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MONDAY, NOVEMBER 2, 1914.

Autumn Weather

HOW beautiful yesterday was Nature, ruddy, smiling, arrayed in that garb of many brilliant hues the artist Autumn builds to her order. The sky was like a globe of amethyst, the air like sparkling wine, the whole country, where Nature rears her altars, filled with radiant loveliness.

And Nature had her worshipers. They went out from the crowded city in automobiles and street cars, with many on foot. They gathered autumn leaves and absorbed new appreciation, it is to be hoped, of Old Virginia. Yesterday was one of the days when it is a privilege and a benediction to live by the banks of the James.

Allies Finding the Men

WHENCE it comes and under whose urgency it would be difficult to say, but there is evident an immense improvement in the efficiency of the allied armies and of the allied strategy since the war began. The improvement shows to no better advantage than in the manner by which fresh reinforcements are brought up to counterbalance new German armies in the battles along the Belgian coast.

The taking of Antwerp relieved 200,000 men for the attack on the channel ports, or so it was reported from German sources at the time. The escaping Belgian army could not have amounted to more than 40,000 or 50,000 men, and the probabilities are that it was not nearly so numerous. To preserve the equilibrium, the allies had to make up this discrepancy, and they have been able to do it without apparent difficulty.

The Fate of Pine Camp

THE statement from an authority so competent as the Chief Health Officer of the city, that the closing of Pine Camp and the consequent removal of its tuberculous inmates either to their homes or to a hospital ill adapted to their treatment "would be nothing short of a calamity," demands the attention of the authorities.

Dr. Levy says that to send these unfortunates back to their homes would involve not only cruelty to themselves, because they are not able financially to provide proper treatment, but also danger to others. He is opposed also to sending them to the City Hospital, where they will not have the advantage of fresh country air, of so much benefit in cases of tuberculosis.

The Tuberculosis Camp Society has offered to turn Pine Camp over to the city, free of any further expense than the obligation to maintain it. If there is hesitation to accept this offer, it would appear to be based in part on objections to establishing a permanent tuberculosis colony on the northern boundary of Ginter Park, and so interfering with the development of some of the city's most attractive suburbs. Hesitation is inspired also by the thought that Richmond some day will purchase a municipal farm, whereon quarters for indigent consumptives may be established.

Perhaps it is possible to reconcile these conflicting views. If the city took over Pine Camp, agreeing to operate it until the municipal farm is purchased, the Tuberculosis Camp Society might be willing to consent that its property be sold and the proceeds applied to the establishment and equipment of a new camp on the property thus acquired.

That, at any rate, would be one way out. The essential is that the city shall not neglect the unfortunates the society is able to care for no longer. That is a compelling duty, which cannot be evaded, and which should be met in the best spirit of real kindness and helpfulness.

Germany's Sea Program

LONG before the war, Lieutenant-General Friedrich von Bernhardi, of the German general staff, frankly announced that when England and Germany came to blows on the sea, the Germans would first reduce England's navy by the use of submarines, and then, when they were equally matched, Germany would come out and make it a free fight to a finish.

Well, so far as the censors have permitted news to leak out, and accepting as probably true a story or two from the North Sea that has not been authoritatively denied, it appears that German submarines have slipped up under a good dozen British ships, from scout class to cruiser, and have sent their Union Jacks fluttering down through the opening bosom of the deep. So far, Bernhardi's boast appears to have been no mere assertion fathered by the wish. He must have known what he was talking about.

It is a little disappointing to the lover of a fair fight to read day after day of submarine attacks, approaches in darkness and silence, the demolition of millions in metal and money, without a blow struck in defense. Somehow or other, submarine attack seems worse than bomb dropping, for one may at least see the aerial enemy's approach. But submarine attack by the other side would be just as covert as by the Germans. English submarines have had few opportunities to show their quality, because the capital ships of the German fleet have been kept in their harbors, but the English submarines would welcome a chance for revenge.

Soon—nobody knows how soon—the theatre of war will be on the sea. England and Germany will surely face each other in that titanic struggle before the war has proceeded much farther. When this comes, the grapple on land will be forgotten. There will be nothing more tragic, more dramatic in the whole performance, than the scene when the nations battle at one time over the water, on the water and under the water with aircraft, ships and submarines. It will be a moment to still the guns on land's noisiest fields.

Looking to the Tax Millennium

THERE is much to be commended in the report of the State Tax Commission, filed Saturday in the office of the Governor, but the recommendation for the abolition of the "land grabbers' act" and the proposed changes in methods of taxing railroads possess special interest and importance.

The "land grabbers' act" never had any real justification, anyhow, and has none to-day. It permits the acquisition of property at tax sales, and encourages the unscrupulous to harry the poor and unfortunate. The plan proposed, under which lands on which taxes have become delinquent must be sold at public auction and after due advertisement, is a vast improvement.

As to railroads, the commission recommends that the tax on gross earnings be abandoned, and that a tax of values be substituted. The basis for this taxation is to be arrived at by the consideration of gross and net earnings, value of physical property and franchises, value of securities, and, indeed, of all the methods by which, under various circumstances and in various States, railroads are required to pay their share of the public expense.

Summarizing its whole labors and purposes, the commission says it has sought to effect more complete justice in the matter of taxation among the individuals and corporations of the State—to relieve those who pay too much and to reach with the long arm of the law those who pay too little or nothing at all.

Surely, it is a fair ambition, that deserves to be attained, and that certainly may be attained in part by the enactment of decent tax laws. But reforms of this character ought not to neglect the individual. There are a good many persons, of excellent repute in the community, who consider tax-dodging a very venial sin. It is true they defend their course, partly on the ground that the whole system is grossly inequitable and partly because "everybody's doing it," but there is some casuistry in these defenses.

It is not only the tax law that must be reformed before we attain the millennium to which the commission looks so longingly, but a large element of the population as well. Tax-dodging must be made as unpopular and disreputable as, say, violating the speed law or permitting your chickens to consume your neighbor's grass.

Crimes of Disordered Minds

GLANCING casually through a single issue of a daily paper, the following items are found—without search, understand:

1. A nineteen-year-old boy must die in Ohio for a triple murder of his employer's family.
2. Three inmates of the State Home for Feeble-Minded at Syracuse wreck a train.
3. A liquor-crazed man in Galesburg, Ill., kills his three children, wounds his wife and commits suicide.
4. A workman near Chicago murders his wife and baby, sets fire to the house and leaps into the flames.
5. A crazy lawyer in Steubenville, Ohio, murders a banker and commits suicide, after demanding $20,000.
6. A nine-year-old boy, imitating moving picture shows, holds up and kills a citizen of San Francisco.
7. A girl with pyromania fires her father's house in Illinois "just to see the engines run."

In these days of much big news, nothing but an occasional minor tragedy can find space. In ordinary times, with the vast amount of material coming over the wire, what one sees in a single issue of a newspaper represents a lot more that was cut out in editing. With seven such cases as the above managing to get into print in a tight paper, isn't it about time to think what it means?

There seems to be not one of the seven crimes that could not have been prevented, at some stage. Vicious tendencies could have been checked in youth, insane persons could have been kept under close watch, the feeble-minded inmates could have been, as they certainly should have been, under better control.

How many persons are there to-day, in Richmond and Virginia, who are at large or unguarded, and who have vicious or criminal tendencies? How many parents are there who, overlooking some wayward impulse of the boy, are possibly contributing their offspring to future criminal history? It's worth thinking about, and planning about, and doing something about, for the disregard of to-day becomes the problem of to-morrow.

What of South Africa?

ONE thing quite reasonably certain is that Great Britain has too much on its hands just at present to be more than morally disturbed by the rebellion in South Africa, however important or unimportant it may prove in the end to be. South Africa will have to decide its own destiny.

The ties that bind the confederation to the British empire are not much stronger than custom and sentiment, after all. South Africa is as entirely self-governing as Canada or Australia. It has great and difficult problems, some racial, some financial, some based on the demands of labor, none of which can be said to be much more than in process of solution.

The time hardly seems ripe to cut loose from Britain, however advantageous the military situation may appear to be. The Boers, the only element of South Africa's polyglot population at all inclined to revolt, are a hard-headed race. Sentiment, even though it be the compelling sentiment of revenge, will scarce control their action. They are more likely to follow Botha than De Wet.

The nearer we get to to-morrow, the brighter the prospects that the Ninth District is going to redeem itself and return a Democrat to the House of Representatives.

The price of cotton already has begun to jump. Old General Depression probably heard that Richmond had stepped in to help the farmers in their troubles.

Italy appears to find the mantle of neutrality a most uncomfortable garment. The trouble is it does not allow Italy sufficient freedom of action.

SONGS AND SAWS

What's in a Name?

What's in a name?
He whom we call a dunce
Will feel no further shame
Nor do more stupid stunts
If always in alluding to his views
A few resounding adjectives we use.

But stay. Mayhap
That very foolish wight
If he should lose his cap
And bells and stand upright
And gain another name, might, by and by,
Become as wise a man as you or I.

There may indeed be something in a name
To bridge the space between respect and shame.

Real Unfairness.

Dr. Pills—Don't you ever get sick any more?

Jones—Never. I am so abominably well, doctor, that I have become almost ashamed to look you in the face.

The Pessimist Says:

The next man who tells me how to get rid of this cold I am going to induce to take a stroll by the river and then push him in. I have taken advice and trimmings until all the drug stores and rum shops in town have declared an extra dividend.

What Turkey Will Get.

Stubbs—What do you think will be the result of Turkey's entrance into the European war?

Grubbs—Why I believe the Sick Man of Europe will stop needing the services of a doctor. He'll require an undertaker and an administrator de bonis non.

Sure-Enough Pre-Eminence.

"Well, sir," said the Prominent Citizen, "there is one thing in which Richmond holds a deserved and undisputed pre-eminence. We have more dust here to the square inch, and to the cubic inch for the matter of that, than can be exhibited or would be tolerated by any other community in the United States. And we make fewer efforts to get rid of it."

"Oh, let the markets open!"
The hungry broker prays.
"I have not shorn a little lamb
For, lo! these many days."

THE TATTLER.

Chats With Virginia Editors

There is a lugubrious tinge of humor in this editorial comment from the Radford News, whether intentional or otherwise: "The bridge ordinance was knocked out by Council. The fight for a free bridge, however must go on. The freeholder should have the privilege of passing on the matter." "Passing on the matter" sounds suspiciously like the undercurrent of waggish wit that flowed through the "rainy day" stories the same Maginnis was famed for in his Newspaper Row days.

We agree with the Roanoke News-World and give our unqualified indorsement to the proposition that newspaper puts when it says: "Time is passing rapidly. In a few weeks the year 1914 will slip into history, and the year 1915 will be with us." Whomsoever would challenge the statement, him we refer to Editor Miles.

Says the Clifton Forge Review: "There are two Texans in the President's Cabinet, all of which calls to mind that Texas is large enough to supply the whole Cabinet and then not experience any heavy loss." This looks like an unkind cut at two distinguished Longhorns, each of whom, as the editor of the Review well knows, was a valued citizen of Texas until he made his residence in Washington.

"Mr. Slemp moans over the $100,000,000 war tax in time of peace," the Roanoke Times comments. If the expectations of the Democratic campaign leaders in the Ninth are realized November 3, Mr. Slemp will be justified in posing as one of our very best moaners.

The Northumberland Echo comes across with this suggestion: "Best wear a tie that is neutral in color." What's the use? The average man can't color his conversation successfully. And this applies to fellows we know who remind us of the chameleon that crawled upon a piece of plaid and tried to make good.

Discussing the preparations made for a big rally in the interest of R. Tate Irvine's candidacy for Congress in the Ninth, the Big Stone Gap Post relates: "The Democratic ladies of the Gap have organized themselves into a band of assistants to make the occasion a success. It was decided that the ladies should donate pies to the dinner, and a vote was taken and it was resolved that each lady present should either donate so many pies or contribute so much for the purchase of pies." This ante-election distribution of the pie seems premature and in violation of political ethics and precedent.

Curious propositions the Newport News Times-Herald is persistently propounding. "The destroyer Paulding went aground in Lynnhaven Bay. Was she trying to join the oyster fleet?" the T.-H. asks. But the oyster isn't fleet. Possibly reference to the turtle was intended. Again the T.-H.: "We are wondering what has become of those Belgian hares!" German daddy's been a-hunting to get a little Belgian rabbit's skin to wrap the little German baby in.

Gossip from "Down Home"

The Durham Daily Sun recites that "Caswell County, according to the Yanceyville Sentinel, has a game warden who answers to the name of Crow; yet there are some people who insist that there's nothing in a name." Of course not, and it is perfectly safe to say that Game Warden Crow is not so black as he is painted.

"Instead of the war tax on sleeping car berths, the government would have made more by taking the porters' tips," says the Roanoke News. And just think how much more popular that sort of tax would be.

The Greensboro Record hands out excellent advice to its readers, betraying, incidentally, its acquaintance with the fact that "for ways that are dark and tricks that are vain," the ordinary Republican rivals the Heathen Chinee of Bret Harte's verse. Says the Record: "In this county and in a good many other counties of the State, there is practically no opposition to the Democratic ticket, a situation that is likely to cause a good many to think there is no urgent need to go out and vote. It may not be urgent in some counties, but it is important. A big slump in the vote will encourage the opposition, and if there is none this year, there may be at the next election. Every spirited citizen should go to the polls and cast his vote as if a close contest was in full blast. In this county the Republicans are making no effort at all, so far as can be seen, but this is no sign. They are sometimes very sly."

"'Mid all this maelstrom of battle whirling in the world, it is refreshing to Tarheels to read of the onward sweep of Carolina through an unbroken series of victories to culminate in Richmond Thanksgiving," says the Newbern Sun. "A triumphant march through South Carolina, Georgia and Tennessee has ended in the fall of hitherto impregnable Vanderbilt, and the palm of Southern supremacy is already as good as won." However, the Sun is called on to observe that Virginia beat Vanderbilt by a much larger margin than did North Carolina. In estimating football victories, as well as in other matters, it is an awfully bad plan to count your chickens before they are hatched.

War News Fifty Years Ago

(From the Richmond Dispatch, Nov. 2, 1864.)

The following official report from General Lee was made public last night by the War Department: "General Hampton followed the enemy on their withdrawal from Rowanty Creek, driving their rear guard across the stream and pursuing the cavalry behind the lines of the infantry. Several hundred prisoners were captured, and the enemy burned some of their caissons and ambulances."

Another official report from General Lee is as follows: "General Early reports that the enemy attacked Lomax's forces at Milford on the 25th with one brigade and two pieces of artillery, and were repulsed. The next day the enemy attacked with two brigades and six pieces of artillery, and were again driven back. General Lomax reports our losses as being slight."

There was nothing doing yesterday on the north side of the James, below Richmond. It being the first day of the month, military inspection was the order of the day. The Yankees inspected and dress paraded all day, and these things were done in plain sight of the Confederate troops.

The wild rumors of big fighting down the river which were current on the streets yesterday afternoon arose from the noise that was made by the testing of some new guns at Belle Isle. There was truly noise enough for a battle, but that was all.

On October 31st, according to official reports, General Mahone penetrated the picket lines of the enemy after nightfall near Petersburg, and swept the line for a half a mile, capturing 230 officers and men, and did this without the loss of a man. Mahone, the midget, is always doing something wonderful.

According to General A. P. Hill's report to General Lee, the number of prisoners captured on the 27th ultimoe below Petersburg was 723.

Otey's Battery was cut off and overrun by the enemy in the Plank Road fight, but later the infantry rallied, charged over the field and retook all of the artillery and all of the men who had been supposed to have been made prisoners.

The sensational story of a big battle in the Valley proved yesterday to have been a mere rumor. There has been no big battle since our last reports, only a little skirmishing here and there and artillery duels now and then.

In Charleston yesterday one of the shells fired by the Federal gunboats struck in a private house where officers of the Confederate army boarded. The shell exploded, and three officers were killed outright, a fourth one being severely wounded. This is the only serious effect the enemy's shells have had for over two months.

Two hundred and fifty-two prisoners were received at Libby yesterday fresh from Petersburg.

Queries and Answers

A Correction.

By a compositor's oversight, "Rosegill," instead of "Rosewell," was used as the name of the old Page place in Gloucester in the recent statement about the location of the Pocahontas-Smith rescue.

Divorce.

In what two countries of the world are divorces rarest, and in what two commonest? Give the figures. R. E. M.

Per 100,000 of population, Austria, 1; England and Wales, 2; Japan, 215; United States, 73.

Shampoo.

Please tell me where to get the shampoo mixture called ——. MISS J. H.

Your local druggist can tell you all about it. We do not even publish the names of advertised articles, much less give the addresses where they may be got, and you send no stamp for private reply.

Wedding Anniversaries.

Please state the recognized wedding anniversaries. B.

Fifth, wooden; tenth, tin; fifteenth, crystal; twentieth, china; twenty-fifth, silver; fiftieth, golden; sixtieth, diamond. The "diamond wedding" is sometimes located at the seventy-fifth anniversary. There are many celebrations besides these sometimes observed, but those given above are commonly "recognized."

Hurly-Burly.

Please tell me the derivation, etc., of "hurly-burly" of frequent use just now. EDWARD DAWSON.

"Hurly" is an excellent old English word for tumult, confusion, etc., and the compound form comes from not unusual reduplication. The doubling is considered to make what Mr. Weller would call "a more meaninger word," implying more of tumult and confusion than the simple term, and "hurly-burly" came to its present shape by the operation of very simple laws of linguistic growth.

The Bright Side of Life

A Technical Error.

Husband—It seems to me that shrapnel has been the cause of most of the casualties.

Wife—But, George, isn't he a war correspondent; not a general?—London Opinion.

Hard Times Everywhere.

The Fisherman (soliloquizing)—This day last year I caught twenty-five, and to-day I've been here seven hours and haven't had a bite. This confounded war is spoiling everything.—Sketch.

On the Veranda.

"I love the bunny hug."

"I don't know it," said the young man regretfully, "but I'm a bear at the plain old-fashioned variety."

And then the moon considerately withdrew behind a cloud.

A Pleasant Call.

"And you actually went to ask old Bollinger for his daughter's hand?"

"Yes, I did."

"How'd you get along?"

"Fine. Not the least bit of trouble. He talked war talk all the time I was there and never gave me a chance to say a word."—Cleveland Plain Dealer.

A Hidden Purpose.

Mrs. Brown (a visitor)—"What a disagreeable neighbor you have next door!"

Mrs. White—"Yes; but I don't condemn the man. He is disagreeable for the sake of his boys. He is trying to exasperate me so I'll put up a spite fence that they can use for a backstop."—Puck.

Under Harvest Moon.

Last year the harvest moon looked down
On bounteous fields of grain,
A peaceful scene where lovers strolled
Along the shady lane.

In happy homes the mothers sang
Their evening lullaby,
And little children had no fear
Of danger lurking nigh.

But now the demon war is loosed
And terrors fill the night,
The dangers of the burning home,
The dangers of the flight.

Mothers and children hide and wait,
They listen, fear, and pray,
While shells are bursting all around
And armies pass their way.

To-night upon the harvest field,
The moon is shining bright,
Where soldier forms lie mute and still
With faces ghastly white.

Oh, what a reaping! Oh, what loss!
The flowers of earth cut down—
The voice of mourning in the field
And by the ruined town!

—Springfield Republican.

SHADE: "DID YOU HOPE TO SUCCEED WHERE I FAILED?"

One of the Day's Best Cartoons.

—From the New York Evening Sun.

AMERICAN MERCHANT MARINE

The Southern Commercial Congress, in advocacy of the Alexander bill, now pending in Congress, providing for the establishment of an American merchant marine, prepared the following statement in answer to criticisms that have been advanced against the proposed measure. The announcement from the White House conveys the information that President Wilson favors the enactment into law of the Alexander bill, and that the administration will put forth every effort toward that end when the sixty-fourth Congress convenes.

The committee on the merchant marine of the House of Representatives in its report of September 8, 1914, on the government ownership and operation of merchant vessels in the foreign trade of the United States, said: "We shall not discuss the desirability of having an American merchant marine. We will assume that there is no difference of opinion on that point."

No one can honestly take issue with that statement of the committee.

In order to establish an American merchant marine, the above committee, after full deliberation, favorably reported a bill authorizing the government, acting through a shipping board composed of members of the Cabinet, under the direction of the President, to acquire and operate merchant vessels in the foreign trade of the United States, these vessels also to be available as naval auxiliaries.

OBJECTIONS DEVELOP FROM TWO SOURCES

Objections to the shipping bill now before Congress have developed from two sources. It was to be expected that there would be objection by shipping interests, which have been reaping the benefit of American inactivity in the foreign shipping trade. It was also to be expected that certain financial interests and their affiliations, especially those interested in foreign shipping, would object to a government merchant marine.

Opponents to the bill have advanced arguments to sustain their position, but not one of them will stand analysis. Many newspapers and periodicals are opposing the bill, but the fact that they enjoy considerable advertising and other patronage from the steamship lines and the financial interests that are opposing the bill, may go far towards explaining their position on this great question of an American merchant marine.

1. Opponents to the ball says that there are a large number of ships at present in American harbors unable to get cargoes, hence there is no need for a government merchant marine.

A recent investigation has proved this not to be true. Ships seek cargoes at all times, but the present chartering market is very firm; and when the question of foreign credits is settled and commerce begins to move, as it must very shortly, there will be a positive famine in ships, as over 5,000,000 tons of German and Austrian shipping are completely out of commission, to say nothing of the large number of British, French and Russian merchant ships, which have been taken over by their respective governments for transports and naval auxiliaries.

There are, all told, considerably less than 100 American ships in the foreign trade in the whole world, including all of the ships which have just taken American registry to secure the protection of the flag on account of the war. None of these ships is idle. Therefore, even though there were hundreds of idle ships in every American harbor, it would not alter the necessity for passing the shipping bill now before Congress, as all such ships would be foreign ships, and the object of this bill is to establish an American merchant marine.

LACK OF ATTRACTION FOR PRIVATE CAPITAL

2. Opponents to the bill say that if the government will not enter the shipping business, private capital will provide an American merchant marine.

This is rather inconsistent with their statement that the harbors are full of idle ships, for, if that is true, private capital will find no attraction in the shipping business.

What likelihood is there to obtain private capital for this new business, especially to the amount contemplated by the shipping bill, $40,000,000, when long established, going concerns find it impossible to obtain money except at heavy rates

When the city of New York must pay 7 per cent, including bankers' commissions, for a loan of $100,000,000; when the State of Tennessee found it most difficult to obtain a loan of $1,400,000, it is quite certain that private capital will be unable to provide an American merchant marine, especially as it did nothing in the matter while the opportunity was open during the past fifty years.

(3) Opponents to the bill say that the government will lose money in this business.

This argument has been their favorite one. The bugaboo of increased taxes, "loss of the initial investment every three years," and much more of the same nature, has been circulated in an effort to defeat the bill.

The shipping business is one of the most profitable in the world. "Special Diplomatic and Consular Reports," page 39, says:

"The White Star Line, in 1910, earned a net profit of 540,000 pounds sterling on a capital of 750,000 pounds sterling, after writing off 370,016 pounds sterling for depreciation. A dividend of 56 per cent was paid in that year."

The Holland-Amerika Line earned about 50 per cent net on its capital during the fiscal year of 1913. The Hamburg-American Line earned about 30 per cent net during its fiscal year of 1913. These are only a few specific instances of steamship line earnings. They are not at all unusual, but are the regular thing in the shipping business.

F. E. Dixon & Co., of London, who own and operate a large fleet of "tramp" freighters, showed earnings of about 50 per cent net last year, which proves that steamship earnings are large in the irregular services as well as in the regular lines. In fact, the profits of the steamship business are so large that frequently the entire cost of a ship is earned in two years

The question will arise, why have not Americans gone into such profitable business? The answer is, for the same reason that Americans have neglected the vast foreign export trade—they have been too busy with their industries at home.

But, unlike the export trade, which each manufacturer can work up individually, to establish an adequate merchant marine is so large an undertaking at this time and involves so large an amount of money that, if it is to be done at all, it must be done by the government.

RIGHTS AS NEUTRALS AS WELL AS DUTIES

(4) Opponents to the bill say that there will be danger of the United State violating neutrality if it operates merchant ships at this time.

The report of the Committee on the Merchant Marine says:

"We have rights as neutrals, as well as duties to be be observed. * * * The President will have the State Department to advise him on all questions affecting our rights and duties as neutrals. * * *. We should sasume that the President and shipping board, in the exercise of any powers granted or duties imposed by this bill, will keep well within our rights as neutrals."

(5) Opponents to the bill make an alternative proposition that we should build up an American merchant marine by granting subsidies.

Subsidy seekers have managed to create a belief that the merchant marines of European countries, especially the merchant marines of the two greatest maritime countries in the world, Great Britain and Germany, have been built up by granting subsidies to its shipping. Neither of these countries grant subsidies, except to a very limited extent, and for very special service.

The Hamburg-American Line, the largest and perhaps the most successful steamship company in the world, has never received a subsidy. A moderate subsidy was granted by Great Britain to the Cunard Company in connection with the steamers Mauretania and Lusitania, but that was chiefly to keep the Cunard Company from selling out to the International Mercantile Marine, the combination organized by J. P. Morgan & Co. Over 90 per cent of the total tonnage of Great Britain does not receive a farthing of subsidy.

It will surprise many to know that the United States pays a larger subsidy to four American ships—owned by the International Mercantile Marine—namely, the New York, Philadelphia, St. Paul and St. Louis, than is paid by any foreign nation for similar service. This country pays to these ships an annual subsidy of about $735,000, and obtains practically nothing in return for this, except the carrying of the mails on these steamers, which, at regular rates, would amount to only a trifling fraction of the amount of the subsidy. As a matter of fact, most of our mail goes forward on foreign ships, as they are much faster and they sail more frequently, the subsidized American ships being among the smallest and most out-of-date steamers in the north Atlantic trade.

The extraordinary large profits in the steamship business show that steamships can be operated profitably under the American flag without a subsidy, in spite of the somewhat higher wages and better living requirements of American seamen.