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A SUBSIDY FOR SHIPPING

"Ignorance gives a sort of eternity to prejudice, and perpetuity to error."

The serious consideration of a measure to subsidize shipping, as a means of re-establishing the United States as a maritime power is a travesty upon the intelligence of the American people. That President Roosevelt has fallen into the trap of the ship-subsidy grafters is a sore disappointment to his friends. It exposes his limitations intellectually, and puts in eclipse the hope of millions that they had found a deliverer who was proof against the wiles of the cunning but unscrupulous cabal whose influence has dominated the government at Washington for a generation prior to his own installation as the executive head of the nation. The coarseness of Roosevelt and his brusque and bullying manners, have added to, rather than detracted from, his popularity, so long as the people believed that his every act was animated by the sturdy purpose of a "square deal" for all. His many good and brave deeds thrilled his countrymen with joy unalloyed, and the feeling grew upon them that in the president they had found a leader of such rugged honesty, ripe intellect and dauntless purpose that his mistakes and blunders were interpreted as evidence of guilelessness, and invested him with added charms for the average man.

To the millions of admirers of Theodore Roosevelt, therefore, great, indeed, must be the disappointment following the disillusionment caused by the recent message wherein, through ignorance as gross as it is inexcusable, the president champions the cause of the ship subsidy grafters and promises to use the power of his great office for the enactment of a law to

enable them to plunder the treasury of the United States.

The indictment we bring against the president is a severe one, that of ignorance of what he is doing. The charge of corrupt intent is not made against President Roosevelt in this connection, or in any other. The reason is we believe him to be an honest man and an honest public official. But we do charge him with gross and inexcusable ignorance, whereby he falls the victim of the designing and unscrupulous, to whom he now promises aid in plundering the people's treasury, when the possession of only such intelligence as we have a right to look for in the average voter, would have made it impossible for him to do so.

Before proceeding to submit proof of the serious charge of ignorance that is here brought against the president, attention is called to a power that exerts a commanding influence over the lives and acts of all men, except such as are possessed of the highest intellectual endowments, or such as are so fortunately organized that reason sits in judgment upon all things before being accepted by them as true. The power alluded to is that of preconceived opinion, or prejudice, the sway of which is absolute over small minds, and against which men of the greatest intellectual calibre have to be ever on guard, so insidious is its workings. To this power, beyond a doubt, is due the exposure of the president's intellectual limitation in this instance, because the blunder he has committed is one that offers no challenge to intellect, beyond that of the most meagre equipment and attention.

As proof that a subsidy on shipping would be nothing more nor less than bare-faced fraud and robbery, let it first be known that under our navigation laws foreign built ships are refused registry under the American flag, and that if Americans buy ships abroad and register them under a foreign flag they cannot be used in the coast-wise trade of our own country. Second, iron being the material of the modern ship our tariff on iron increases the cost of an American built ship over the ship built in foreign countries by at least thirty per cent. Next, let the fact be known that the material of which many foreign built ships are constructed is manufactured in this country and sold abroad at prices averaging about eight dollars per ton less than the same material can be purchased in this country, and we have a good and sufficient reason why American built ships cannot compete with foreign built ships upon the trackless ocean.

Thus is furnished a demonstration that is within the grasp of the ordinary mind that the extortion of the steel trust stands in the way of, and renders impossible the building of American ships for ocean trade in competition with foreign ships, and that the remedy lies in removing the tariff from steel and iron and amending our navigation laws so that foreign built ships can obtain registry under the flag and laws of our own country.

The enormity of the proposition to tax Americans to subsidize American shipping, while denying American

registry to foreign built ships, and maintaining a tariff on steel that increases the cost of the American ship over thirty per cent, becomes manifest when we consider that the American steel trust produces the material entering into the construction of ships at less than sixty per cent of the cost of like material in foreign countries. Therefore, if the steel trust would sell the material entering into the construction of ships at even a good round profit on its actual cost, ships could be built in America at a much lower cost than in any other country, which would inevitably result in our leading the world in ship-building, and in giving the nation a merchant marine that would more than save the \$175,000,000 per year that Americans are now paying to foreign ship owners for carrying freight and passengers.

Can it be possible that President Roosevelt is ignorant of these facts? We prefer to believe that he is rather than to charge him with being under the influence of the steel trust.

The way to foster and promote American shipping is plain, but the obstacles in the way are great, chief among which is the ignorance of our people of the economic questions involved. This ignorance is due to party prejudice, which is the mantle of charity we cast over President Roosevelt in his advocacy of a subsidy for shipping, impaling him on the horn of the dilemma that we think best accords with his revealed character.

CALIFORNIA AND THE JAPANESE

The demand of the Mikado's government that its subjects be permitted to mingle with the children of San Francisco, indiscriminately, in the public schools, rejecting the segregation of the races in separate schools, otherwise equal, as an insult, is beyond the bounds of reason. The demand is an improper one, and is unreasonable. It is a matter of regret that the Japanese nation takes such a view of the case, and it is to be hoped that the eulogistic and pacific tone of the president's message touching upon the question may serve to allay the feverish sensitiveness of the Japanese people over the question of racial equality sufficiently to enable them to investigate and learn that the question they have raised does not come within the purview of the national government at all, but is a question wholly belonging to the people of San Francisco and the state of California.

It is entirely within the rights and powers of the state to make such school regulations as it sees fit to make, or to make none at all. San Francisco or any other town in California, or any other state is competent to make regulations segregating the school children by age, sex, or otherwise not in conflict with the state laws, and the general government has no power to compel any change of such regulation upon complaint of residents of different towns in the state, or of other states.

The general government cannot ex-

ercise powers that it does not possess at the behest of a foreign power, without becoming guilty of an act of aggression and violence against the state so interfered with. The treaty-making power of the United States government is derived from the constitution the same as its other powers. As a treaty in which the United States government would promise to exercise the powers granted to it by the constitution must fall of its own weight when before the supreme court.

The Japanese undoubtedly do not comprehend the freedom that the people enjoy under our government. Our government possesses only such powers as the people gave to it, while in Japan the people enjoy only such rights as the government has seen fit to confer upon them. The cases are quite different, which in all probability accounts for the failure of the Japanese to appreciate the rights of the states, and the minor subdivisions thereof in all matters of a strictly local character, such as regulations governing school matters.

The suggestion that local laws having a much wider scope than school regulation segregating the children of distinct and divergent races may not be made without contravening treaty rights is without foundation in fact or in reason. Several states have laws against the inter-marriage of white persons with persons that are either black or yellow. Who will contend that such a law is in conflict with treaty rights, or that the general government would have the right to enter into such state and compel a disregard of such a law?

In the city of Washington, D. C., our national capital, the whites and the blacks have separate schools. This city is governed by the president and congress and the members of our supreme court have their residence there. The action of the city of Washington in segregating the children of school on the lines of race is a recognition of the right of local authorities so to do, and more than that is a recognition of the wisdom of so doing. Whatever the future may have in store for the people of the western nations as the penalty of arousing Japan and China from the sleep of ages, it is premature for the Mikado to press the San Francisco question any further, as they must when calm investigation learn that no treaty rights have been violated.

SEAMEN FOR THE NAVY

The importance of strong and effective navy is commensurate with the extent of coast a nation has exposed in case of war. And, fearing that the era of national righteousness and universal peace is yet in the dim distance we do not believe that the time has arrived when an effective navy can be dispensed with as a means of protecting the rights of American citizens abroad and of defending our shores.

The suggestion of a possible war with Japan in the future serves to remind us of a weak spot in our armor, namely, the scarcity of American seamen in such an event, which