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MATTHEWS VOLK, Proprietor Bellefonte Brewery.

Democrat Watchman

Bellefonte, Pa., Feb. 1, 1901.

The Ship Subsidy Bill.

The report of the minority of the committee on merchant marine and fisheries thus exposes the actual effects of the ship subsidy bill...

A careful examination of the terms of the bill and of the conditions of shipbuilding and shipowning, as stated by the commissioner of navigation, has convinced us that the real effect of this bill will not be to encourage the building of ships which would not otherwise be built...

Mr. Gilman in House Hearings, pages 24 and 25, explained as to ships which would be specially favored: "I should say offhand that the 14 knot ship of the largest possible size, that would carry about 10,000 tons, would be the ship that under that [subsidy] bill would get the best compensation...

"Of such ships there are comparatively few in the world today. It is only recently that they have been built at all. In 1898, the greatest year for shipbuilding of which we have read in the world's history, but six in all were turned out—four in Great Britain and two in Germany. But on Sept. 30, 1899, there were then building of such vessels 16 in Great Britain and several in Germany, largely for subsidy promised by this bill."

As most of these ships were being constructed under contracts made in 1897 and 1898 and for the lines represented on the committee which drew the original subsidy bill and sent it to congress in 1898, it only remains to be stated, as Senator Frye has explained (senate hearings, p. 2), it was in 1897 that the coterie behind this bill was formed. Having originally planned to let in only foreign ships contracted for abroad Jan. 1, 1899, they immediately proceeded to place their contracts.

The date was not changed to Jan. 1, 1900, until it was too late for those outside of this coterie to secure contracts on that date.

We see no reason why only a favored few should be permitted to bring in foreign ships and get subsidy upon them and believe that the date should be set ahead, so that all will have an equal opportunity to take advantage of our country's generosity.

The "cargo" amendment, while it will probably not hurt anybody, will certainly never touch the owners of passenger steamers. Under it steamships like the St. Paul would not need to carry more than 1,500 or 2,000 tons of cargo to get the full subsidy, while they never leave our ports with much less than a full cargo—3,500 to 3,800 tons.

Should it ever happen that they would leave our ports with less than 1,500 tons the owners have but to sell more space by the year, and the subsidy stream will continue to flow full, as before.

Such a large amount of subsidy practically put at the disposal of the few who benefit by this bill cannot but tend to unite even more closely than now the great shipbuilding, shipowning and railroad interests concerned in this measure.

By the time these few interests bring in their foreign owned ships and get their ships now being built into the subsidy race the \$9,000,000 limit will undoubtedly be reached; hence it will be to their interest to combine to stop competition and to prevent their subsidy rates and profits from declining.

We believe that such a combination would be completed soon after the passage of this bill.

Turned Down. Jack Borough—For several months, sir, I have been paying attention to your daughter; it will, therefore, not surprise you—

Mr. Goldman (who knows him)—Ah! but it does. It surprises me to hear that you ever paid anything.

FACTS AGAINST THE SUBSIDY. "Every ship yard of importance in the country is running to its fullest capacity, and many new ones have come into existence, with some of the old doubling and trebling their facilities for turning out vessels.

Contracts for mercantile craft alone on the Atlantic and Pacific coasts amount to \$30,000,000, and it is now almost a certainty that more new tonnage will go into the water under the American flag in 1901 than in any previous year in the history of the country.

"The fact that America is building ships for foreign governments, which have had the world for a market in which to buy their ships, shows plainly that there is an advantage in our favor on the first cost of the ship. The fact that building and sailing American ships in competition with the fleets of the world has enabled a few Americans to pile up colossal fortunes shows that we can operate the ships as cheaply as the foreigners can operate their craft."

"THE ABSENT-MINDED BEGGAR."



—New York Evening Journal.

Republicans Denounce Ship Subsidy Bill.

Senator Hanna seems to be having more than his hands full in his attempt to round up the Republican papers of the country in favor of his ship subsidy bill. The following quotations from important Republican papers indicate the way his overtures are received:

"Not only is there no popular demand for a subsidy measure, but there is no reason to believe that it would benefit any person outside of those engaged in building and running ships, and of these classes it would benefit only those who least need it—the large builders and ocean liners and not small ones."

"Congressmen must not mistake the atmosphere of Washington for that of the country at large or the clamor of a few ship builders and owners and their lobby for the voice of the people. Let Republican members go back to the platform of 1896, which demanded the upbuilding of our merchant marine and carrying trade by other methods than a money subsidy."

"The ship subsidy proposition is less popular than the tariff for at least two reasons. One is that nobody can be induced to believe that the foreigner pays the freight when the bill itself expressly provides that it shall be paid out of the national treasury in cold cash. The other is that the word subsidy has an unpleasant sound, suggestive of the credit mobiler and land grants for railroads that were never built."

"The subject is one little understood by the people, and even if the subsidy principle be conceded only those familiar with the condition of the shipbuilding industry and the condition and needs of the merchant marine can undertake to say whether the pending bill has been framed on the lines best calculated to increase this nation's importance in the carrying trade at the minimum of cost to the treasury. There are conflicting interests in the trade, some being interested in one class of vessels and some in another and each desiring a bill in its own interest."

"If the pending measure becomes a law, it will be heard from in the next campaign. No considerable part of President McKinley's support in the recent election came from those to whom the subsidy idea is extremely distasteful."—Dubuque (Ia.) Times.

Discussing President James J. Hill's intensely interesting prophecies of what the merchant marine of the nation is approaching in development, the Chicago Tribune editorially says: "It was not understood when the spellbinders were urging the people of the northwest to vote in favor of the re-election of President McKinley that one of the first items on the senatorial programme when congress met would be the passage of a 'shipping subsidy' bill which contemplates annual expenditure for 30 years for the special benefit of a number of rich men residing in eastern cities. There is nothing whatever in this adroit resolution (the shipping plank of the Republican national platform of 1900) about 'subsidies.' The word 'subsidies' was carefully omitted from the platform. Nor was anything said during the campaign in regard to the extension of our merchant marine by a scheme of public expenditure continuing for a generation."

Nobody can recall an instance of a public meeting at which the shipping subsidy bill was made the subject of fair, candid argument or any argument at all, nor were the claims to public aid of the persons interested in such legislation ever explicitly set forth. * * * The Republican party should not be in favor of one set of measures prior to Nov. 6 and in favor of an entirely different kind of measures subsequent to Nov. 6."

The ship subsidy bill is intended, according to the claims of its advocates, to promote the creation of an American merchant marine, built in America, owned in America, manned by Americans, and carrying American products. It will not do any of these things, and the pretense that it will is hollow. A large proportion of the ships to which subsidies will go under the bill are, as we have pointed out, to be foreign built. None of the ships needs to be owned entirely by Americans. There is no adequate requirement that even a fraction of the crew need be Americans. By far the larger part of the subsidies will go to ships that do not and cannot carry any considerable amount of freight. It is as absolute and shameless a piece of special legislation for the benefit of a small number of rich persons at the expense of the treasury and the taxpayers as was ever devised, and it is decidedly worse than anything that has ever been undertaken by congress.—New York Times.

California.

The Pennsylvania Railroad company has arranged for a special personally conducted tour through California, New York and Philadelphia on February 14th by the "Golden Gate Special," composed exclusively of Pullman parlor-smoking, dining, drawing room, sleeping compartment, and observation cars, returning by March 20th.

Round-trip tickets, covering all necessary expenses, \$450 from all points on Pennsylvania railroad except Pittsburg, from which point the rate will be \$445.

For further information apply to ticket agents; Thos. E. Watt, Passenger Agent Western district, Pittsburg, Pa., or address Geo. W. Boyd, Assistant General Passenger Agent, Philadelphia.

Florida.

Two Weeks' Via Pennsylvania Railroad.

The first Pennsylvania Railroad tour of the season to Jacksonville, allowing two weeks in Florida, will leave New York, Philadelphia, Baltimore and Washington by special train on February 5th.

Excursion tickets, including railway transportation, Pullman accommodations (one berth), and meals enroute in both directions while traveling on a special train, will be sold at the following rates: New York, \$50.00; Philadelphia, Harrisburg, Baltimore and Washington, \$48.00; Pittsburg, \$53.00 and at proportionate rates from other points.

For tickets, itineraries, and other information apply to ticket agents: Thos. E. Watt, Passenger Agent Western district, Pittsburg, Pa., or to George W. Boyd, Assistant General Passenger Agent, Broad Street Station, Philadelphia.

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The favorite family cathartic is Hood's Pills. Swallowed His False Teeth and Died. Charles Boden, a young business man of Joliet, Ill., died Tuesday night after a short illness from swallowing his false teeth. He was married five weeks ago.

Jell-O, the Dessert, pleases all the family. Four flavors: Lemon; Orange, Raspberry and Strawberry. At your grocers. 10 cts. Try it to-day.

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HOOD'S SARSAPARILLA. It promptly neutralizes the acids in the blood on which the disease depends, completely eliminates it, and strengthens the system against its return. Try Hood's.

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