the \$9,000,000 per annum should be offset any considerable sum for the free mail carriage provided by the bill. As noted, the bill induces no construction of new ships over 11 knots, and its inducements for speed stop at 21 knots on test run. This is so far behind the practical needs that, though the International company (which would get the greatest share of speed subsidy) received last year two-thirds of the total paid by the United States for carrying foreign mails from New York, the postoffice had to hire British and German steamers at half the cost to carry three or four times the mail it committed to the International. Nothing could be more worthless than the right to have mails carried free by ships already too slow to be trusted with them.

As to American sailors, the bill provides that subsidized ships (1) have one-fourth their crew citizens or intended citizens; (2) that one American boy be employed for every 1,000 tons shipping; and (3) that fishmen serving on ships subsidized for the year at \$2 per ton, in case they run three months be given \$1 per month while actually employed. As to those: (1) is nullified by proviso that if the master cannot reasonably get one-fourth Americans he need not; (2) is made worthless by proviso that the American boy need be paid only what his work is worth, and as to (3), there being no minimum wage, our government would simply pay \$1 of ordinary wages for which the American fishermen would still work.

As to ship owning, the bill leaves intact our navigation laws prohibiting importation of ships or obscene literature, letting in for American registry only a few vessels that the authors of the bill and their friends had already bought. As to shipbuilding, our shipyards, without subsidy, are already crowded to their utmost capacity, and the most advanced types of steamers—larger than any heretofore built—have lately been contracted for here at prices lower than foreigners would build them.

Worst of all, in respect of securing new shipbuilding, the bill is largely sham. For example, the owner of an American ship now running, on giving bond for \$100,000 to build new tonnage, might draw \$750,000 in subsidy before the bond became available.

Again, as the United States shipping commissioner notes at page 50 of his report for 1900, tonnage now constructing in the United States, whether for coasting or foreign trade, can be offered to offset subsidized tonnage in operation. The result is obvious on comparing the list of subsidy expectants in regard to ships now built with that of those now building ships here. That is to say, the chief subsidy beggars, already owning both foreign and American built steamers and already, without subsidy, building new ships here, have by this bill provided subsidy for their present ships, conditioned on their building new shipping, which, in fact, they had already ordered.

Ship Subsidy a Sham. A strenuous effort is being made to bring to the support of Mr. Hanna's pet measure of subsidizing ostensibly our entire merchant marine, although in reality only a small portion of it, that sentiment in favor of protective tariff laws which has so long swayed our governmental policy. But it is not alone among the ranks of those who are opposed to high tariffs or who advocate their abolition entirely that opposition to ship subsidies exists, for even among the staunchest protectionists there are many who fail to see why a steamship company should be paid by the government for running a ship any more than individuals should be paid for building houses or raising wheat. The whole argument in favor of protection is assumedly based on the idea that the fostering of certain classes of industries will stimulate the development of others, and it is quite possible to design ship subsidy schemes which will, ostensibly at least, work on this theory.

In order to do this, however, it is scarcely necessary to point out that whatever bonus there may be must be earned by increasing the facilities for carrying goods and passengers, preferably the former, in the largest quantities possible. Yet in the face of this the measure now pending in the senate offers no inducement to the carriers of cargo to increase trade, for it is so drawn that the subsidy which vessels would earn is practically irrespective of the cargoes that they carry. As the minority report again points out, "admitting that the public may gain something by the voyage of a ship which carries out a full cargo of American products, no one will claim that the public gains anything if the ship carries no cargo." Yet it is exactly this contingency for which the bill artfully provides. Not content with carefully

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regarding the interests of the favored corporations in whose special behalf it has been prepared against a loss of all their subsidy in case they should by luck fail to have a response made by shippers to such facilities as they may offer. In effect it insures them against any loss of subsidy, no matter how total may be the absence of demand for these facilities, which demand alone could be an adequate public excuse for assisting the vessel lines. Little wonder then that so many staunch Republican protectionists should repudiate the effort to make this piece of legislative favoritism the first fruits of an election won by a marshaling of the hosts in support of sound currency.



SENATOR DEPEW'S INACCURACY.

Erroneous Notion That the Merchant Fleets of Great Britain, Norway, Etc., Are Largely Subsidized. Senator Depew's speech in support of the ship subsidy bill contained the curiously inaccurate statement that "all nations are agreed that their merchant marine can be built up only by bounties."

If instead he had said that all the nations whose merchant marines are greatest and growing fastest grant no subsidies or bounties at all of the kind provided by the Hanna-Frye bill, he would have told the exact truth.

Great Britain and Norway are the two countries whose merchant shipping shows the largest rates of annual increase. Norway pays no ship subsidies or bounties of any kind. Great Britain pays none either of the kind proposed by Mr. Hanna and pleaded for by her junior senator.

No British steamer draws a cent from the British treasury because his ships are built in British shipyards or because the wages paid to British crews are higher than those paid to Russian or Italian crews, though they are.

The British government pays for the carrying of the mails, and the fastest steamers get the money every time. It also pays certain stipulated sums for the right to carry certain swift steamships on its list of auxiliary war vessels and to muster them into the government's naval service at any time. And in consideration of these payments such merchant vessels have to be so constructed as to be quickly convertible into armed cruisers.

In short, the so-called British bounties or subsidies are nothing more than payments for actual value received either in the shape of mail or war service. The Hanna-Frye subsidy scheme is not framed on the "value received" principle at all. It is a bald proposition to make a few shipowners and shipbuilders—less than two dozen firms all together—a present of \$9,000,000 a year and tax all the people to pay for it—New York World.

NEW YORK MERCHANTS' ASSOCIATION.

Opposed to the Ship Subsidy Bill. In the current number of The Review of Reviews Mr. William F. King, president of the New York Merchants' association, severely criticizes the pending ship subsidy bill, especially the proposition to admit certain foreign built ships to the privilege of subsidy. He says:

"Naturally enough, the amount of tonnage to be constructed in American yards would be curtailed to the extent to which foreign tonnage would become entitled to American registry. This, it seems to us, will not serve to develop the American shipbuilding industry in the manner in which it ought to be developed and will not tend toward the investment of capital in the building up of new shipyards to take advantage of the impulse which ought to be given toward that particular line of industry. Therefore it is that we say, as a reason for opposing this particular provision of the bill, that an unduly large proportion of the subsidy would go to a few men.

"Then, again, we feel that it is dangerous to place in the hands of a few, no matter how well intentioned they may be, the power which the concentration of such a large tonnage would give them, especially when that tonnage is subsidized. It might enable them to create a combination which would serve to drive away competition. The natural tendency of that kind of monopoly is to create a temporary benefit of owners of the tonnage, and this in turn would serve to expand the exporting of American products, but rather to curtail it.

The Scientific Sluggard. "The voice of the scientist; hear him explain: 'Don't get up too soon; it is bad for the brain. The mind untroubled,' he rattles on, 'if you rise in the morning too soon from your bed.

"No early to bed and early to rise, And so you'll be healthy and wealthy and wise." The motto of the sluggard, he says, "Who do all the year round what the proverb commands?

I passed by his garden quite early one morn' And saw him uprooting the shrubs and thorns; His motto, 'Be early,' he says, 'and so you'll be rich and so you'll be poor. And as for his trousers and shirt, they were ragged.

Sold I in my heart: Here's a lesson for me; That man is a picture of what I might be. Then I thank be to science for teaching so clearly, It's quite a detour to get up too early.

Still More Counterfeiting. The Secret Service has unearthed another band of counterfeiters and secured a large quantity of bogus bills, which are so cleverly executed that the average person would never suspect them of being spurious. The great value of being selected by counterfeiters for imitation notably the celebrated Hestetter's Stomach Bitters, which has many imitators but no equals for indigestion, dyspepsia, constipation, nervousness and general debility, The Bitters sets things right in the stomach, and when the stomach is in good order, it makes good blood and plenty of it. In this manner the Bitters get at the seat of strength and vitality, and restore vigor to the weak and debilitated. Beware of counterfeiters when buying.

Southern California. Notable among the pleasures afforded by the Shasta route is the winter trip to Southern California and Arizona. Renewed acquaintance with this section will ever develop fresh points of interest and added sources of enjoyment, under its sunny skies, in the variety of its industries, in its prolific vegetation and among its numberless resorts of mountain, shore, valley and plain. The two daily Shasta trains from Portland to California have been recently equipped with the most approved pattern of standard and tourist sleeping cars, but the low rates of fare will still continue in effect. Illustrated guides to the winter resorts of California and Arizona may be had on application to C. H. Markham, G. P. A., Portland, Oregon.

GERMAN SUBSIDIES.

Will Hanna Never Lesent? That Senator Hanna possesses great tenacity of purpose and that to this is principally owing his political and business success is well known. This quality he again exhibits in his endeavor to save his ship subsidy bill in such a very remarkable manner that we can hardly speak of his perseverance, but rather of his thick-headedness. In spite of the fact that he has owing to different causes not the slightest prospect of reaching his goal in this session, he never ceases his endeavor to carry on a propaganda for it.

A short time ago his chief argument was that the development of the German merchant marine could be traced to the subsidy and therefore was deserving of our imitation. We took occasion, forthwith, to give the information that Senator Hanna was grossly in error, and he has allowed this argument to drop, but has immediately thought out a new one. He now admits that the German government directly subsidizes only those lines which maintain the intercourse with the colonies and which could not support themselves without aid. But he asserts, as we are informed from Washington, that the German government grants especially favorable railroad freight charges upon products intended for export and consequently puts the exporter in position to pay higher freight charges on the sea, which amounts to the same thing as an indirect support to the merchant marine by the imperial government. In this assertion Mr. Hanna is again greatly in error.

Upon Oct. 1, 1908, a universal schedule of rates was introduced upon the collective German railroads which rests upon the principle of making lower charges for great distances. In fact a sort of zone tariff. In passing we may remark that this policy was previously followed here with us by the railroads, but was warmly opposed by the public. Through the well known "long and short haul clause" of the interstate commerce law discrimination of any sort is expressly forbidden.

In the German railroad tariff policy this idea is particularly aimed at—to furnish the agricultural products of the east a market place in the west—in fact, a partiality to the same at the expense of industry which has given cause enough for complaint over the favoritism to the agrarian and the inhabitant of the east of the Elbe. Except in this particular the new specific freight tariff admits of no special favor for certain wares that arrive for export, and it cannot, therefore, be said that by this means higher shipping freight could be possible. With this the entire Hanna argument falls to pieces. We are curious to see what Senator Hanna will now think out for himself.—New York Staats-Zeitung.

They Didn't Know What to Do. The Rational Argument was especially of the Deadly Paralogism. "You are extremely superficial!" sneered the Rational Argument. "Certainly, I don't claim to be a paralogism!" retorted the Deadly Paralogism humorously. But inasmuch as this phrasany supposed a knowledge of geometrical forms, laughter was not general throughout political circles.—Detroit Journal.

Withdraw the Bill.

We have hoped that the promoters of this bill would withdraw it after the scathing public exposure of its real character and purpose. The continued demand by prominent Republicans for the passage of it has been a serious and deplorable political blunder. We trust that even now those who have been led to press for the enactment of it can be induced to remove it from the public view and consign it to some obscure resting place from which it can never be brought to light again. But if they shall persist in their folly it will be the duty of those who oppose them to prevent the passage of the bill by all honorable means and to make the majority against it large enough to discourage effectively the support of such projects hereafter.—Independent, New York (Independent Republican).

Something New

Just published by the Southern Pacific company is a pamphlet upon the resources of Western Oregon, which includes an excellent map of the state, and contains information on climate, lands, education, etc., existing industries and their capabilities. Attention is also directed to such new fields for energy or capital as promise fair return. This publication fills a need long experienced by Oregonians in replying to inquiries of eastern friends. Copies may be had of local agents of the Southern Pacific company, or from C. H. Markham, general passenger agent, Portland, Oregon.

For Over Fifty Years.

An old and well tried remedy. Mrs. Winslow's Soothing Syrup has been used for over fifty years by millions of mothers for their children while teething, with perfect success. It soothes the pain, softens the gums, allays all child, cures wind colic and is the best remedy for diarrhoea. Is pleasant to the taste. Sold by druggists in every part of the world. 25 cents a bottle. Its value is incalculable. Be sure and ask for Mrs. Winslow's Soothing Syrup and take no other kind.

A singular battle was witnessed recently in an English apiary. A hive of bees was besieged by a large swarm of wasps. The bees made valiant sorties to try to drive away their besiegers, and the wasps made furious assaults to drive out the bees. The battle raged for two days, at the end of which time the bees evacuated the hive and the wasps took possession.

"I have used Chamberlain's Colic, Cholera and Diarrhoea Remedy and find it to be a good medicine," says Mr. E. S. Phipps, of Poteau, Arkansas. "It cured me of bloody flux, I cannot speak to highly of it." This remedy always wins the good opinion, if not praise, of those who use it. The quick cures which it effects even in the most severe cases make it a favorite everywhere. For sale by A. K. Wilson.

The Japanese Ivy.

It has been shown that the best of vines for one locality is not the favorite everywhere. The Japanese Ivy is highly effective for a considerable area from Massachusetts to Florida, but north of Ohio and beyond the Mississippi river it is tender and does not appear again in its beauty until the moist, even, soft climate of the Pacific coast is reached.

Keep Yourself Strong.

And you will ward off colds, pneumonia, fevers and other diseases. You need to have pure, rich blood, and good digestion. Hood's Sarsaparilla makes the blood rich and pure as no other medicine can do. It tones the stomach, creates an appetite and invigorates the whole system. You will be wise to begin taking it now, for it will keep you strong and well. Hood's Pills are non-irritating. Price 25 cents.

The Equinoxes.

The equinoxes are no longer believed in by scientific persons. The equinoxes are the dates of the year when the sun crosses the equator at one of the equinoctial points. They occur about March 21 and Sept. 21, and though storms have been known to occur about those times, they are no longer considered as due to the perfectly natural occurrence of the cross-tug.

BAD COLDS.

Quinine is ten years behind. Colds do not now have to be endured. Stead's Dynamic Tablets (called Dynamic from their energy) crowd a week's ordinary treatment into 10 hours, and about the worst of colds over night.

"It was the worst case of grip I ever had. A half bottle made me feel better. I had on Hood's Dynamic Tablets. To my amazement they stopped both cough and cold the first night. I endorse and recommend them to the people."—Barclay Hanks, ex-member congress and attorney, 101 Sacramento street, San Francisco, July 7, 1908.

"I live across the street from where Stead's Dynamic Tablets are made. I know I feel back there. They stop colds without medicine. I took a dozen boxes with me for my wife and child when I went to Reno."—H. L. Van Winkle, capitalist, 3017 Washington street, San Francisco, August 10, 1908.

Sent postpaid for 25 cents in stamps by INLAND PRINTER CO., 1205 Washington street, San Francisco. Also on sale by your local druggist.

Clothes and the Man.

If a Filipino enters the house of a European living in an unassuming way, he will not believe that the European is either wealthy or wise, and although his manner may be correct, it will not be humble. On the other hand, if he visits an ignorant man who indulges in great splendor, he will at once become exceedingly respectful.

Mr. Phelps Whitmarsh, who in The Outlook gives his experiences in the islands, tells the story of a wealthy provincial visiting Manila for the first time, who asked to be presented to the governor general.

When he reached the palace, he found the governor taking coffee on a piazza, dressed comfortably in a white cotton suit. The Filipino requested that some favor be extended to his district, and his request was granted. He then withdrew. The official who had procured the presentation asked him what he thought of the general.

"Why," replied the visitor in a tone of disappointment, "he is no different from any other white man."

It so happened that the general was told of the incident, and he gave orders that at his next reception the Filipino should be presented. Upon entering the throne room and seeing the general in full uniform, surrounded by his brilliant staff, with the necessities of splendid tapestries, lacee ushers and all the pomp and splendor of these Spanish functions, the provincial grew pale and, kneeling in deep humility, exclaimed: "This is indeed my general!"

So impressed was he that the following morning he sent a pair of handsome horses to the general with a note which read: "My general, yesterday I liked you so much in your uniform of gold that I sent you this pair of horses, but do not use them when you dress in a white suit."

Love's Protest. Eye not love dwell; Love can never die! Hope may depart and Faith take wings and fly; The heart may bleed, and tears may fall like rain, But Love will spring again.

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electric coal cutting machinery in rapidly displacing handwork and other varieties of mechanical mining appliances in the collieries of Great Britain and the United States. The coal thus mined is cleaner, the waste less and the effect of the mine fire on the ventilation and temperature of the mine less than with any other mechanism.

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