

### TEN GOVERNMENT AID ASKED FOR MERCHANT MARINE

#### Help Declared Necessary For Adequate Service

#### PERMANENT FLEET NEED

##### Reduction Made in Losses Paid By Government for Operation in Past Year

(By The Associated Press)  
WASHINGTON, Dec. 8.—The need for some form of government aid to assure the continuance and development of an American merchant marine is urged upon congress today by the shipping board. Government aid alone, either through preferential tariff duties, preferential tonnage dues, or subsidies, more or less direct, can secure the operation and continued existence of an adequate number of American merchant ships under private ownership," said the board in its annual report. "If the law which already provides for one form of government aid is not to be provided; but whatever be utilized, then a substitute form of aid is given, it should not be to special services, but should be general in its provisions so that any American ships will be entitled to the same aid and the same opportunities to secure that aid that any other concern may have. Freight ships are the craft that particularly need assistance.

"Provision should be made for a permanent merchant fleet, to be built in American yards and maintained and operated by American labor, the purpose which congress had in mind and which it supposed it had accomplished when it enacted the law of 1920." The problem is a fundamental one, the report emphasizes, as "failure to progress means retreat and practical withdrawal of our flag from the seas as soon as existing vessels are worn out or have become so out of date as to be excessively expensive for operation."

No reference was made to recent changes in the operating arrangement between the fleet corporation and the board accompanying the discharge of Leigh C. Palmer as president of the fleet corporation, or to the wisdom of maintaining the board as at present constituted.

##### New Economies Described

Economies effected in operation of the government merchant fleet were described in detail, the total losses for fleet operation being reduced from about \$41,000,000 in the fiscal year 1924 to about \$30,000,000 in 1925. In this the reduction of losses of cargo lines formed the largest part but improvement was also shown in some of the passenger services. The number of employees of the fleet corporation has been reduced from 3,033 in 1924 to 2,245 on June 30, 1925, and the number of managing operators from 26 to 25.

During the last fiscal year, 63 surplus vessels of a total deadweight tonnage of 359,887 were sold for nearly \$9,000,000 while five of the president type passenger boats, those on the California-Orient line, were sold for operation as well as 19 other tankers, cargo and passenger vessels. Liquidation of claims proceeded, a total of \$171,236,000 asked for being adjusted for \$21,234,846 in cash and offsets and counter-claims of \$22,459,088, or a total value of \$43,853,925.

##### Much Government Owned

Declaring that "about 80 per cent of American tonnage in operation on overseas trade routes is government owned," the report said that "practically all American flag services, other than those operated as industrial carriers, would have to be abandoned to foreign ships if they were not maintained by the government."

"Whether the board will go forward with the establishment of a merchant marine sufficient to carry the larger portion of our foreign commerce in accordance with the merchant marine act," it continued, "or whether the lines already established at great cost are to be gradually abandoned, must be determined by congress, either by specific legislation or in the granting of appropriations sufficient or insufficient to carry on the work."

##### Cargo Ships Decrease

"American flag vessels are now far from carrying a major portion of the American imports and exports. Our cargo vessels in the foreign trade have been steadily decreased in number."

Discussing government aid, the report said that if the present method of maintaining the merchant marine in foreign trade by means of annual appropriations for operation expenses is to continue, congress must face the problem of replacements.

"Merchant ships will eventually become obsolete," the report continued. "The development of internal combustion engines has brought about a radical change, which means that within a few years the bulk of a great government-owned merchant fleet will be out of date. There is immediate need for at least two new passenger ships available as naval auxiliaries for our United States lines.

"It is seriously contended by some that the repeal of the so-called La Follette act should be had. Whatever the merits or demerits of that act may be, American ships had been driven out of our country's foreign trade before this act ever came into existence.

"The suggestion that Americans be allowed to purchase ships abroad overlooked the fact that this permission was granted by the canal act of 1912, and no ships came under the American flag.

##### American Ships Disappear

"The suggestion that repairs to American vessels should be made in foreign ports overlooks the fact that that privilege was the shipowner's for more than half a century, and during that whole period American ships in the foreign trade of the United States continued to disappear from the sea."

"Existing law makes possible proper support of mail ships. Freight ships, the ships which handle the vast agricultural and manufactured products of this country and transport necessary raw materials for our mills, are the craft that particularly need assistance.

"The naval subvention also is not only permissible but justified by the practice of foreign nations."

##### La Grande Man Dies

(By The Associated Press)  
LA GRANDE, Ore., Dec. 8.—New Schooner, 87, one of the

oldest pioneers of Union county, died yesterday at Union, Ore. He came to the Grande Ronde valley after crossing the plains from Post Wayne, Ind., in 1864. He drove a team of mules to Oregon, thence to Idaho City, Ida. He returned later to Oregon, locating at Wallowa. In the early days he operated a stage line between Union and Wallowa. He was born in Monroe county, Pa., May 24, 1838.

#### Lane County News

(Continued from page eight)

to have charge of the Christmas box which will be sent to the soldier's hospital in Portland. After the regular business of the meeting was completed, the women held a taffy pull to which the men of the legion were invited.

George McQueen, Jack Kloufstein and Chas. Burkholder were business visitors in Eugene today. Mrs. Jennie Clifton of Sutherlin is a guest at the home of her brother W. M. Norris for a few days.

#### CHAMBER HAS MEETING

##### POSTMASTER TELLS OF NEED OF NEW MACHINE

(Register Lane County Special)  
COTTAGE GROVE, Ore., Dec. 8.—An enthusiastic chamber of commerce meeting was held last night, at which matters of importance to the welfare of the community were discussed. C. L. Campbell, new city editor of the Cottage Grove Sentinel, was the speaker of the day, delivering an interesting and graphic talk on "community welfare." Postmaster Elbert Smith gave a report on the progress of the post office in its efforts to obtain a cancellation machine from the government. The chairman of the meeting was R. L. Stewart, manager of the Mountain States Power company.

#### BUILDING READY SOON

##### AUTOMOBILE DEALERS WILL OCCUPY STRUCTURE

(Register Lane County Special)  
COTTAGE GROVE, Ore., Dec. 8.—Progress is reported on the new building, costing over \$20,000, being put up in Cottage Grove by E. L. Hoskins, a newcomer to the city. The building is to be ready for occupancy by December 20, and has been taken by N. J. Nelson and W. A. O'Hara, who will divide it into two sections, each 100 by 50. Both parts will be used for garages.

The agency for the Willys-Knight, Overland, Essex and Hudson cars is held by Nelson, while O'Hara will handle Chevrolet automobiles. The building is the first to be put up by Hoskins, who plans many other structures, including a complete service station, with a painting shop, grease racks, gasoline and oil, and a full line of accessories.

#### OAKRIDGE SENDS MAN

##### DELEGATE WILL ATTEND ROAD MEETING IN PORTLAND

(Register Lane County Special)  
OAKRIDGE, Ore., Dec. 8.—Oakridge will have a delegate present at the state highway commission meeting that is to be held in Portland. Claude Jones is the representative that the business people from here are sending, in behalf of the Willamette highway project. Mr. Jones is leaving today for Portland.

#### BOYS CLEAN UP BLOCK

##### SCOUTS PUT IN DAY FOR CITY IMPROVEMENT

(Register Lane County Special)  
OAKRIDGE, Ore., Dec. 8.—Saturday the boys of the scouts cleaned up the block across from the postoffice. The boys worked hard at this cleanup job and received the appreciation of the community for the work. The scouts are also working diligently in behalf of their organization and are giving boys that are not already scout members an opportunity to join.

#### OAKRIDGE PERSONALS

(Register Lane County Special)  
OAKRIDGE, Ore., Dec. 8.—Miss Edna Williams and niece, Lillian Royker, are occupying Miss Williams' apartment that she has built over Kelly's store. Mr. Ross, of Hirsch-Wiese company, Portland, is in town today. Mrs. Alice Croner of Eugene will arrive Wednesday and be the house guest of Mr. and Mrs. C. H. Croner.

Rev. Mr. Hollands has gone to Roseburg to attend a district conference meeting. Dr. Ray Peat is back in town after an absence of several weeks. W. B. McDonald spent Sunday here.

#### ALVADORE PERSONALS

(Register Lane County Special)  
ALVADORE, Ore., Dec. 8.—Ivan Halladay, who broke both bones of his lower left arm last

week, is getting along as well as could be expected. J. M. Day has bought a Ford car. Wm. Marks of Mabel was in Alvadore several days last week. Mr. and Mrs. G. W. Holaway

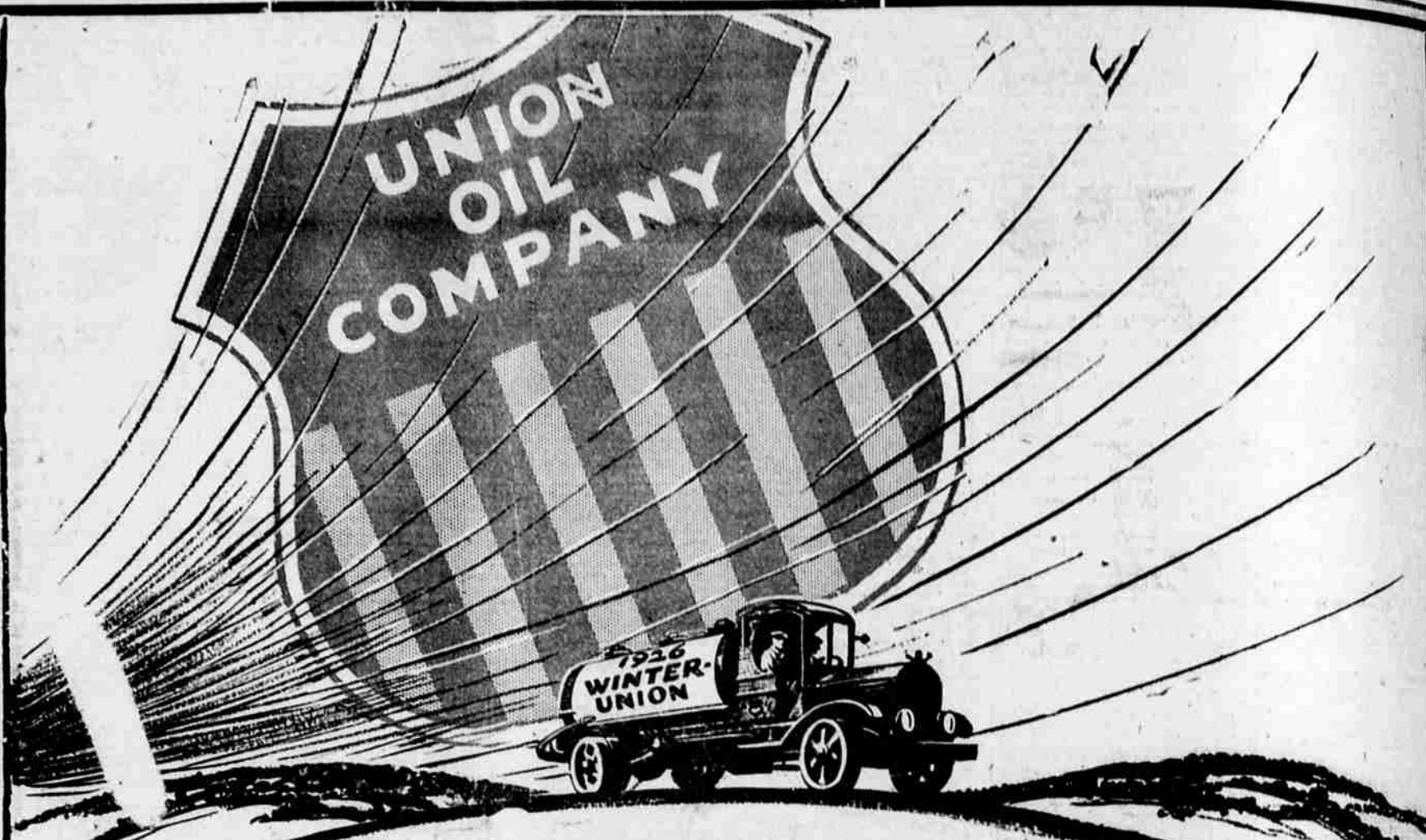
called on Mr. and Mrs. Albert Klein Sunday evening. Frank Dickinson hauled hogs to Eugene for O. B. Williams Monday. The old people of Alvadore entertained the young people at the Christian church Saturday night

as the result of a Sunday school contest. After the entertainment contest was served. H. P. Frost and E. P. Saunders are busy putting out strawberry plants. Virgil Frost, George Halladay

and G. W. Holaway were in Eugene on business Monday. Mrs. J. W. Stapleton visited with Mrs. Sarah Myers Monday. Mr. Bullis moved into Mrs. Myers' house last week. E. P. Saunders and Albert

Klomer finished spraying pear trees last week. Del Holcomb was in Alvadore Monday. Empty houses are scarce in Alvadore. C. E. F. Hickox, phone 1021-3, of Meritt House.

is making an attempt with his father, Dan Warner.



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