

ful lines, were fairer, fleetier and larger than the Cunard ships. The government paid them a small subsidy, and they took the trade from the English line. But the Cunard built larger ships. The Arctic was sunk in a collision in mid ocean, the Pacific sailed from port and was never heard of more. She probably was sunk in collision with an iceberg, as was the Titanic.

Then a rivalry arose between the Cunard and Collins' lines to see which could produce the faster and finer ship. The Cunards built the Persia which took and wore the blue ribbon until the Collins people brought out the Adriatic which figuratively threw dust in the face of the Persia.

Then old Cornelius Vanderbilt, who had put on a line to Bremen, sent the Vanderbilt to sea which ran away from both the Persia and Adriatic. Then the British government increased the subsidy to the Cunard line, the Buchanan administration cut off the subsidy to all American lines, which made it impossible to larger compete with the Cunards.

Up to that time the Americans had used the oscillating marine engine, Vanderbilt the beam engine and the Cunards the side lever engine.

This was in 1859. Then an American invented the compound marine engine. Our naval engineers turned it down, the British accepted it and used it in blockade runners during our war and when the war closed in 1865 all her steamships were fitted with them and our merchant marine had been swept from the sea, and it has been practically the same since, at least since the first transcontinental railroad was completed.

As early as 1851 when the Pacific mail steamers, crowded with passengers, sailed out of Panama harbor and turned north for San Francisco, her passengers often saw off the beam of their ship a "beautiful British steamer which when out the harbor turned south for Callao and Valparaiso, but none could read the radio from the foreign ship which was transmitted, but which has been translated and reads as follows: "Go ahead and drain your mines of their gold. We will get by trade what you take from the rivers, mountains and ravines, for the nation that robs the sea, takes to itself the world's wealth."

Since then Great Britain has paid out \$360,000,000 in subsidies; laid cables to expedite her commerce; had her warships swing into foreign harbors periodically, let her sailors and marines go ashore and drink and fight among themselves; loaned the foreigners a little money and taken raw material in payment of the debt, which raw material she has fused with a little British dram and sold back to them, giving a few bolts of muslin for a bale of cotton.

Germany has done still better. In 1873 if she wanted a little ship, she sent to England to have it built. Between 1873 and 1914 only forty years she learned to build finer and swifter ships than Great Britain and paid them bounties to run. She engaged in ocean trade, and while poor in purse when she began, she made money enough in those few years to train the most formidable army in the world, built a great navy and merchant marine and had enough money left to maintain the most tremendous war the world has ever known.

All the time our congress has looked on and congratulated itself that "it would never vote a dollar to make some rich ship owners still richer."

The wisecracks do not know that the American people have during that time made many a British and German steamship company rich and helped to cause our flag to become unknown on the sea. And this obliviousness has continued since the opening of the mighty war in Europe two years ago. And now they read with surprise that despite the war England is master of the world's trade. And the president that has been chief engineer in this business expects confidently to be renominated and elected on his record.

Who says that the men of the United States are a great race?

A Great Work

DESPITE the war, France has finished the canal which now connects Marseilles with Aries on the Rhone.

It is fifty miles long, and by its connection with the Rhone, it is also brought in connection with all the internal canals of France and the river Rhine. It has been under construction twelve years and has cost \$20,000,000. With its opening on May 7th came the announcement that henceforth Marseilles would be a free port. This the French people believe will soon make Marseilles a strong rival of Hamburg in the world's trade for it practically will be the very center of all the export and import trade of France, and practically place the factories of central France on the sea shore.

It opens the same opportunities to Marseilles that has made Hamburg the great commercial center that it is, with the advantage that while Hamburg is a port on the North sea Marseilles is on the warm Mediterranean, and in close connection with all her ports and the countries behind those ports, and the more distant countries that trade with southern Europe.

The great advantage of a free port is that merchandise can be brought into it free of duty; stored in its warehouses; repacked or mixed, and then as market conditions dictate sent to interior manufacturing towns or to foreign countries. In free ports foreign merchants can maintain sample or consignment stocks, and the harrassing control of custom house officers is mostly eliminated.

One feature of this canal connecting Marseilles with Aries, which should not be lost sight of in Utah, is that its construction was more due to the work of the chamber of commerce of Marseilles than any other one factor.

When the business men of a city are organized and work together, keeping in mind that the more advantages secured for the workers outside and around a city the greater is the return to the city, the final result is sure to an advantage to the city itself. Then progress always follows.

A Lame Excuse

VILLA'S lieutenant, Lopez, in prison, gives a purported reason for Villa's invasion of American territory; that Villa believing Americans would not fight, but that the American government was playing one Mexican chief against another to have them kill each other off, and then take in all Mexico, is but a sorry subterfuge for a thief who never has any respect for law "until he feels the halter drawn." Mexican bandits have been dragon's teeth in that distressed country for a hundred years. To wait until they all kill each other off would be an impossible job. Villa delighted in posing as a valliant hero and patriot, but all the time he was ready to assassinate a sick woman or little child if necessary in order to steal a horse without being suspected.

His countrymen were growing very tired of him and he needed some fresh horses, hence his raid, with accompanying murders.

A Disturbed World

FOR several weeks prior to the heavy earthquakes out of which the fires started which destroyed the greater part of San Francisco, there were many tremblors daily felt in that city indicating that there were serious disturbances going on in the earth beneath that city.

What was going on in the physical world in that region then, seems to have a parallel in more than half the mental world today. The tremblors that disturbed Europe so long culminated in fearful shocks two years ago and they still continue. Unless they soon abate they threaten to make what might be called a mental geological period, resolving those countries back to chaos. It is the same way in Mexico; there the brains of

men seem tending directly toward chaos. In our own country, as the time for the nominations for president draws near, men in a dozen states seem to be losing their steady judgment and incapable of reasoning clearly and to be chasing every ignis fatuus that shines for a moment out upon the night air. There are seasons when sun spots are numerous and falling stars fill the night, and in these phenomena superstitious people are sure they are sent as portents of pestilence or war.

We hope that there will be level-headed men enough in those conventions not to have anything done which will prove to be a further factor of unrest to our people.

We hope further that as from the first God has directed the destinies of the great republic, His care will be over those conventions and direct their courses and conclusions into such channels as will continue the country in its forward march of justice and power.

J. W. N. Whitecotton

PROVO is deeply grieved over the death of Mr. Whitecotton who has been a resident there so long. Only tender words and words of eulogy of him are being spoken there. They praise his acquirements as a lawyer and scholar; they tell of perfect integrity, his high sense of honor; his great heartedness, his courage for the right, the perfect order of his life as neighbor, friend, citizen; the high, great soul that was of the loss that his death has brought and the sacred place for all time that his grave will be.

This comes from all classes and conditions of people, and could what they all say be converted into flowers for his final couch they would make his pillow soft as down.

THE PARAGRAPHERS

Mr. Taft has carried California—four years too late.—Boston Transcript.

There will be no steam-roller at Chicago, but many jitneys.—Boston Transcript.

German navy is too proud to fight the British, therefore let the United States do it.—Wall Street Journal.

With prolonged external control ahead, the Filipino can return to the hated paths of peace.—Washington Post.

A congressional library employe has been fired for attacking the president. A government official should not attack the president until he has resigned and murmured "God Bless You!"—Philadelphia North American.

The kaiser asks too much of the president in "confidently" expecting him to make "all" the belligerents obey the rules of humanity in war. There is the kaiser's ally, the Turk; how can the president control him.—Richmond Times-Dispatch.

About the only hope for Carranza currency is the discovery of a way to extract gasoline from cactus.—Washington Post.

Fears are expressed that Roosevelt will refuse to support anybody who does not come from Oyster Bay.—Washington Star.

Our entire army is now in Mexico, and the brave fellows can all get to know each other.—Wall Street Journal.

Speaking about the irony of fate, silver goes up as its great champion goes down.—Boston Transcript.