

use its influence to secure its passage. Its preamble states it is to create a force of naval volunteers, to establish American ocean mail lines to foreign markets, and to promote commerce. The first section provides for the enrollment of a naval reserve from the Merchant Marine, by payment of annual retainers. Second section provides for the payment to the owners of any vessels built hereinafter and registered in United States, engaged exclusively as a common carrier five dollars per gross ton if engaged in Foreign trade or deep sea fisheries for one year; four dollars for nine months two dollars and fifty cents for six months; such vessel can be taken by the government; carry mails free; one-sixth of crew shall be citizens of United States. This contract may be renewable yearly for ten years. In addition the bill also provides liberal subvention to steamship lines. (Note 5.)

**Note 5.—**

To Brazil, monthly, 14 knots . . . . .	\$150,000
“ Uruguay and Argentine, 14 knots . . . . .	187,500
“ South Africa, 12 knots . . . . .	187,500
“ Brazil (from Gulf port) 12 knots . . . . .	137,500
“ Cuba, semi-weekly, 14 knots . . . . .	75,000
“ Central America, semi-weekly . . . . .	75,000
“ Mexico (from Gulf port) 12 knots . . . . .	50,000
“ Japan, etc., via. Hawaii, from a Pacific port, monthly, 16 knots . . . . .	300,000
“ China and Philippines, 13 knots . . . . .	210,000
“ Australasia, via Hawaii, three weeks, 16 knot	217,000
“ Mexico, Central America and Panama, fortnightly, 12 knots . . . . .	120,000