

PHILIPPINES BALK AT SHIPPING LAW

U. S. Merchant Marine Bill Attacked by Insular Government Officials.

SEE AUTONOMY VIOLATION Senator Assails Levy—"Taxation Without Representation is Tyranny."

(Copyright, 1920, by Public Ledger Company.) By ROY C. BENNETT.

Manila, June 26.—When Congress passed the merchant marine bill, approved by the President on June 6, containing a rider applying the coastwise shipping regulations of the United States to the Philippines, local politics were thrown into turmoil. The government was not apprised of the intention of Congress until the proposal had virtually been agreed upon.

In this connection Charles E. Yeater, acting governor general, said: "I am opposed to the extension of the coastwise shipping regulations to the islands. In my opinion, it is against the best interests of the islands; the foreign trade of the United States should not be built up at the expense of the Philippines, and I believe that provision would eventually react against the carrying trade."

The American community in Manila is divided, but the majority favor the action of Congress if sufficient tonnage can be guaranteed. (The President's proclamation is made contingent upon this, by the way.) "Are you 100 per cent. American?" has headed a notice appearing in the American newspaper which many leading merchants and exporters and importers have signed, thus lining themselves up with Congress. On the other hand, Americans with equally important interests here have refused to mount the bandwagon and maintain their first attitude, viz., that in a real sense the Philippines are best off when

left outside the coastwise laws of America. If the law is enforced, as now seems a foregone conclusion, even inter-island shipping will be subject to congressional legislation. But since 1909, two years after the American occupation, both the regulation of inter-island and foreign shipping in the islands has been under the insular congressional prerogative.

Further, it smacks strongly of Spanish colonialism. It appears that the United States would use the islands for the furtherance of her own trade interests primarily, when, in fact the policy always has been and should continue to be one which places the interests of the islands first.

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Protest Against Taxation. Manuel Quezon, president of the Senate, says: "The coastwise shipping law imposes an indirect tax on the Filipino people for the benefit of American shipping interests—a tax that will be levied by the Congress of the United States, wherein my people have no proper representation, and according to America's own teaching, which we have learned to accept, 'Taxation without representation is tyranny.'"

"The greatest claim to credit and honor on the part of America in her dealings with the Philippines lies in the fact that she has never taxed the Filipino people for her own benefit."

Each tender must be accompanied by an accepted cheque on a chartered bank payable to the order of the Minister of Public Works, equal to 10 per cent. of the amount of the tender. War Loan Bonds of the Dominion will also be accepted as security, or war bonds and cheques if required to make up an odd amount.

Plans and specifications may be seen at the office of D. J. WATERBURY, Resident Architect, P. W. D., Custom House, St. John.

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The bill will tend to increase freight rates. And who will pay the bill? Not the shipper, either of American goods coming to the islands or of Philippine products going to America, but the consumer of the former and the producer of the latter."

Measure Effective in 1922. In brief, this is the situation: The measure is to become effective in February, 1922, upon proclamation by the President of the United States.

After a tour of the Philippines designed to concentrate public opinion back of him, Senator Quezon plans to lead a mission of protest to America to work for repeal of the measure personally, both before the Congress and through the public press. The council of state is back of him. The native press is supporting him and an expression is being sought from the opposition party, the Democrats. The first appeal will be made to the congressional party, which will arrive in the islands in July.

Americans Divided on Question. The American community in Manila is divided, but the majority favor the action of Congress if sufficient tonnage can be guaranteed. (The President's proclamation is made contingent upon this, by the way.) "Are you 100 per cent. American?" has headed a notice appearing in the American newspaper which many leading merchants and exporters and importers have signed, thus lining themselves up with Congress. On the other hand, Americans with equally important interests here have refused to mount the bandwagon and maintain their first attitude, viz., that in a real sense the Philippines are best off when

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LATE SHIPPING INTELLIGENCE

PORT OF ST. JOHN. Tuesday, July 27. Arrived Monday.

Sch Mabel Gale, 619, Eden, Boston, Mass. Coastwise—Gas sch Freda and Blanche, 7, Tidd, Little River, N. S.; ags sch Bosse L. Morse, 35, Morse, Grand Harbor.

Cleared Monday. Gas sch Irma, 11, Jansen, Lubec, Me.; Gas sch Sawanaka, 14, Malloch, Lubec.

Coastwise—Gas sch Freda and Blanche, 7, Tidd, Little River, N. S.; ags sch Bosse L. Morse, 35, Morse, Grand Harbor.

CANADIAN PORTS. Montreal, July 24.—Ard str Gramplan, Antwerp.

Sid—Srs A. T. Tremblay, Alexander Bay, Nfld.; Donohott, Avonmouth; Melmore Head, Belfast; Playa, Gibraltar; Megantic, Liverpool; Melita, Liverpool; Gramplan Range, Liverpool; Mamarina, Havre; Griftenfels, Hull; Baymont, Marseilles.

Halifax, July 24.—Ard str Guinness, Sid—Str Panola, Gothenburg. Halifax, July 25.—Ard str Tyrrian, North Sydney; Atikokan, St. John's; Sheaf Spear, St. Lawrence ports; Iroquois, Seattle.

Quebec, July 25.—Ard on 24—str Gramplan from Antwerp and Southampton. Ard 25—str Manchester Marine from Manchester; Gramplan Range from Montreal; Canadian Range from Montreal.

Cleared 25—Str Gramplan for Montreal; 25—Str Andulsa for sea. BRITISH PORTS. London, July 25.—Ard Tunisian Montreal.

FOREIGN PORTS. New York, July 25.—Ard 24—Baltic, Liverpool. July 22.—Ard str Canopic, New York.

Naples, July 19.—Ard str Silvio Pelico, (Ital), Montreal. Hong Kong, July 25.—Sid str Empress of Japan, (Br), Vancouver.

Sold Tomorrow. Nagle & Wigmore received a telegram left outside the coastwise laws of America.

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gram yesterday from Hugh Alcorn, master and owner of the schooner American Eagle, before reported ashore at Grand Manan, to the effect that the schooner would be sold on Wednesday at one o'clock with all her gear. The vessel is reported to be in good condition and lying comfortably.

To Sail Today. R. M. S. P. Chaudiere is due to sail this morning for Halifax to complete her cargo for the West Indies. Due Today. The steamer Manchester Exchange is due in this port today from Manchester with general cargo. After discharging here she will load for Philadelphia. Furness Withy & Co., Ltd., are the local agents.

Sailed From Iceland. The schooner Selene sailed July 13 from Iceland for Halifax for orders. J. T. Knight & Co. are the local agents. Now at Liverpool.

The schooner Agapi is expected to sail from Liverpool the last of this month for Halifax for orders. Enroute to St. John.

The schooner Marguerite H. Wenyes arrived at Vineyard Haven July 26. She is bound for St. John. Consignee J. T. Knight & Co.

Passenger Ticket Agents for North Atlantic Lines.

FURNESS, WITHY CO., Ltd. Royal Bank Bldg. Tel. Main 2616. St. John, N. B.

GRAND MANAN S.S. CO. DAYLIGHT TIME. Commencing June 1st steamer leaves Grand Manan Mondays, 1.30 a. m., for St. John via Campbell and Eastport, returning Thursdays.

Wednesdays leave Grand Manan 8 a. m., for St. Stephen, via intermediate ports, returning Thursdays. Fridays, leave Grand Manan 6.30 a. m., for St. John direct, returning 2.30 same day.

Saturdays, leave Grand Manan, 7.30 a. m., for St. Andrews, via intermediate ports, returning 1.30 same day. GRAND MANAN S. S. CO. P. O. Box 387, St. John, N. B. Phone Main 2551.

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CANADIAN PACIFIC FARM Laborers Excursions

AUGUST 6th AND 13th Fares From St. John and C. P. R. STATIONS IN NEW BRUNSWICK \$20.00 Going \$25.00 Returning

N. R. DesBRISAY, District Passenger Agent.

EASTERN STEAMSHIP LINES, INC. International Division. ST. JOHN AND BOSTON Passenger and Freight Service

The S. S. "Governor Langley" will leave St. John every Wednesday at 8 a. m., and every Saturday at 5 p. m. (Atlantic Time).

The Wednesday trips are via Eastport and Lubec, due Boston 10 a. m. Thursdays. The Saturday trips are direct to Boston, due there Sunday 10 a. m.

Fare \$9.00, Staterooms, 3.00 and up. Passenger and Freight connection with Metropolitan steamers for New York.

Freight rates and full information on application. A. C. CURRIE, Agent, St. John, N. B.

TIME TABLE The Maritime Steamship Co. Limited. Commencing June 7th, 1920, a steamer of this line leaves St. John Tuesday at 7.30 a. m. for Black's Harbor, calling at Dipper Harbor and Beaver Harbor.

Leaves Black's Harbor Wednesday, two hours of high water for St. Andrews, calling at Lord's Cove, Richardson, Back Bay and L'Etete, leaving St. Andrews Thursday, calling at St. George, L'Etete, or Back Bay and Black's Harbor.

Leaves Black's Harbor Friday for Dip