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Here is a 14-K gold filled watch, durable,
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Have pedigrees of your herd tabulated—Angus,
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Filipino officers and insurgents." Answering Senator Patterson, General Otis said that the commission of which General Hughes was a member had stated to representatives of Aguinaldo that no concessions could be made without the sacrifice of some of the attributes of sovereignty. General Otis declared that the Filipinos have no correct idea of liberty. "Liberty with them," said he, "is license." "But what is your standard of qualification for self-government?" asked Senator Patterson. "What kind of a government?" asked General Otis. "Do you mean despotic government?" "No, self-government," was Senator Patterson's response. General Otis said they were perfectly qualified for a despotic, military government. Senator Patterson asked if he considered the people of Mexico qualified for self-government, to which Senator Beveridge objected, but before the chairman could decide the point General Otis said he declined to answer. Senator Patterson remarked that he had no means of forcing a reply "at present." General Otis declared that he did not measure the capacity of the Filipino people for self-government by the capacity of the people of the United States, and characterized as unfair the effort of Senator Patterson to get him to fix the standard of a comparison with other people. Replying to Senator Dubois, he said the introduction of Chinese coolie labor into the Philippines would be unwise. Japanese labor, he thought, would be the most acceptable, because they affiliate readily with the Filipinos. A question by Senator Beveridge regarding the effort to furnish the Filipinos literature sent from the United States precipitated a lively discussion. General Otis said that when Mabini was brought in he had a pile of New York papers with him which had antagonized the sovereignty of the United States in the Philippines. "Did he have copies of Senator Hoar's speech?" inquired Senator Patterson. "Oh, yes; those speeches were all over the islands," replied the witness. Senator Allison, who was in the chair, said he would exclude any allusion to senator's speeches. Senator Patterson interjected the remark that senators should not be attacked from masked batteries. "I asked the extent to which it gave aid to the insurrection," said Senator Beveridge. "When the senator from Indiana," retorted Senator Patterson, "propounded that question it involved every senator who is standing for what he believes to be simple justice to the Filipinos. I do not propose to be assailed from behind a masked battery." Senator Allison thought that where a senator's name was involved it gave him the right to come before the committee and defend himself and such references should be excluded. Senator Carmack, with much earnestness, said he wanted to take his part of the responsibility for saying that the war in the Philippines is "utterly and absolutely infamous and criminal. If any proof can be made that I am exciting Filipinos by such speeches," he said, "I want it done." After some further discussion Senator Beveridge disclaimed any intention to reflect on any senator and withdrew his question. General Otis concluded his testimony by submitting some comments upon the memorial of the Manila chamber of commerce. The committee then adjourned.

The Strenuous Mr. Ivey.
York (Neb.) Democrat: It's too bad that J. W. Ivey, collector of customs at Sitka, Alaska, is not secretary of state. It's a safe guess if he was there would be no signing of modus vivendis putting off the settlement of Behring Sea fishery questions with England to give that country time to wallop the life out of two little republics striving for a place among the nations of the earth.

The Ship Subsidy Bill.
(Continued from Page 9)

of a sail or steam vessel, one cent per gross registered ton for each one hundred nautical miles sailed.

(b) On each entry, not exceeding sixteen entries in any one fiscal year, and for a period of five years from the date of registration of a vessel of over one thousand gross registered tons, which shall be completed and registered after the passage of this act, one-fourth of one cent per gross registered ton for each one hundred nautical miles sailed, in addition to the compensation provided in paragraph (a).

Sec. 7. That compensation under this title shall not be allowed in respect of any of the following-named vessels:

(a) A vessel on a voyage extending only to a foreign port less than one hundred and fifty nautical miles from her last port of departure in the United States or from a foreign port less than one hundred and fifty nautical miles from her first port of arrival in the United States.

(b) A vessel on a voyage less than one-half of the whole length of which, on her outward and homeward voyages, respectively, shall have been on the sea between a port of the United States and a foreign port.

(c) A vessel which shall not be at least of class A1, as classified either by the record of American and foreign shipping or the United States standard owners, builders, and underwriters' association, or equivalent classification in any other register of shipping of at least equal merit.

(d) A vessel of which less than one-fourth of the crew shall be citizens of the United States or such persons as shall be within the provisions of section 2174 of the Revised Statutes.

(e) A vessel without motive power of its own, or a tugboat, or a vessel engaged in wrecking.

(f) A foreign-built vessel, hereafter admitted to American registry pursuant to the provisions of section 4136 of the Revised Statutes.

(g) A vessel while employed in the coasting trade.

Sec. 8. That the mileage upon which compensation shall be paid under this title shall be determined by the direct customary route from the last port of departure in the United States to a foreign port or a port in the Philippine islands, and from such last-mentioned port by the direct customary route to the first port of arrival in the United States. If during the voyage the vessel shall enter at two or more foreign ports or ports in the Philippine islands, the distance by the direct customary route between such ports shall also be included in the mileage upon which compensation shall be paid under this title.

Sec. 9. That any vessel, before receiving compensation under this title, shall have carried, free of charge, the mails of the United States, if the

(Continued on Page 12.)

Should be Retired at Once.
Captain Hull, the representative from the Des Moines, Ia., congressional district, publicly pledges himself to retire absolutely from politics if his constituents will give to him one more term. Thereafter he would devote himself to his extensive business interests. Inasmuch as the congressman's chief business venture is the Philippine Investment company, it would be well if he were to be retired at once.—Springfield Republican.

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