

FOR MERCHANT MARINE.

(Continued From Page One.)

the prospective profits of successful management.

Cost of Such Program. The cost of such a program probably will reach fifteen millions the first year, estimated on the largest possibilities of the present fleet. With larger reimbursements to high speed vessels and the enlargement of the merchant marine to a capacity comparable with our commerce the total outlay may reach the limits of thirty millions, but it is confidently believed that the scale may in due time, thereafter be turned, until the larger reimbursements are restored to the treasury. Even if we accept the extreme possibility—that we shall expend the maximum and no return will ever be made, which is to confess our inability to establish an American merchant marine—the expenditure would be vastly preferable to the present unfortunate situation, with our dependence on our competitors for the delivery of our products. Moreover the cost for the entire year would be little more than the deficit heretofore encountered in two months during the experiment of the government sponsoring the lines and guaranteeing the cost of their operation.

The proposed plan will supersede all postal subsidies, postal compensations, and extra compensations, excepting parcel post freights, all of which combined are fast growing to approximately five millions annually. It will ultimately take the government out of a business which has been, and is now, excessively costly and wasteful and involving a loss in excess of the highest subsidy proposed. It will bring to shipping again that individual initiative which is the very soul of successful enterprise. It should enable the government to liquidate its vast fleet to the highest possible advantage.

The making of a successful American merchant marine, which must face the stiffest possible competition by the fleets of the maritime nations, requires something more than the direct aid to which I have alluded. The direct aid proposed, even, though it ultimately runs to \$30,000,000 annually, is insufficient alone to offset the advantages of competing fleets. There are more than wage costs, and working conditions and the higher costs of rationing, which no considerable American sentiment will consent to have lowered to competing standards.

We need a favoring spirit, an awakened American pride, and an avowed American determination that we shall become, in the main, the carriers of our own commerce, in spite of all competition and all discouragements.

Definite Program. With direct and indirect aid, I bring to you a definite program. Those who oppose it ought, in all fairness, to propose an acceptable alternative. There can be no dispute about the end at which we are aiming.

Of the indirect aids there are many, practically all without draft upon the public treasury, and yet all highly helpful in promoting American shipping.

I think we should discontinue, so far as practical, the transport service in the army and navy and make our merchant and passenger ships the agents of service in peace as well as war.

We should make insurance available at no greater cost than is afforded the ships under competing flags, and we can and will make effective the spirit of section 28 of the Jones act of 1920, providing for preferential rail and steamship rates on through shipments on American vessels. American railroads must be brought into cooperation with American steamship lines. It is not in accord with either security or sound business practice to have our railroads furthering the interests of foreign shipping lines, when the concord of American activities makes for common American good fortune.

Contemplating the competition to be met, there ought to be an amendment to the interstate commerce act which will permit railway systems to own and operate steamship lines engaged in other than coastwise trade.

We may further extend our long established protection to our coastwise trade, which is quite in harmony with the policy of most maritime powers. There is authority now to include the Philippines in our coastwise trade, and we need only the establishment of proper facilities to justify the inclusion of our commerce with the islands in our coastwise provisions.

Other Indirect Aids. "Other indirect aids will be found in the requirements that immigration shall join wherever it is found to be practical in aiding the merchant marine of our flag under which the citizenship is to be sought, and in the establishment of the merchant marine naval reserve. The demission of a proportion of income taxes is wholly compatible when the shipping enterprise is of direct government concern, provided that such remission is applied to the cost of new ship construction.

Congress has already provided for a loan fund to encourage construction. It might well be made applicable to some special requirements in reconditioning.

It is also worth our consideration that, in view of suspended naval construction, the continued building of merchant ships is the one guaranty of a maintained ship-building industry, without which no nation may hope to hold a high place in the world of commerce or be assured of adequate defense.

Sell Existing Ships. "Our existing ships should be sold at prices prevailing in the world market. I am not unmindful of the hesitancy to sacrifice the values of our present price levels but the great slump in shipping has sent tonnage prices to the other extreme, not for America alone, but throughout the world.

If I were not deeply concerned with

the upbuilding of our merchant marine, I should nevertheless strongly urge congress to facilitate the disposal of the vast tonnage acquired or constructed in the great war emergency. The experiment we have made has been very costly. Much has been learned, to be sure, but the outstanding lesson is that the government cannot profitably manage our merchant shipping. The most fortunate changes in the personnel of management would still leave us struggling with a policy fundamentally wrong and practically impossible.

Having failed at such enormous cost, I bring you the proposal, which contemplates the return to individual initiative and private enterprise, aided to a conservative success, wherein we are safeguarded against the promotion of private greed, and do not discourage the hope of profitable investment, which underlies all successful endeavor.

We have voiced our concern for the good fortunes of agriculture, and it is right that we should. We have long proclaimed our interest in manufacturing, which is thoroughly sound, and helped to make us what we are. In the evolution of railway transportation we have revealed the vital relationship of our rail transportation to both agriculture and commerce. We have been expending for many years large sums for deepened channels and better harbors and improved inland waterways, and much of it has found abundant return in enlarged commerce. But we have ignored our merchant marine. The world war revealed the weakness of our unpreparedness for defense in war, our unreadiness for self-reliance in peace.

Change of Our Position. "Up to the world war we were a debtor nation. Our obligations were held largely by the maritime powers. Apart from the advantages in carrying our commerce, they sought our shipments for the balance due them. There is a different condition now. They are concerned with shipments to us, but not so interested in our shipments to them. It is our high purpose to continue our exchanges, both buying and selling, but we shall be surer of our selling, notably our foodstuffs, if we maintain facilities for their transportation. "Contemporaneous with the awakening, we have the proposal to carry our ocean going facilities to the great 'unsalted seas,' which place the farms of the upper Mississippi valley on a market way to the marts of the Old World. We should fail to adjust our vision to the possibilities if we halted in making for American eminence on the ocean highways now awaiting our return.

We have recently joined the great powers in a program which not only puts an end to costly competition in naval armament and reduces the naval forces of the world, but adds to the confidence in maintained peace. The relative strength among the powers would be wholly one of disappointing theory, if ours is to be a merchant marine inadequate for the future. I do not care to stress it as a means of defense. The war and our enforced outlay have already stressed that point.

The merchant marine is universally recognized as the second line of naval defense. It is indispensable in the time of great national emergency. It is commendable to upbuild and maintain, because it is the highest agency of peace and amity, and bears no threat and incites no suspicion. And yet it is a supreme assurance, without which we should be unmindful of our safety and unheeding of our need to continued growth and maintained influence.

I am thinking of the merchant marine of peace. Commerce is inseparable from progress and attainment. Commerce and its handmaidens have wrought the greater intimacy among nations, which calls for understandings and guarantees of peace. However, we work it out, whatever our adjustments are to promote international trade, it is inevitable that the hundred millions here, outstanding in genius and unrivaled in industry and incalculable in their resources, must be conspicuous in the world's exchange. We cannot hope to compete unless we carry, and our concord and our influence are sure to be measured by that unflinching standard which is found in a nation's merchant marine.

TAKES LONG WALK

Civil War Veteran Tramps 1,000 Miles to Go Over Old Battlefield.

C. B. Wintersteen, eighty years of age, Civil War veteran, is resting at Crestline, O., at the home of his cousin, Mrs. J. A. McJunkin, after completing a hike of 1,000 miles from Minneapolis, Minn., to Chattanooga, Tenn.

Wintersteen was a member of Company C, 64th Ohio Infantry. He visited Chattanooga in 1913, at the time of the encampment, and always had a desire to return and look over the battlefields on which he fought.

He left on his jaunt in September, he said, and arrived in Chattanooga Oct. 13. He spent sixteen days there visiting the battlefields and then walked an additional one hundred miles to Atlanta, Ga. He went from Atlanta to Louisville, completing his walk of 1,000 miles.

TAR AND FEATHER PASTOR Minister Charged With Deserting Family and Breaking Jail.

The Rev. W. B. Bennett was taken to the outskirts of Deridder, La., early Saturday and tarred and feathered, according to a telephone message received at Lake Charles, La. Bennett is alleged to have deserted his family and home broken jail in Meridian, Miss., some time ago.

Bennett is said to have received word to come to his office. Arriving there, he was met by a crowd of men who, forcing him into an automobile, drove to the country. Afterward he was brought to town and deposited in front of a drug store on the main street.

GIRL HIKES FROM COAST TO COAST IN SIXTEEN HOURS.



Alma Mann, 12 years old and one of the leading members of the Red, White and Blue Troupe of the Panama Railroad, while making her record breaking walk from ocean to ocean.

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Nest in Same Tree.

The nest is bored by preference in a living tree and the birds come to the same tree year after year, but bore a new hole each time; they cling to the tree until there is no longer a suitable place for drilling a hole. Mr. Wayne says that it requires twenty-five days for the excavation of a hole. Mating occurs early in February and four white eggs are laid. The two birds take turns about when hatching is in progress. The one on the nest calls out for its mate when it wishes to leave the nest.

Very Shy Birds.

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"Cackle It Over Again."

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I've studied the sex for a number of years. I've watched them in laughter and seen them in tears. On her ways and her whims I've pondered a lot. To learn what will please her, and just what will not. But all I have learned, from the start to the close, Is that sooner or later she'll powder her nose.

At church or a ball game, at dance or a show. There's one thing about them I know that I know. At weddings or funeral or dinners of taste, You'll find that her hand will dive into her waist. And every few minutes she'll strike up a pose, And the whole world will wait till she powders her nose.

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Because He Baptized Dog Right After a Funeral.

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The many charges against the pastor included allegations that he had on several occasions said grace frivolously and in one instance baptized a dog immediately after officiating at a funeral. The case had been the subject of several hearings before the Presbytery and the fact that several hundred members of the Brookline church upheld the pastor led to the church itself being removed from the denomination at today's session. Officials of the church said that further steps would be taken, possibly in the civil courts. To support the charges that Mr. Curtis said grace in a frivolous manner, affidavits were presented from

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