

# FERGUSON ADVOCATES A MERCHANT MARINE

## President of Chamber of Commerce of United States While a Visitor in City Discusses a Great National Need.

Train No. 44 was an hour and a half late yesterday morning. The entertainment committee of the commercial club, therefore, had to forego the pleasure of having the city to the distinguished party of guests, members of the United States Chamber of Commerce, who were to have an hour in Great Falls if the rain had been on time. Automobiles for this purpose were at the station.

An effort was made by Chairman Yaegeer to have the party remain in this city until the 2 o'clock train for Helena. This could not be done on account of specific arrangements. The committee, therefore, boarded the train and had a little while with the traveling party while the yawning was being done and while their cars were being attached to the Helena train, which had been held for that purpose. The committee went over as far as the Sun river bridge and had an opportunity to assure the representatives of the United States Chamber of Commerce that Montana was still upon the map and while we were suffering from drought conditions that the businessmen of Montana as a whole were not at all discouraged and that the state was looking forward with hope to another crop year and for reasonable business activity for the balance of 1919.

The gentlemen of the party were much interested in all of these things and asked many questions. The gentlemen who went to the west side and used the available time to the best advantage were Mayor Newman, Harry Yaegeer, chairman of the entertainment committee of the commercial club, S. S. Singer, Dan Tracy and O. S. Warden.

The personnel of the party as made up at the beginning was as follows: H. L. Ferguson, Newport News, Va., and son, president of the chamber, A. B. Farquhar and grandson, York, Pa., honorary vice president, John Joy Edson, treasurer, Washington, D. C.

Max W. Babb, Milwaukee, Wis. Charles C. George, Omaha, Neb. William Butterworth, Moline, Ill. Frederick J. Koster, San Francisco, J. E. Chibberg, Seattle, Wash. Frank Kell, Wichita Falls, Tex. L. S. Gillette, Minneapolis. G. A. Hollister, Rochester.

Clarence H. Howard and son, St. Louis, Mo. Frank H. Johnston, New Britain, Conn. R. A. McCormick, Baltimore, Md. Lewis E. Pierson and son, New York.

John L. Powell, Wichita, Kan. Henry M. Victor, Charlotte, N. C. Pomeroy Burton, London, England. A. C. Henry, Seattle, Wash. S. T. Early, Washington, D. C. Victor Whitlock, Chicago, Ill. member of railroad committee of chamber.

A. W. Smith, Atlanta, Ga., member of railroad committee of chamber. D. A. Skinner, assistant secretary, Washington, D. C. H. H. Ramsdell, secretary to president, Washington, D. C.

Starting on the western trip the first important city visited was Omaha, then Salt Lake City, Denver, Los Angeles, San Francisco, Portland, Seattle, Tacoma and Spokane. On the arrival at Spokane many members of the party felt quite exhausted by the continuous ovation and reception accorded in the different cities. It was, therefore, determined at Spokane that some time should be given to rest and that speaking and entertainment would be largely eliminated for the remainder of the journey.

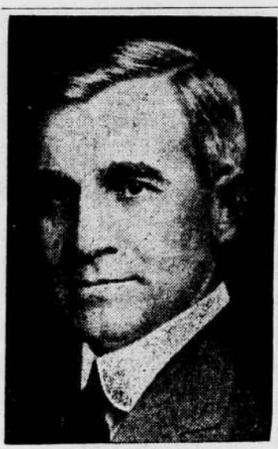
After spending some time in Glacier park and the mountains that surround it to Great Falls the party proceeded to Helena and from there will go to Yellowstone park for a number of days of absolute recreation and rest. The return trip will then be made to St. Paul and Chicago.

It is the purpose of the United States Chamber of Commerce to increase its activities to a marked degree along commercial and business lines now that the war is over. An important conference is now being arranged which will take place at Atlantic City about October 1. There will be representatives at this meeting outside of the United States from England, France, Belgium and Italy. Three directors and the secretary of the organization are now aboard arranging for this session at Atlantic City. The idea is to take up many questions of a business nature that have international importance and to see if it may not be possible to bring all the commercial relations of the world into a more harmonious adjustment.

Along this line President Homer L. Ferguson is interested in the trading conditions between the United States and foreign countries. This interest naturally runs to a consideration of the American merchant marine. To a representative of The Tribune Mr. Ferguson spoke as follows upon this subject:

"Why have we not had a merchant marine? Is the question most frequently asked by business men when the subject of our foreign trade is discussed. That we can have a superb merchant marine if we will, and give our people a living chance is demonstrated beyond question by the splendid fleet of American warships which will soon visit Pacific ports. These vessels were entirely designed and built by Americans; are in general superior to similar vessels belonging to any other nation and are manned through by Americans. In fact the record of our navy during the war was such as to show that our men can navigate and operate successfully and at the same time defend against submarines, any

sort of vessels that will remain afloat. There is no achievement upon the sea which did not involve the use of shot and shell more glorious than our record with the interned German vessels. These vessels had been presumably damaged almost beyond repair, yet they were successfully repaired by American mechanics using new and almost untried methods and then they were operated most successfully by American naval officers and crews in all kinds of weather, at night without lights, in close formation the ships unknown to their commanders.



HOMER L. FERGUSON President of the Chamber of Commerce of the U. S., who headed prominent businessmen in local visit Friday.

without a single calamity or the loss of a single life. This demonstration in the efficiency of our men on the high seas warms the heart of every true American and makes him feel that we have not altogether lost the habit of the sea nor have we agreed by any means to desert our ancient and noble heritage of the sea.

"As a result of the war we have a fleet of government owned cargo vessels of about 12,000,000 tons carrying capacity when they are completed. These vessels can be operated profitably in the carriage of supplies to Europe and in the rehabilitation of that unhappy land which is our first duty and our particular business at the present time. These ships can be operated profitably under present high rates but it is necessary that a policy be adopted which will permit them to be sold to American owners and operated profitably after more normal times return if we are to retain a merchant marine. The prospect of putting our merchant marine and foreign trade on a sound basis is no short one as years will be required to develop the experience of our shipping men, to develop agencies in various countries with whom we deal and to develop the banking and insurance facilities so necessary to shipping. We have certainly found out that a trade carried in our own shipping may be disrupted by war and that we ourselves could not insure a merchant marine to prosecute a war. Not more than one-fourth of our shipping program was completed and not one soldier was carried to Europe in ships contracted for by the government after the war broke out. It does not seem possible that after an expenditure of billions of dollars in consequence of our failure to provide for our own shipping for our own commerce that we will not take care to remain in possession of a real merchant marine which is just as essential in war as either an army or a navy and even more essential in peace. There is no advance agent or salesman to compare with an American ship officer and man, by Americans, carrying American goods to a market made friendly by these same sailors. As well depend upon the wagons of a rival to deliver your goods. Nations come after the necessities of life which they must have but not so with manufactured products. It is reasonable to expect that the ships and the crews and the agents of any other country will sell or will assist in selling any manufactured products of the United States with that same zeal that they will assist their own home countries? You will find some Americans who went to Europe in foreign ships and who came back in cargo vessels and cattle boats, the foreign vessels having necessarily been taken off that run, who certainly will favor American ships if they are to go to another foreign war.

"The concern of our people in a foreign trade is vastly greater than many of them realize. Last year our exports exceeded seven billion dollars. We are manufacturing much more than we need at home and unless stagnation is to result, it is necessary that this foreign market be sustained and continued. The west coast has always been the friend of the merchant marine and they have seen the Pacific the last few years gradually become more and more a stranger to American ships. The virtual passing away of the Pacific mail due to the Panama Canal act and the Seaman's bill as the owners aver, is little less than a tragedy, until it is said by shipping men that the Pacific bids fair to become a Japanese lake. But at least we can keep a navy here if we cannot keep an auxiliary navy.

"We may some day be able to compete on fairly equal terms with foreign builders, but I do not see the time. One thing is sure, we will never be able to unless given an opportunity and shipbuilders know that it is not fair to penalize them and their industry forever because they happen to be Americans, employing American labor at the highest price ever known and treating them like Americans should be treated. With manufacturing methods applied to shipbuilding and with four hundred thousand shipbuilders at work today surely enough competition exists to satisfy anybody. The ship owner must operate his vessels under the Seaman's bill, carry a larger crew, be required to pay higher wages. In fact, the conditions were such that during the war it became necessary for the navy to take over in large part the operation of our merchant vessels. If an American shipowner has to pay \$85 a month for a sailor, is it fair to expect him to compete without anything in his favor, against the Japanese ship owner paying \$35 a month? Some years ago this ex-

pression would be met by the retort that the shipbuilders and the ship owners wanted special favors. It can now be met by the retort that never was a great nation made so nervous or forced to pass many sleepless nights as did the United States when for lack of shipbuilders and ships it appeared as if the Hun might not be stopped.

"Our war merchant marine will cost us about \$1,500,000,000, whereas all the merchant ships afloat before the war cost about \$2,000,000,000 and the mighty and unparalleled marine of Great Britain cost \$1,000,000,000. We did not spend our money for mail subsidies except a million a year, or for auxiliary navy or make concessions in the way of discriminating duties as we did a hundred year ago, or pay subsidies, but we did one thing after the war started. We paid of the suggested remedies before the war look like mere trifles. There is no question but that a hundred millions wisely spent before the war would have saved us more than a billion dollars. Our lack of a marine is not apt to become a mere memory until you and I and our children have finished, thru taxation and provision for sinking funds, the discharge of the tremendous obligation incurred.

"Year ago when the Panama canal was about to be opened the contract for two improved George Washingtons, not George Washingtons in name only and German in design and build, was awarded to the American congress running from keel to truck was to be let, these two magnificent vessels to be built by the Pacific Mail Steamship company for operation from New York thru the canal to the west coast and on to Hongkong. An American congress running true to form, denied the right of any American vessels to operate thru the canal whose stock should be owned in whole or in part by trans-continental railroads and so the vessels were not built and the president of the United States journeyed to Europe in a magnificent ship of which absolutely the only thing American was the name, the rest being German. These vessels would at least have carried soldiers to Europe as did the other fine passenger vessels operating on the west coast, and would have added substantially to the 400,000 soldiers actually taken abroad in American vessels.

"The peace of the world is very much under discussion now. The freedom of the seas is not being discussed so much, but if it means anything it must mean that each nation has some right in the carriage of its own trade with its own customer and if the peace of the world is to be put on a firm foundation, one thing at least seems sure so far as the United States is concerned and that is that we must have in our own keeping our nation's independence to a reasonable and fair extent both in peace and in war."

### DINING ROOMS TO BE OPEN MONDAY

Preparations Being Completed for Cafe Service at Park and Rainbow on That Day.

Arrangements are being made for opening the dining rooms at the Rainbow and Park hotels next Monday morning. It was announced Friday by the management of both hotels that they intend to have the dining room there in operation in time for breakfast Monday and that unless unforeseen contingencies develop there should be no miscarriage of present plans. It was stated definitely by R. C. Brooks, acting manager in the absence of A. J. Breitenstein, that the Rainbow dining room will be open to the public Monday.

All employees who were on the dining room staffs at both hotels prior to the strike will be offered an opportunity to return to their former positions, an agreement to this effect having been decided upon with the union. A few have left the city, it is stated, but with these exceptions the old personnel will be again on duty at each hotel.

**LOVE MASKED BANDIT ROBS INTERURBAN LUNCH ROOM.** Seattle, Aug. 15.—Masked with a red bandana handkerchief, a lone bandit held up the Interurban lunch room at the station of the Seattle-Tacoma interurban, at Kent, at 4 o'clock, this morning, and rifled the till of about \$50. Three customers in the place at the time were not searched. W. G. Henry 26, has been arrested.

**COAST CARMEN TO STRIKE.** Los Angeles, Aug. 15.—Employees of all branches of the Pacific Electric Railway system will go on strike tomorrow morning.

## LEARN SUCCESS OF NEW GRAINS

### Seed Growers' Association Successfully Develops Five Important Varieties.

Pronounced success of new varieties of grain under observation at the Bozeman experiment station is announced by F. E. Fuller, secretary-treasurer of the Montana Seed Growers' association, in his call for the annual business meeting of that organization to be held at Helena September 10. The Montana 36, the Peliss Durum and the beardless Khar-kov wheats; the Svalof oat and a cross of the hullless barley with the beardless strains have been most satisfactorily developed, Mr. Fuller informs members of the association, and it is expected that in the future these grains will have a place of importance in Montana agriculture.

"The experiment station feels greatly encouraged over the prospects of the Montana 36 wheat," Mr. Fuller states. "Its behavior in the various sections of the state are being reported at the present time, showing that it yields ap-

proximately two bushels more than Turkey Red. Many are commenting about its unusually good quality, stating that it is practically free from yellow berries. The Svalof oat at the experiment station is the outstanding variety at the present time for irrigated land. The Peliss Durum, (formerly called Pelissier) which is a black-bearded, white-chaffed Durum, has met with the greatest success in the spring wheats during the dry seasons. Many farmers who have the black Durum have confused these two varieties. The former is superior."

Members of the association have been doing excellent work in crop improvement. The most notable success in cross-breeding has been accomplished by F. C. Sumner, president of the Seed Growers. He has successfully taken the white hullless barley and crossed it with bearded strains to give it strength of straw, and with other varieties to give it length of head. At the present time he has the desirable character fixed, according to Mr. Fuller. Mr. Sumner's field of beardless Khar-kov in every way appears to be the same as the common Khar-kov, but without the beards. Other members of the association are doing excellent work in crop selection and improvement.

The annual business meeting is called for September 10, which is one of the dates of the state fair. It is the intention to meet at dinner at 5 in the afternoon and to devote the entire meeting to discussion of important matters.

## Food Situation Acute Among 1000 Stranded Where Ferry Strayed

Spokane, Aug. 15.—Nothing further has been done to relieve the situation at Vantage Ferry, on the Columbia river, 150 miles west of Spokane, where 1000 persons are held on both banks of the river because the ferry was blown down the river by winds, according to Frank W. Guilbert, secretary of the Spokane county good roads association. Guilbert declared the commissioners of Grant and Kittitas counties still were in dispute over who should care for the stranded tourists, who are reported to be compelled either to shoot rabbits for food or to buy food at exorbitant prices.

It's dead easy for a woman to beat a man in an argument; all she has to do is to turn on the brimny flew.

### AUTO OWNERS ATTENTION!!

Don't run your wheels with loose rims and spokes. Have them reset before they get too bad, at the Great Falls Carriage Works Second Avenue South.

## Valley Meat Market

We Deliver Phone 9578

# SPECIAL

### Prices on the following Meats Today

BACON SPECIAL

By the Strip	45¢
Smoked Rolled Shoulders	35¢

POULTRY

Extra Fancy Fresh Dressed Broilers	35¢
Strictly Fresh Dressed Hens	25¢
Strictly Fresh Dressed Turkeys	35¢

BEEF

Pot Roasts	20¢
Shoulder Steaks	22½¢
Rib Boil	10¢
Hamburger	22½¢
Corned Beef	25¢
Round Steak	27½¢
Beef Hearts	10¢

PORK

Fresh, Not Frozen

Shoulder and Cuts (Roasts and Steaks)	30¢
Spare Ribs	25¢
Pork Shanks	17½¢
Legs and Loins—cuts, Roasts or Chops	35¢

VEAL

Shoulder Cuts (Roasts or Steaks)	15¢
Breasts and Stews	10¢
Legs and Loins (Roasts or Steaks)	20¢
Veal Shanks, each	15¢
Sweet Breads	50¢

MUTTON

Legs	30¢
Shoulder Cuts (Roasts or Steaks)	20¢
Breasts and Stews	10¢

Where Prices and Quality Go Hand in Hand This is the market for you to get your meat supply at all times.

See Our Window Display of Choice Meats Fresh Vegetables Always on Hand.

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The Store of Quality & Right Prices

## Store Facts from McCoys

Our sales keep steadily increasing and every day shows a gain over the preceding one.

This is the result of service, efficiency and thorough merchandising. Will you not therefore read carefully our advertisements? You will certainly benefit yourselves. Through this medium we can give you information that will assist you very much in making economic purchases.

SATURDAY, AUGUST 16, SPECIALS

### AFTERNOON DRESSES ONE-FOURTH OFF

Women's afternoon dresses—Georgette, Crepe de Chine, Crepe Meteor and Pongee. Colors, White, Flesh, Grey, Tan, Copen and Beige. All sizes. Prices ranging from \$19.75 to \$49.50. On sale at ¼ OFF. —Ready-to-Wear Section.

### \$2.00 WOOL DRESS GOODS

Stripes, Plaids, White Serge, Blue Serges and Wool Batiste, big range of dark colors. Navy and Copen, Brown, Black, Green; 36 to 42 inches wide. On sale Saturday only 98¢ yard. —Dress Goods Section.

### RENFWER OR ROMPER CLOTH 45¢ YARD

The real fabric for boys' and girls' school clothes. Fast color, good weight. 32 inches wide. Lots of pretty patterns. Saturday 45¢ yard. —Dress Goods Section.

### \$1.49 COVERALL APRONS \$1.26

One lot coverall aprons, pinks only, trimmed in rick rack, all sizes, \$1.49 values. Saturday's Special \$1.26. —Basement Section.

### 59¢ AND 69¢ HOSE 49¢

Some are full fashioned. Colors Black, Grey, White and Beaver. Saturday Special 49¢.

### Good Shoes Priced Right

You'll save money on shoes if you come here for them. Children's shoe stock is now complete and selling fast because the values are more than good. Have a look.

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OUR NEW UNFERMENTED DRINK IS WHOLESOME and NUTRITIOUS

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Cereal Beverage

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## AMERICAN BREWING CO.

## No High Cost of Living at These Prices

BEEF

Rib Boil	10¢
Lean Boil	15¢
Pot Roast	20¢
Round Steak	27½¢

VEAL

Stew	10¢
Shoulder Roast	15¢
Leg or Loin	20¢

MUTTON

Stew	10¢
Leg or Loin	30¢

PORK

Pork Shoulder	25¢
Pork Loins	35¢

Shop Before Noon and Avoid the Rush

## Great Falls Meat Co.

310 Central Avenue

## Spal - Bor Insect Powder

EXTERMINATES ALL INSECTS

LAPEYRE BROS.

## Where Do They Lead To?