

CONGRESS MUST SOLVE PROBLEM

Of Toll for Shipping through the Panama Canal at Early Date.

WASHINGTON, D. C., July 15—Shall shipping controlled more or less by the railroads be excluded from the use of the Panama canal and shall ships engaged in the coastwise trade be permitted to use the canal free of toll, are problems shortly to be solved by the Senate when the bill "providing for the opening, maintenance, protection and operation of the Panama canal" is taken up for consideration by the upper branch of Congress.

The House bill relating to the regulation of the Panama canal was amended in a number of important particulars by the Senate committee on interoceanic canals, of which Senator Brandegee is chairman, and the bill, which is on the calendar and is to be made the unfinished business after the sundry civil bill is out of the way, was submitted without a report from the committee. While amendments were adopted by majority votes in a number of instances, a majority could not be found to stand for the bill as amended and so its making is entrusted to the Senate, which will probably debate the questions suggested at considerable length.

The bill as it passed the House gives vessels engaged in the coastwise trade free passage through the canal and prohibits steamships which are owned or controlled by railroads from using the canal. The bill as it came from the Senate committee on interoceanic canals extends the provision for free passage to American ships in the foreign trade, provided the owners of such vessels agree that they may be taken and used by the government in time of war or other public emergency, and allows railroad-owned ships engaged in foreign trade to also carry coastwise commerce through the canal provided that at least half of their cargo, in tonnage, is destined to or shipped from Oriental or European ports.

Upon these provisions, as lively and interesting a debate as the Senate has listened to in years may be expected.

"In my opinion the Panama bill should be amended in the Senate to conform to the House bill," said George E. Chamberlain, of Oregon, today.

Coastwise vessels should be permitted to use the canal without the payment of tolls, but this privilege should not be granted to steamships owned by railroads or by companies the stock of which is owned in whole or in part by railroads.

"If railroad companies are permitted to operate steamers through the canal and engage in coastwise traffic in competition with independent-owned steamship companies, the result will inevitably be that by reducing rates below a remunerative basis steamships owned by railroads will drive the independent companies out of business entirely and leave the railroad companies to fix the transcontinental rates, at figures that will not only compensate for carriage but for losses sustained by their steamers.

"This has been the history of transportation on both the Atlantic and Pacific coasts and railroad companies have for years operated steamers at a loss, driving independent lines out of business and fixing arbitrary rates for interstate and all continental traffic.

"It is a part of the history of the Pacific coast that the Southern Pacific Company and other transcontinental roads have operated steamships on the Pacific, between Panama and points north, at heavy expense and yet have been able to recoup these losses by excessive rates by rail.

"Not only has this been the history of the Pacific coast, but it is the history of transportation wherever a navigable waterway is paralleled by lines of rail. Whenever an independent company undertakes to operate steamers on such waterways in competition with railroads these latter companies install their own vessels, reducing rates by water so as to drive out all competition, thereby leaving the railroads masters of the field and able to fix such rates as they may see fit.

"The Panama canal was built for all the people. If the government should now undertake to levy a tax or toll on coastwise freight through the canal, it will be reversing the policy of a hundred years. There is no more reason for the charging of tolls on domestic commerce through the canal than there is to charge tolls to ships through the Great Lakes, or to boats on the Ohio or Mississippi. The policy has always been to permit the free use of the waterways of the country in order

that they might operate as regulators of the railroads and any other policy would be an unjustifiable tax on the whole people.

"The Democrats in the Baltimore convention practically endorsed the House bill as it passed that body in so far as free tolls and railroad-owned ships are concerned, and I do not see how the Democrats of the Senate can do otherwise than support the bill as it passed the House."

WESTON

WESTON, July 15—The Reserve Gas Company baseball team, went to Fink Sunday afternoon and played a game with the Fink team. The game was a heated one and resulted in a victory for the gas company team.

Charles Primm, of this city, attended the funeral of his brother, William J. Primm, who died Friday at his home at Hepzibah. The funeral took place Sunday afternoon at Clarksburg.

Mr. and Mrs. Lee Sprigg and children have returned to their home at Holly after a visit here with Mr. and Mrs. M. B. Sprigg, of River avenue.

A wreck train spent most of Sunday near Burnsville on the Richwood branch clearing away a wreck of six demolished freight cars at that point.

Mr. and Mrs. Porter Smith and two children, of Roanoke, were here Sunday visiting Mr. and Mrs. A. J. Lawson.

Mrs. Charles Benny and son, of Pittsburg, are guests of the former's sister, Mrs. N. D. Goetz, of this city.

J. W. Farnsworth and children have gone to Heaters, where the children will remain for several days as guests of their grandparents, Mr. and Mrs. J. J. Hamner. Mr. Farnsworth returned Monday.

Mrs. Anna and Gertrude McDermott, of Richwood, were here yesterday enroute to their home at Holly, where they will spend a vacation of two weeks.

Dr. A. A. Warden, of Grafton, spent Sunday here as a guest of his brother, Dr. J. I. Warden.

Mrs. Rosie Brinkley and little daughter, of Burnsville, were in the city Sunday guests of Miss Dora Brinkley.

Judge Charles W. Lynch is conducting circuit court this week and the session will likely run most of the week. Several civil cases are being tried.

Miss Iona Hurst, daughter of Minor Hurst, aged about 16 years, attempted suicide Saturday at her home on West Second street. Miss Hurst is a bright young girl and no cause can be given for her attempt at suicide by drinking carbolic acid. As soon as it was known what had taken place medical aid was summoned and her life was saved. Miss Hurst has always been a very hard-working, energetic girl, her mother having died when she was quite small, and she was left solely to take care of her father until his second marriage a few years ago.

J. E. Hendrix, special agent for the National Insurance company, was in the city recently calling on the agents here who represent his company.

Miss Alice McGary has gone to Pittsburg to spend a few weeks with relatives.

A. S. Swick has moved his family to this city from Buckhannon. Mr. Swick is manager of the Singer Sewing Machine Company and will have his office in the Strickler building on Main avenue.

Mr. and Mrs. Simon Kelly have returned from a visit to relatives at Clarksburg.

A cloud burst Thursday night in the upper end of the county did considerable damage to garden and other vegetation. Wolf Fork was the highest known in years.

Mr. and Mrs. Richard Roush and children and Russell Casseday have gone to Holly Junction, where they will camp and fish for ten days.

Mrs. Fred Weber is ill of typhoid fever at her home on West Second street.

Miss Gladys Johnson, of Glenville, is a guest of friends here.

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Written by W. J. MUGROVE, Tempe, Ariz.
One of the 50 Jingles for which the Postum Co. Battle Creek, Mich., paid \$1000.00 in May.