

URGES U. S. OWN MERCHANT MARINE

Shipping Board Head Tells Why Others Should Not Deliver Our Goods.

CHEAPER FOR U. S. TO OWN SHIPS, HE SAYS

World War Showed Need For American Owned and Manned Ships.

By HON. GEO. E. CHAMBERLAIN,
Member United States Shipping Board.

Editor's Note: George E. Chamberlain, a member of the United States Shipping Board, presents herewith an article written from a standpoint of long and careful investigation. His position in the executive forces of the government is indicative of his ability to handle such a subject. International shipping is a subject that touches every citizen of the nation from some angle. Every man should be familiar with its most outstanding needs.

A question that is often asked by shrewd business men and others, in considering our merchant marine problem is: "What is the necessity of American-owned ships if the foreign shipowners can and will carry our ocean freight cheaper than we can do it for ourselves?"

This question should have been answered to the satisfaction of everyone by the World War. Then we were driven to acknowledge the necessity of such a fleet, when the ships of those who were later our allies were diverted from commerce to war purposes and could not or would not, carry the freights that we were earnestly seeking to deliver in foreign ports. Then we entered the war and heard the cry of our allies for "Ships, more ships!" and were compelled to admit our poverty. Humiliating as it was to the pride of rich America, boasting the possession of all that goes to make up a powerful and efficient nation, our gallant soldiery was rushed to the front and to our place in the firing line in ships flying the flags of other nations; else we would have remained at home, impotent and ignored. Under the spur and lash of necessity we brought a splendid fleet of merchant vessels into being, which is today the largest single fleet of merchant vessels in the world.

Lesson of Experience.
Now, in time of peace, with the experience of the not very distant past to serve as a lamp to guide our footsteps, shall we listen to those in our own country and to the propaganda of our commercial rivals and make no effort to maintain and to use that fleet? Shall we abandon these ships, leave them to rot and decay, and leave ourselves an easy prey—commercially and otherwise—to these great powers which, with characteristic energy backed by the experience of hundreds of years, are reaching out for world commerce and the dominance of the sea?

We have just witnessed a great Disarmament conference which has determined the naval standing of the great powers. It behooves us to assure for ourselves—not for military purposes, but for the protection and development of our commercial as well as national defense—that we hold our routes on the sea by the maintenance of our merchant marine in order to keep a relative position, at least with the other maritime nations under the ratio that has been established for capital ships of the navy.

The Question of Cheapness.
Superficially, at least, it is true that foreign-owned ships, costing less to construct, operated under a lower wage scale, and aided by government subsidies because of the service to all the people, can carry our freights at a lower rate than we can carry them for ourselves. Whether or not they can carry them cheaper, is quite another matter. We can consequently meet this foreign competition only by adjusting this dif-

ferential through subvention, direct or indirect, and permitted by congressional action.

During the past year immense cargoes of cereals have been shipped out of the United States in ships flying foreign flags, because these ships were able to underbid both the United States Shipping Board vessels and those of independent American operators. Is it cheaper, in the long run, to permit this possibility to continue, with all that it involves, while our own fleet, built at the cost of a great investment, lies idle, earning nothing, deteriorating and going to ruin? Is it cheaper for us to forfeit our own independence at any cost?

The Tribute We Have Paid.

For the past one hundred years the foreign commerce of the United States has amounted to the unthinkable amount of nearly one hundred and fifty billions of dollars. Seventy-six per cent of this was carried in foreign ships, which collected as tribute from the American shippers the freights thereon and took that much money out of the country and out of the pockets of our own people. The amount that our industry and production thus poured into foreign coffers for freights, insurance and to banking interests, amounted to no less than twenty-eight billions of dollars—a tremendous indictment against the apathy of our interest in American ships and overseas trade. To just that extent have we depleted our own resources and retarded the expansion of our shipping, industrial, commercial and agricultural interests.

The immensity of the amount we have thus given to others for what we might do for ourselves can be visualized by comparison. It is sufficient to have built fifty-six Panama Canals. It is about twenty-eight times the amount we have spent in these one hundred years for all our improvements of harbors, waterways and canals—excepting only that at Panama. And in the last seven years alone we have thus paid to foreign shippers, and out of the pockets of our own people, an amount almost equal to the total allied debt of the allies to the United States.

Yet there are those in this country who continue to ask the question why we should not let the foreigner carry our freights if he will. Would it not be far better to meet the situation which enables this foreigner to get the lion's share of world traffic by applying some of the methods he has himself devised to enable him to monopolize the commerce? This vast sum, if spent in the United States and with citizens of the United States, would stimulate every industry, every trade and every profession that goes to make for a happier and more prosperous people.

Slats' Diary. By ROSS FARQUHAR.

Friday—Sun dr. has rote the remark that the less we wear the longer we will live. Pa says if this bird knows of what he is talking about he knows a few certain young ladies here in this town which has got a fare chance to be half as harty when we well-abrate the 500st anniversary of Columbus discovering the U. S.



Sat—Ted was trying to joke me about Jane and making me believe he was heavy with her and I got to take a rear seat and etc. So I goes to Jane and Frankly set her was it trew did she like Ted. She was smiling when she answered and sed. Yes I like him. Just the same way I like Caster Oil. I was smiling to for I happen to no she cant bare the stuff.

Sunday—Are Sunday skool sun. was talking about crool men and Blisters up and tells of a man here in town witch whips his wife every time his dinner is late. He ast us what we thot of it and Jake says he thot it was an awfully bad habit to get into. A specially in such hot wether.

Monday—Pa was answering sun questions got out by a Cyko Annalist Co. and he let me read it. I of the questions was. What did you like to play when you was going to skool. Pa rote his answer. HOOKY. I laffed silently and kep the joak to myself.

Tuesday—Went to a music Recital this evening and heard a lot of students play. The last piece must of ben a very hard one for they put 2 of them at it and they got threw in time to stop and eat ice cream and cake witch was the best no. on the program. As far as I am concerned.

Wednesday—Ma sent me after sun cold Cream toite. Evry thing wood of went all rite except I went to the telephone and ast her did she want Vanella or Checklate. She sed Dummy I want Cold Cream for my Sun Burn. So I was up vs. It and had to disapoint my appetite.

Thursday—Got a dime mowing are yd. today and spent it for a Dream Book. Las nite I drempt I was a nite watchman in a ice cream factory and I want to see if it really has any bearing on my future life.

Reports Hay Crop Lower Than Normal.
Hawley J. Bean, who started cutting his second crop of alfalfa Monday, says his first cutting was considerably less than normal this year, and this is corroborated by most of the hay men in the Meadows district and on lower Butter creek.

To offset the light crop there seems to be a prospect for a fair price this year. Some sales have already been made at \$8 in the stack, and it is reported that one grower, south of Echo has refused \$10 a ton in the stack for his entire crop.—Echo News.

It pays to buy good lubricating oils, Valvoline and Havoline oils at Peoples Hardware Company.

NOTICE OF FINAL SETTLEMENT.
Notice is hereby given that the undersigned has filed his final account as administrator of the estate of Bernard F. Doherty, deceased, in the County Court of the State of Oregon for Morrow County, and the said Court has appointed Tuesday the 5th day of September, 1922, at the hour of 10 o'clock in the forenoon of said day as the time, and the County Court room in the Court House at Heppner, Oregon, as the place, of hearing and settlement of said final

account. Objections to said final account must be filed on or before said date.
JAMES G. DOHERTY, Administrator.
Date of first publication August 3, 1922.



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