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**Weekly News Summary.**  
(Continued from Page 9)

Illinois will re-enact the anti-trust law eliminating section 9, which was declared unconstitutional by the United States supreme court, the state will have the most effective anti-trust law extant." This decision, according to Chicago newspapers, will result in the dismissal of suits against 700 corporations in Cook county.

**REPUBLICAN CAUCUS.**

On the evening of March 11 the republicans held another futile caucus on the Cuban reciprocity question. Those who were opposed to doing anything for Cuba attempted to adjourn the caucus sine die, but on the motion of Speaker Henderson the adjournment was taken until March 18. This is regarded as a distinct triumph for the president in his contest with the house majority. The Chicago Record-Herald says: "No more angry crowds of men ever walked out of the hall of the house than were the beet people of the west when they started home at half past midnight. They denounced President Roosevelt, the speaker, the powers that be in the house, the sugar trust, leading republican senators and all who had aided in their undoing. This bitterness of defeat, which now threatens to disrupt the party organization of the house, the speaker and his aids will try to allay. They have a week's time in which to do it. They intend to seek some compromise which will bring about a better state of feeling. Without much doubt they could have forced through tonight, by a very slender majority, a proposition to adopt the 20 per cent reduction bill. But they preferred not to do it, and to have another week in which to pour oil on the troubled waters."

In the caucus Representative Sibley of Pennsylvania proposed a compromise to the effect that the 20 per cent reduction shall be effective only until December 31, 1903, thus permitting the Cubans to market two crops of sugar at the reduced rate, after which the old rates are to be restored.

**SHIP SUBSIDY BILL.**

On March 10 Senator Vest of Missouri addressed the senate for nearly two hours in opposition to the ship subsidy bill. He particularly attacked the present navigation laws which he declared were relics of barbarism and responsible for the decline of our merchant marine. He declared that the passage of the bill would create a monopoly of shipping interests in this country. Senator Bacon of Georgia asked Senator Frye if it was not true that the ship yards of the United States who are to be the recipients to a large extent of this bounty were not now in a more prosperous condition than for many years past. Senator Frye said: "It is true." Senator Vest took up this point and quoted from an address to the Chicago board of trade by President McKinley a little more than a year ago, wherein the president said that the ship building interests of the United States were in a more prosperous condition than any time since 1854; that the ship yards were full of orders and that we were rapidly approaching the time when we could rival Great Britain in building ships for the foreign trade. Senator Vest also quoted from the annual report of the commissioner of navigation in which he said that in June, 1901, he had addressed communications to the forty-six ship yards of the United States asking them for a detailed account of their business and the amount of the contracts for building vessels then on hand. The result of this investigation disclosed that \$68,000,000 are invested in forty-six ship yards in this country; that there are now under contract vessels of the United States amounting in cost to \$78,000,000; that there are vessels of

the merchant marine now under construction in these ship yards amounting in cost to \$36,000,000, and that there are 45,000 laborers or operatives employed in these ship yards. Senator Vest said: "This is the poor, struggling, emaciated industry which we are now to subsidize out of the tax money of the people of this country." Then Senator Vest presented a statement taken from the Chicago Tribune, one of the leading republican papers, which, in October last, sent reporters to every ship yard in the country and published the answers given by the owners and superintendents of those yards. The Tribune's headlines on this article tell the story. Here they are: "No subsidy to ship builders and all busy—Every working yard in the country crowded with big orders and more in sight—Prosper without aid—Capital being invested in vessels to meet the legitimate demands—Ocean liners on stocks—Some of the steamers in course of construction to be among the largest in the world—Many plants to be enlarged." Senator Vest contended that these disclosures showed that the shipping interests of the United States had not been neglected. He pointed out that twenty-five years ago when he first came to the senate, the first thing he heard from the ship yard owners was the statement that if they had raw material—pig iron—free, they could successfully compete with the world in building ships. Senator Vest said: "We gave them free raw material; we (Continued on Page 12.)"

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