

PRESIDENT HARDING'S PROPOSAL AVOWED SHIP SUBSIDY SCHEME

Recommendations Boldly Launched Under That Title, Regardless of Hitherto Inevitable Opposition of Congress to Such Legislation.

Washington, March 9.—President Harding today in person presented to a joint session of Congress his long-proposed program for placing the American Merchant Marine on a competing basis with foreign rivals. The Administration's proposal is an avowed ship subsidy scheme. It is boldly launched under that title, regardless of the ancient and hitherto favorable hostility of Congress to such legislation.

Tonight there is a ray of optimism on the horizon that has been lacking on earlier occasions when ship subsidies were asked. The great section of the United States far remote from salt water—the agricultural community of the middle west and west—appears to favor the President's scheme and Arthur Capper (R), Senator from Kansas, newly elected leader of the powerful farm bloc, foreboded that there would be "no particular opposition from the west." The farm bloc, as such, will not be antagonistic. Senator Capper's cohorts approved the linking up of the ship subsidy proposition with the Great Lakes, St. Lawrence waterway. The vision of shipping farm produce direct from the grain fields adjacent to Lake Michigan and Lake Superior to the markets of the world makes an unmistakable appeal to the elements which for decades have frowned upon ship subsidies as an evil and selfish conception of the seaboard.

No Surprises in Message.

There were no surprises in the message which President Harding delivered before an immense audience in the House of Representatives at mid-day. The main features of his program were later in the day discussed in both Senate and House in the form of bills, respectively by Senator Jones of Washington, and Representative Greene of Massachusetts. The President recommends legislation which would provide for "direct aid" to shipowners, of approximately \$30,000,000 annually. That sum, too, is to be derived primarily from a 10 per cent. diversion of all duties collected on imports from which it is proposed to create "a merchant marine fund." To that fund there is to be added money derived from tonnage charges, taxes and fees imposed on vessels entering the continental United States and also sums payable to American vessels by the Post Office Department for the transport of mails.

"Direct aid" is to come from a deduction of income amounting to 5 per cent of the freight paid on cargoes carried in American bottoms. Mr. Harding seldom has given more convincing exhibition of special pleading before Congress than when he offered the ship subsidy plan. He was frequently interrupted by hearty applause regardless of the political complexion of his auditors. The demonstration was evoked by the President's declaration that, possessing the second largest mercantile tonnage in the world, Americans "have the inspiration—aye, let me say, the determination—to establish a merchant marine commensurate with our commercial importance."

The President refrained from burdening his audience with intricate details of the project. He confined himself to sketching its necessity and its wisdom in broadest outline. He branded it in the first place, as a frank attempt to come to grips with a vital problem on the most sagacious terms which it had been possible to work out. Mr. Harding challenged opponents, if they have anything better to offer, to come forward with an acceptable alternative.

The President based his support of a ship subsidy on iron facts which stare the American shipping industry in the face. Without aid or some such scale as is now proposed, Mr. Harding made it plain there was little hope the merchant ships that plow the world's seas beneath the Stars and Stripes can do so on any commercially possible terms in rivalry with foreign tonnage.

Old-Time Conditions Gone.

The President asked Congress to be big-minded and even world-minded in its consideration of the American merchant marine. It was not, an institution, he asserted, which either could or should be protected exclusively by the seaports where American ships are at home or into which they come. The merchant and farmer of the middle west, Mr. Harding argued, are intrinsically as deeply interested in the good fortune of an American merchant marine as the residents of New York, Philadelphia, New Orleans, Galveston, San Francisco or any of the nation's great harbors. Mr. Harding was at pains to make Congress understand that old-time pre-war conditions in the shipping trade no longer exist. Prior to 1914, the United States was a debtor nation. Foreign maritime powers sought our shipments "for the balance due to them." Today there is a different situation. Foreign states are concerned with shipments to us but are not interested in our shipments to them. The President asserted, "it is our high purpose to continue our exchanges, both buying and selling, but we must be made of our selling, notably our foodstuffs, if we maintain facilities for its transportation."

President Harding did not disguise that the nation's experiment in ship management has been costly and not successful. It had been justified by the emergency of a great war, but the time now had come to take the Government out of the navigation industry. The President explained the scheme he was recommending contemplated the eventual return to "individual initiative and private enterprise" of an industry that grievous experience has taught the United States Government is essentially not its own.

No one tonight is rich enough to

PLAN TO BOOST THE AFFAIRS OF ALL EUROPE

Problem Puzzles American Financiers—British Propose Gov'ts Stand Sponsor.

London, March 9.—Negotiations between American and European financial interests are understood to be under way to see if some way cannot be found out of the peculiarities caused by the formation of the International Corporation for Reconstruction in Europe. The organizers have so framed the schemes as to make it essential for United States capital to be interested and risky for it if it does enter.

The necessity for a share on the part of American capital, experts here believe, arises out of the provision that money loaned by the corporation shall be spent in countries which invest in its original capital. The thing that makes it hard for American moneyed interests to put in their dollars is the British proposal that the government guarantee the capital of the corporation. Representatives of American financial interests entertain no hope that the American Government will guarantee the capital investment of any kind. The corporation is in a proposition where the other participants are indemnified against loss and they are not. American business men who have kept in touch with the plan, however, consider it the first feasible one that has been proposed and realize that if it should succeed under a proviso for the expenditure of money only in countries participating in the United States plan to get its share of business and be seriously handicapped in foreign markets for a great many years to come.

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No griping or inconvenience follows a thorough liver and bowel cleansing with Cascarets. Sick headache, biliousness, gases, indigestion, sour stomach, and all such distress gone by morning. Nicest physic on earth for grown-ups and children. 10c. a box. Taste like candy.

Nothing to realize that a subsidy is the only way to establish an American merchant marine that will bring that competition.

Representative Madden (R.), of Illinois, chairman of the House Committee on Appropriations, said: "I am in favor of a ship subsidy that will insure the maintenance of the American flag on the seas and the carrying of American commerce on American ships. I am opposed to any further operation of ships by a—not the shipping board. We are now paying a twofold subsidy without getting any results."

Some Difficulties In Establishing Irish Free State

May Possibly Affect Racing Relations Between Ireland and England.

London, March 9.—(By Canadian Press.)—Some of the difficulties arising through the establishment of the Irish Free State, and the consequent disavowal of Ireland from the United Kingdom, were brought out at the recent meeting of the Jockey Club when the future standing of Irish breeders of thoroughbred stock came up for consideration. The Field thus comments on the situation, in which the overseas dominions have a secondary interest.

Of wide importance are the points raised by Sir S. Scott. Alluding to the creation of a Free State in Ireland, he said that it may possibly "affect racing relations between Ireland and England," going on to point out that "stallions standing in the Irish Free State, or the produce of mares covered in that country, but foaled there, might not be entitled to any breeding allowance under Rule 126, and that possibly no horse belonging to the National Stud would be entitled to a breeding allowance in this country. The ordinary certificates from a foreign country for any horses or mares travelling backwords and forwards would be necessary." Under the existing Rules of Racing the position is, we think, exactly as defined by Sir S. Scott—the rule dealing with breeding allowances—Rule 126—is perfectly clear on the subject. It is, "Allowances will be allotted only for the produce (foaled in the United Kingdom) of a stallion covering at, or under a particular fee in the United Kingdom." Since then—as we understand the matter—the Free State of Ireland is no longer a portion of the United Kingdom, it would seem to follow that no foal dropped in the Free State of Ireland or got by a stallion standing in that portion of Ireland can be entitled to breeding allowance in the United Kingdom. There is, moreover, the position of the National Stud to be considered. To meet the situation thus arising legislation could, no doubt, be provided, though not so easily, perhaps, as might be imagined at first sight, for privileges granted to the Free State of Ireland would, we take it, have to be extended to other foreign countries and Dominions.

Served Him Right.

Brown—A woman certainly made me feel cheap today.
Black—How's that?
Brown—I was riding in a Westbrook car and she stood in front of me.
Black—Yes, yes, go on.
Brown—Well, when I got up at my destination she sat in my seat and in her sweetest tones said, "Thank you."

Little ? For Today.

Is it an admission when a man is called a liar for him to reply, "You're another?"

Just One Application and the Hairs Vanish.

(Modes of Today)

A harmless, yet very effective, treatment is here given for the quick removal of hairy growths: Mix enough powdered delatone and water to cover the undesirable hairs, apply paste and after 2 or 3 minutes remove, wash the skin and the hairs have vanished. One application usually is sufficient, but to be certain of results, buy the delatone in an original package. Mix fresh as wanted.

FAR EASIER FOR THE FRENCH, SAY HER DIPLOMATS

With Lloyd George Out of the Way They Would Be Better Able to Deal With Russia.

Paris, March 9.—The attention of France was fixed yesterday on the sudden political crisis in Great Britain. While French ministries frequently fall overnight and rarely last many months, the possibility of Premier Lloyd George resigning after his absolute dictatorship the last six years has given French politicians a real shock. That he should follow the rule of three and thus join Briand and Bonomi in the list of Allied premiers at Cannes who now are no longer Allied premiers seemed unthinkable—especially with the Geneva conference looming so near.

The press devotes columns to explaining the party divergences that have caused the British crisis and with the underlying opinion that Mr. Lloyd George's position is so weakened that he cannot last long in power—even should Geneva bring him new diplomatic triumphs—therefore his resignation now may not be surprising.

While French politicians declare the resignation is evidence of weakness yet they believe if Mr. Lloyd George gets out before he is overthrown he will stand a better chance of "coming back." French friends of Mr. Lloyd George point out that aside from his six years' premiership he has not been out of office a single day for sixteen years and therefore is so very tired that he seriously needs a couple of years' rest before tackling what he considers his real job of restoring British commercial prestige throughout the world.

Naturally with Mr. Lloyd George out of the way French politicians see a far easier triumph for the French thesis, especially as regards dealing with the Russians at Geneva. Thus considerable editorial comment is on the point order, as witness the semi-official Temps, which says:

The history of England is a series of problems that seemed insurmountable but which were all solved in their turn. Therefore, we leave our friends across the channel—with their unrivaled political experience—to regulate their crisis for themselves. We have no counsel to give them. Anyhow France is allied with England by vital interests which in any case will survive."

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48,000 KILLED ON BATTLEFIELDS AS MOTORS KILLED 91,000 IN U. S.

New York, March 9.—"We talk about war. In the eighteen months that American troops were engaged in fighting in France 48,000 soldiers lost their lives on the battlefield. In exactly the same period 91,000 persons, 25,000 of them children, were killed by automobiles on the highways of the United States."

That statement was made yesterday by Magistrate Frederick B. House of the Traffic Court, before a special committee of the Board of Aldermen considering an ordinance requiring all commercial vehicles to carry speed governors.

Magistrate House declared that the existing traffic laws were sufficient; that what was needed was enforcement. He advocated a State department to handle the examination of drivers and the issuance of licenses. Examinations as conducted now were a farce, he said. Maryland, the Magistrate said, had twenty-eight examinations, while New York State has just six. Connecticut and New Jersey were mentioned also as being way ahead of New York in properly regulating automobile traffic.

The Magistrate suggested that some of the \$5,000,000 collected yearly from license fees in this State be used for an adequate force of efficient examiners to constitute a bureau of a State department of automobiles. Most of the license money now goes for the maintenance of highways.

CANADIAN MANUFACTURERS.

The annual general meeting of the Canadian Manufacturers' Association will be held in the Algonquin Hotel, St. Andrews-by-the-Sea, on June 20th, 21st, and 22nd, 1922.

A special train will be run from Toronto and Montreal to the meeting. After the meeting, another special train will make a tour of the chief industrial centres in New Brunswick and Nova Scotia. This tour will include a boat trip from St. John, N. B., across the Bay of Fundy to Digby, N. S., a journey through the beautiful Annapolis Valley, a six hour sail on the Bras d'Or Lakes in Cape Breton, and a trip through the famous Matapeia Valley in Quebec.

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Owners report 26-30 miles to the gallon of gas, with high oil and tire mileage and negligible repair expense.

Alloy steel parts give longer life and lessen depreciation.

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