

THE REMEDY

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to hold his cotton for a legitimate and determinable value, according to the laws of supply and demand, he, while sharing in the advantages of a rising market, would be at the same time eliminating from that field the non-producer now dominating it.

The steady influence these certificates would have upon American finance cannot be overemphasized. To-day many of the resources of banking institutions consist of stocks abnormally sensitive to economic changes. When hard times come the banks are compelled to call in their loans, the prices of stocks go down in a crash, and business begins to suffer the paralysis of panic. Cotton certificates issued by the United States government under a comprehensive chain of bonded warehouses would introduce to the American banks, loaning money on these receipts and re-discounting them, a new and all-important form of what are called liquid assets. Cotton would, therefore, create the elasticity long needed in American finance.

A great deal of gold has poured from the mountains into the world's coffers in current years, and the prices of nearly all commodities have shown a normal improvement. But cotton is unable under the present conditions to maintain the economic poise it merits. Combination of forces unparalleled and the undue exertion of these forces create an unstable commodity.

The adoption of the above suggestions would merely mean the extension of the economic principle already adopted by the nation. To the same end the nation constructs canals. To give safe anchorage to the merchant fleets of all nations, coming to us for supplies, we scoop out our harbors and build retaining walls. Thus we create clear channels and ports of trade. And it will be but a logical step farther to give our greatest commodity the unrestricted use of the financial facilities which the government can dispense.

The Cotton Bounty.

The United States government should further grant a bounty of a cent a pound on all cotton not below middling in grade and not shorter than 1 1/4 inch staple, to all farmers who raise two bales to the acres on the upland or hillside districts, and the same bounty for the same grade and length to all farmers who raise three bales of cotton to the acre on the lowlands, especially if such cotton goes to an American mill and is manufactured for export.

There should be a federal bounty of fifty dollars per acre to every farmer who raises a non-producing cotton-plant three inches in diameter and not less than six feet in height. The purpose of this proposed bounty is to supply the world's increasing, inexorable demand for paper. As far back as the days of the Moors in Spain paper was made from the corn-stalk. The cotton-plant so grown that it runs to stem and not to flower yields a material for the finest paper. To-day pulp for paper is in such a demand that how to provide for the newspapers and magazines and books of the coming years has been a problem which publishers have feared to face. Recently Lord Northcliffe came to America and acquired a large section of the Canadian forests to be certain of a supply for his forty or more publications in England. It has been stated that the edition of a metropolitan newspaper in America consumes every week-day ten acres of forest and fifteen acres for the Sunday sheet. Annually in the United States we turn out more than six thousand books, the editions of some of which run into the hundred thousands. In addition our mazines call for paper by incredible tons.

We are mowing down our forests at such a destroying pace that in twenty-five years their annihilation will be complete. Metal can take the place of timber, and the age of concrete may succeed the age of steel. But in the cotton-plant alone nature has made provision for the paper which civilization must have. To meet the coming emergency and at the same time add to the resources of the south, the United States should encourage, to the extent of this bounty per acre, the growing of the cotton-plant for conversion into paper. The deep alluvial bottoms on which such cotton-plants can be grown will then produce an inexhaustible supply of paper forever. And this coming cotton-forest, which will not take a generation to grow, but

which will be harvested annually, will defy the boll weevil, to-day the cotton-planter's greatest insect-pest.

Then there should be established an internal revenue tax of one cent a pound on all cotton not over 1 1/4 inch in staple that is exported; one-half a cent a pound should be added for every eighth of an inch in excess of 1 1/4 inch staple. (Thus, if the staple were 1 1/2 inches, the internal revenue on the raw material exported would be a cent and a half a pound.) This formation of taxation would, at the present rate of shipment of raw cotton from America, yield a revenue to the nation of no less than forty million dollars per annum.

The effect of this innovation would be nothing short of a revolution in the cotton manufacturing industry. Within twenty years fifty per cent. of the cotton-mills now running at high speed in England, Germany, Italy, Switzerland, France and other countries would be transplanted to America. In the meantime spinners in the United States would have the advantage over manufacturers throughout the world.

Further to promote the foreign trade in American-made cotton goods the United States should grant to every ship carrying a cargo of cotton or cotton-goods abroad a bonus, the amount of which to be determined by a commission to be created by Congress, but to be sufficient to create not less than a six per cent. return upon the value of the ship. Unless we can develop and maintain an over-sea trunk line to every important port of the world, and provide for that trunk line modern craft, built of American material, manned by American sailors,

ed to revive America's standing as a trading nation. In recent reports Mr. Chamberlain, commissioner of navigation, has recapitulated the records of our pathetic decline as a competing country overseas, and has summed up the contemporary story of our maritime failures. For example, lines to Hawaii, to Australia, and to the Far East have been abandoned, for ships carrying an American register cannot compete with the vessels of foreign powers.

John Barrett, former minister to Oriental and South American countries, and now director of the American Bureau of Republics, has been an earnest and persistent advocate of American ships to carry American goods abroad. Former Congressman Grosvenor, of Ohio, was sufficiently catholic an American, although hailing from a state distant from the sea, to work unceasingly for a merchant marine for the United States.

But these and hundreds of other statesmen, have labored in vain. Our ships continue, what few remaining vessels we have in the foreign service, to drop out of the race. Meanwhile Japan, from her frugal store, grants six million dollars in a year to advance her merchant shipping, and that country is increasing its tonnage engaged in foreign trade at a rate greater than any other nation, not excepting England. Great Britain, for generations at the head of the manufacturing countries selling goods abroad, has given national aid to its ships. Germany, fast following its great rival, has likewise created a merchant marine through the aid of the government.

America is represented on the ocean principally by battle-ships that carry



A. J. Hamilton and Gordon Keppen, Russel, Man., after a days shooting at North Solgarth

and forever flying the American flag, no economic solution for the great commodity, cotton, can ever be fully realized; and we shall hand down to posterity a heritage of incompetence worthy of the nations that have ceased to count among the living. Caesar was butchered for ambition; Napoleon was crushed and exiled for ambition; will Asia finally record that America fell from the first rank of nations because it lacked ambition?

While we have progressed on land, we have declined at sea. On many seas a ship flying the Stars and Stripes is as great a curiosity as would be a caravel of four centuries ago. Yet we have not lacked statesmen and publicists to point out the humiliation and economic danger in permitting our merchant marine to pass away. President Harrison urged its revival. Cleveland staunchly supported the plans to revive our shipping. Up to his dying utterance McKinley, with alert and splendid loyalty to large American interests, argued in favor of American ships to carry our factory products to mankind. Roosevelt urged Congress to enact laws favorable to a renaissance of Yankee ship industry upon every sea.

Senator Gallinger has labored valiantly in this cause. Congressman Hearst work-

no merchandise for sale. The cargoes they carry no people want! And the American navy is created and maintained to protect what? An American ocean commerce that virtually does not exist. We are patrolling the seas to safeguard a phantom merchant fleet. The only cargoes in the main going from America are carried in foreign ships and consist of commodities that our customers cannot do without. A conflict on the seas that would result in a blockade of our Atlantic ports would annihilate our enemies industrially.

Let us begin to develop our supremacy upon the water as well as on the land, not exclusively by building naval armaments that are almost a decade out of date before they can be got ready to be commissioned, but by building a mercantile armada against which neither the lapse of years nor the competing nations can prevail. In this American mercantile armada cotton will be the invincible admiral.

America, by taking advantage of its world-wide opportunities, can create a treasure-chest laid down in American oak, bound by American steel, preserved in American oil, upholstered in American cotton, and filled for all time with American honor, wisdom and wealth.

THE NEW GOVERNMENT ELEVATOR BILL

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a purchaser buys in quantities not less than carload units upon the basis of such sample, the commissioners shall deliver on track to his order the grain represented thereby. It shall be the duty of the commissioners to provide a room suitable for this purpose, in which to exhibit said samples.

(2) The operator of an elevator operated by the commissioners shall keep accurate record of the amount and kind of grain loaded into cars from such elevators, on forms and in the manner prescribed by the commissioners.

(3) The commissioners may forward grain stored in elevators operated by them to terminal elevators to be binned with grain of the same grades, and the owner of grain in any elevator operated by the commissioners may have the same forwarded for grading by the Dominion grain inspector.

21. It shall be the duty of the commissioners wherever practicable to equip elevators operated by them with machinery for cleaning grain, and all grain shall be cleaned and binned under the direction of the owner.

22. Neither the said government nor the said commissioners shall take any steps towards purchasing or leasing or constructing any grain elevator under this act unless and until a petition asking for the same signed by at least sixty per cent. of the grain growers contributory to such proposed elevator is received, which petition shall be in the following form or to the like effect:

"To the lieutenant-governor-in-council of the province of Manitoba:

The undersigned grain growers operating farms in the vicinity of _____ hereby request that the government of the province of Manitoba purchase a lease from _____ the elevator situated at _____, owned by _____ and all property used in connection therewith (or erect a new grain elevator at _____) under the powers conferred by "The Manitoba Government Grain Elevator Act, and we pledge ourselves to patronize such elevator as long as sufficient accommodation is provided by government grain elevator maintained and operated there.

Dated this _____ day of _____ 191_____

Signed by the undersigned respectively in the presence of _____

Neither the government nor the said commissioners shall act upon any such petition until they have satisfied themselves that the same has been duly signed and executed by the necessary proportion of all grain growers that would or might be contributory to any such proposed elevator when purchased, leased or constructed.

23. In this act the words, "The Government of Manitoba, or "The said government, shall mean "His Majesty in the right of the province of Manitoba," and the powers thereby conferred upon the said government shall be from time to time exercised by the lieutenant-governor-in-council by order-in-council, and may from time to time be delegated by order-in-council in whole or in part, and subject to such limitations, restrictions or regulations as such order or orders-in-council may provide, to the Minister of Public Works or to the said commissioners, when commissioners have been appointed under the provisions of section 12 hereof.

24. The provisions of this act shall have force and effect only in so far as and in relation to matters in respect of which the legislature of Manitoba has authority to enact the same.

A STEEL BANQUET

At a recent banquet in Pittsburgh \$100,000 was spent by officials of the Steel Corporation. As a piece of "back into the brute again" reversion it seems to have easy first place. The press accounts do not make good reading. If the story of steel is to be told, along with this should go tales of the banquets possible to the employees of this gigantic merger.

An English inventor has perfected a monorail car; now when some keen American invents a waterless railway system, there may be hope of cheaper transportation.