

OCEAN-FREIGHT QUESTION

America's Heaviest Tribute to Foreign Countries.

WE MUST HAVE STRIPS OF OUR OWN

Commissioner Chamberlain of the Shipping Board Gives Facts and Figures that Should Open the Eyes of the People of the United States to the Tremendous Importance of Ship Subsidy.

The United States, in the past 100 years up to 1921, has enriched foreign countries for their carrying of our foreign commerce—a total of \$28,292,949.112—because of the comparatively small ratio of tonnage carried on American bottoms, was shown by Commissioner George E. Chamberlain of the United Shipping Board in an address before the convention of the American Merchant Marine Association in Washington a few days ago.

Commissioner Chamberlain who formerly was United States senator from Oregon, and chairman of the senate committee on Military Affairs, and who served two terms as governor of his state, urged strongly that the American people build up their merchant marine by giving what assistance might be necessary to prevent the payment of the large sums which he indicated as the cost of foreign-flag carrying of our commerce. He said in part:

"The values of commodities exported by sea from the United States for 100 years, beginning with 1821, were \$86,629,076,814 while the imports for the same period amounted to \$62,174,102,566, making the total commerce in foreign trade by sea \$148,803,179,880. Of this total vessels under the American flag carried only \$35,631,382,909, or about 24 per cent, leaving 76 per cent, carried by alien bottoms. As the British merchant marine represents about 60 per cent of the total engaged in this trade, it therefore is evident that their participation in our commerce would amount to about 33 per cent of the total."

Huge Sum Sent Abroad. "It is assumed that an amount equivalent to 25 per cent of the total value was paid out for freight, insurance, banking &c. to foreign interests, all such payments going into foreign hands. Of this basis, it is apparent that while the American-owned vessels, through their participation in our commerce of a century, earned \$8,907,845,754, the foreign interests were enriched to the amount of \$28,292,949,112. It becomes more forceful when it is considered that from 1821 to 1862 an average of 80 per cent of our total commerce was transported in American bottoms, while, since the Civil war, our participation has declined steadily to an average for the period of 19 per cent, and the outward flow of American dollars has as steadily increased."

Commissioner Chamberlain argued that, apart from the question of naval strength, the possession by the United States of only 22 per cent of the number of twelve or more knots an hour vessels owned by Great Britain, gives the better control of the seas, for the reason that the faster merchantmen, commercially and as auxiliary to navies, would bring such control to Great Britain.

"It is discouraging," Commissioner Chamberlain continued, "to those who are attempting to build up and maintain our merchant marine, when they are confronted by the suggestion of many business men, that there is no sense in attempting to maintain a fleet of American merchant ships, when some foreign power operating under foreign flags is willing to take cargoes cheaper than American ships can afford to handle them."

Immense cargoes of cereals were shipped from the United States to the United Kingdom and other foreign countries during the past year, and foreign-flag ships were under-bidding both the Shipping Board vessels and those of independent American operators, with the result that the greater portion of these cargoes were carried by foreign ships. The reason for this differential is found in higher cost of ship construction in American yards, the higher cost of operation of American ships due to the maintenance of a higher standard of wages, government aid given to foreign ships and other causes."

Commissioner Chamberlain quoted figures to show that in the past seven years our commerce by sea was \$47,626,871,810, of which American vessels carried \$12,129,830,431, or about 26 per cent, and foreign vessels about 74 per cent, or \$35,497,041,379. Great Britain carrying of this \$19,811,387,720, or 42 per cent. He drew from these figures the further fact that the 25 per cent, for transportation and other charges gave to foreign interests a total of \$8,874,260,345. American interests getting \$3,932,407,608. Great Britain obtaining \$4,952,846,930.

River and Harbor Expenditures Commissioner Chamberlain cited also that from the beginning of the Republic this country has expended a total of only \$1,515,931,141 for the improvement of fortifications, rivers, harbors and canals, including the \$479,851,938 for the Panama Canal.

The commissioner said that in spite of depression in shipping circles the world over, the prospects for successful administration are encouraging, and added: "That the Shipping Board has made mistakes goes without saying. That it is making and will make mistakes may be safely predicted. But that the men who have been connected with it in the past and who are now connected with it are animated by the highest spirit of patriotism, I think, can-

not safely be questioned. I sometimes feel that one of the obstacles placed in the way of the successful development of our merchant marine is to be found in the strictures which are indulged in against the agents of the government and in the iteration and reiteration of the charge that it is impossible successfully to build and maintain an American merchant marine.

Calls it Propaganda. "The secret and insidious foreign influence that seeks by propaganda and otherwise to destroy America's efforts rejoices in these strictures and criticisms and utilizes them to prejudice the American people, the stockholders in the enterprise, against lending their financial and other support to its successful accomplishment.

"If, instead of criticism, they would specialize for a while and make an impartial and disinterested study of the whole subject, they would commend rather than unconsciously assist in destroying an instrumentality which is absolutely essential in this age of competition for the development of our agricultural, commercial and industrial life.

"Britain's shipping has been her very life-blood and has extended her commerce to the furthest corners of the globe, making the British Empire the creditor nation of the world, until the World War transferred to America the leading place. Are we to hold that place which Britain held for so many years by the ingenuity, thrift and patriotism of her people; or are we to let an opportunity which has been thrust upon us by world conditions slip through our hands?

"There is no reason why America may not maintain her present place, no reason why profit should not eventually be derived from this great shipping enterprise, if only the agents thereof are faithful to their trust and have the cordial support of the president and the congress."

Philippines and Formosa. Commissioner Chamberlain stated that, a short while ago, representatives of Japan protested against the extension of the Philippines of the United States coastwise shipping laws, which prohibit a foreign flag vessel from carrying freight from one American port to another American port. When the Japanese came to the board with his protest, Mr. Chamberlain said, he was asked if Japan did not actually apply her coastwise shipping laws to Formosa, which made it impossible for any vessel other than Japanese to carry freight from any other part of the Japanese Empire to Formosa, which the Japanese admitted was true, but said that they would repeal that law.

Illustrating some of the tangle of difficulties faced by the Shipping Board, Mr. Chamberlain said: "If two shipments of the same material are made, say, from Chicago, both consigned to Australia, but one goes by rail across the United States to San Francisco and thence to destination and the other goes through Canada to Vancouver, B. C., thence to destination, they are treated differently by the Australian customs officials as follows:

"The shipment from San Francisco has the United States rail freight charge added to the ad valorem value before duty is paid; the shipment from Vancouver does not. In other words, for using our railroad and our port our citizens are taxed by Australia on the cost of the rail haul. It affects also the American railroad, which loses the land haul."

Commissioner Chamberlain expressed the belief that subsidy of some sort, direct or indirect, is necessary to up-build the merchant marine and place it nearer to a parity with competing foreign vessels; and protested strongly against what he believed to be the undue interference by foreign interests in the shipping activities of the United States, which he believes has in several instances been in contravention of treaty rights of this country.

Tax These, Too.—In listing new subjects for taxation the general assembly of South Carolina should not fail to impose heavy taxes on these, too:

Book agents; People who insist on visiting newspaper editors and publishers when the latter are busiest and taking up anywhere from half an hour to several hours with unnecessary palaver;

Women who monopolize the telephone for gossip;

Young men and women who monopolize the telephone for love making;

Politicians who say they announce for the office "at the solicitation of many friends";

Fake "students" begging for money to enable them to get a "scholarship";

People who try to use the newspapers to present their ire against their personal enemies.

Tea hounds; Drug store loafers; Flappers and male pinheads who squeeze three to a seat on the front seat in an automobile;

Young girls who paint and powder like hardened women of the street;

Men and women who come late to the theatre in order to "show off";

People who cough loudly in church or other places of public assembly;

IMPROVED UNIFORM INTERNATIONAL SUNDAY SCHOOL LESSON

(By REV. P. B. FITZWATER, D. D., Teacher of English Bible in the Moody Bible Institute of Chicago.) Copyright, 1922, Western Newspaper Union.

LESSON FOR MARCH 12,

AMOS WARNS ISRAEL (TEMPERANCE LESSON)

LESSON TEXT—Amos 6:1-3. GOLDEN TEXT—Wine is a mocker, strong drink is raging; and whosoever is deceived thereby is not wise.—Prov. 20:1. REFERENCE MATERIAL—Isa. 5:1, 12, 22, 23; 28:1-3; Hosea 4:11; Gal. 5:19-21. PRIMARY TOPIC—God Sends Amos on an Errand. JUNIOR TOPIC—A Prophet Who Was a Friend to the Poor. INTERMEDIATE AND SENIOR TOPIC—The Consequences of Self-Indulgence. YOUNG PEOPLE AND ADULT TOPIC—Social Evils Yet to Be Conquered.

The kingdom of Israel reached a high state of prosperity in the time of Jeroboam II, and with it came a condition of luxury, corruption and wickedness.

The judgment woe of this lesson is directed against the sins of the upper classes in Samaria. The same sins are practiced in America, in the nation and in the church. With the increase of wealth in America has come luxury, corruption and gross wickedness which staggers the imagination. It behooves all to give a listening ear, for God will eventually enter into judgment. Our lesson is a temperance lesson. Temperance applies to other things than indulgence in intoxicating liquor. Our 'ge is intoxicated with pleasure, pursuit of gain and selfish ambition.

I. Reckless Security (vv. 1-3). They were blind to the perils that surrounded them. They were living in a fool's paradise, closing their eyes to the approaching storm of judgment as predicted by Amos. They trusted in the mountains of Samaria for their protection. They regarded their city as impregnable. They no doubt regarded the utterance of Amos as impracticable—the dreams of a fanatic.

The tragic thing about this blindness on the part of the chief ones of the nation was they were so puffed up with pride that they failed to read the signs of the times in the light of history (v. 2). The cities of Calneh and Hamath, though great and mighty, had fallen. To disregard the lessons of history, to dismiss the thought of impending judgment, is to bring near the "seat of violence" (v. 3). Let chaotic Europe and Russia be the red lights of warning to America, and let all injustice and class selfishness be laid aside.

II. Luxury (vv. 4-6). The luxury of these upper classes in Samaria expressed itself in: 1. Extravagant furniture (v. 4). They had beds of ivory—perhaps wood inlaid with ivory. Costly as their furniture was in that day, it was commonplace as compared to some of the expensive furniture and fittings in our great cities.

2. Laziness (v. 4). They stretched themselves upon their couches—lived lives of indolence. Such is the way of many still.

3. Feasted on delicacies (v. 4). The implication here is that they had their dainties out of season. This is what many of the rich pride themselves in.

4. Adorn their feasts with music (v. 5). They sang idle songs—even invented musical instruments for this purpose. They prostituted the noble art of music to their sensual feasts.

5. They drank wine (v. 6). They were not content with ordinary drinking vessels. They drank from bowls, indicating excessive drinking. They were so mastered by the intoxicating cup that their feasts which were adorned with the refinements of music ended in drunkenness.

III. Failure to Grieve for Joseph (v. 6). Joseph here stands for Ephraim and Manasseh, his two sons. Ephraim became the principal tribe of the northern kingdom, so Joseph is used as a synonym for the nation. The upper classes were indulging in these effeminate luxuries, entirely indifferent to the groanings of the masses. And whenever such a condition exist in a nation there is need of Amos to thunder God's judgment upon those who are guilty of it.

IV. The Inevitable Issue (vv. 7, 8). 1. They shall go into captivity (v. 7). The northern nation was first in sin, therefore first to go into captivity. What a striking contrast this picture! Instead of lying on ivory couches feasting upon dainties, they are with the suffering exiles.

2. The certainty of the Issue (v. 8). It is inevitable because of God's nature. He is a God of justice. He has sworn that judgment shall fall. He is the God of hosts—the controller of the whole universe, therefore none can escape. God hates the wickedness of the world, and He will bring in judgment the men and women who revel in luxury with no concern for the poor and needy. Though God waits long, He does not forget. The only escape for America is repentance.

Truthful Advertising.—Evidently the "Truth in Advertising" campaign sponsored by the Advertising Clubs of the World has made a marked impression upon at least one resident of Westfield, N. J.—for when Charles Clark wanted to sell his bungalow he didn't attempt to camouflage its faults, but inserted the following description of the property:

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