

# THE MARINE SUBVENTIONS

ARRANGEMENT FOR BUILDING THE AMERICAN MARINE.

REPORT A BILL TO CONGRESS

Commission is Composed of Five Senators and Five Representatives. Created During Last Session on Recommendation of President.

Washington, Jan. 3.—Subventions of five dollars per gross ton annually; subsidies for the carrying of mails from Atlantic coast and Gulf of Mexico ports to South and Central America and Cuba, and from Pacific coast ports to Japan, China, the Philippines, Mexico, Central America and the Isthmus of Panama; a tonnage tax on foreign vessels entering United States ports; the creation of a naval volunteer service, and the encouragement of apprentices on ships in foreign trade are provided for in a bill agreed upon by the joint merchant and marine commission, which submitted its report to congress today.

The commission, composed of five senators and five representatives, was created during the last session of congress in response to a recommendation by President Roosevelt. An exhaustive investigation was made by the commission of the conditions of the American merchant marine and American commerce with a view to ascertaining the most feasible means for their development. Hearings were conducted during the year at nearly all the important shipping and commercial centers in the United States. The report of the commission contains more than 35,000 words and is made up of references to the important testimony taken, estimates of the annual cost of the methods proposed to restore the merchant marine, and an urgent appeal for the passage, by the present congress, of the bill presented with the report.

The bill agreed upon is divided into eleven sections. The first makes provision for creating a force of naval volunteers capable of rendering service in time of war. It provides that the secretary of the navy and the secretary of commerce and labor should cause to be made an enrollment of officers and men, now and hereafter employed in the merchant marine and deep-sea fisheries of the United States, who shall receive an annual retainer, at the end of each year, as follows:

For each master or chief engineer of a vessel of the United States of five thousand gross tons or over, one hundred dollars; for each master or chief engineer of a vessel of the United States of one thousand gross tons or over but of less than five thousand gross tons, eighty-five dollars; for each master or chief engineer of a vessel of the United States under one thousand gross tons, seventy dollars; for each mate or assistant engineer of a vessel of the United States of five thousand gross tons or over, seventy dollars; for each mate or assistant engineer of a vessel of the United States of one thousand gross tons or over but of less than five thousand gross tons, fifty-five dollars; for each mate or assistant engineer of a vessel of the United States under one thousand gross tons, forty dollars; for each seaman, twenty-five dollars; for each boy, fifteen dollars.

The second section, prescribing the conditions under which vessels engaged in the foreign trade shall be eligible to receive the subventions, is as follows:

"That in the interest of the national defense and for the performance of the public services hereinafter specified, after July 1, nineteen hundred and six, the secretary of the treasury is hereby authorized and directed to pay, subject to the provisions of this act, out of any money in the treasury not otherwise appropriated, to the owner or owners of any vessel hereinafter built and registered in the United States or now duly registered by a citizen or citizens of the United States (including as such citizens any corporation created under the laws of the United States or any of the states thereof), subventions as hereinafter provided; that is to say, (a) the sum of five dollars per gross registered ton for each vessel which has been engaged in the foreign trade by sea or the deep-sea fisheries for a period of twelve months, including time necessarily consumed in making annual or extraordinary repairs; (b) the sum of four dollars per gross registered ton for each vessel which has been engaged in the foreign trade by sea or the deep-sea fisheries for a period of nine months or over, but less than twelve months, including time necessarily consumed in making extraordinary repairs; (c) the sum of two dollars and fifty cents per gross registered ton for each vessel which has been engaged in the foreign trade by sea or the deep-sea fisheries for a period of six months or over, but less than nine months, including time necessarily consumed in making extraordinary repairs;

Provided, That if, for reasons satisfactory to the secretary of commerce and labor, a vessel is idle for more than one month when not undergoing repairs or receiving or discharging

cargo the subvention shall be reduced pro rata."

Provision is made in the third section that vessels receiving the subvention may be taken by the United States, at a fair compensation, for national defense or any public purpose. It provides also that when the postmaster general requires, the vessels shall carry mails free of charge.

That one-sixth of the crews shall be citizens of the United States.

The fourth section provides "that the contracts provided for in section three shall be for a period of one year, and shall be renewed from time to time, but no vessel shall receive a subvention under the provisions of this act for a longer period than ten years."

Sections five and six authorize and direct the postmaster general to enter into contracts, for not less than five nor more than ten years, for the carrying of mails in steamships built and registered in the United States, between ports of the United States and foreign ports, on the routes, at specified rates of speed and amounts.

Section nine relates to apprentices. Section ten repeals all conflicting acts and section eleven fixes July 1, 1905, as the time the proposed legislation shall take effect.

Concluding the commission urges the need of immediate relief for the American merchant marine, saying:

"If the passage of the legislation proposed by the commission is postponed to the next session of congress a condition already desperate will have become still more desperate. The time to act is now. The commission has prepared a conservative measure, aiming to achieve its purpose at a minimum cost, fair to all sections and interests, and directed especially to the strengthening of the national defense and the extension of American commerce to new and distant markets. The commission can see no reason why a cautious measure of this kind, making no large immediate draft upon the national revenues, can not be passed at the present session of congress."

"With all possible emphasis, therefore, the commission recommends that the bill which will be reported from the commission and introduced into the two houses of congress, be taken up promptly, and after reasonable debate advanced to enactment."

## FAULT IN GARFIELD PLAN

THOMAS G. FROST POINTS OUT ALLEGED DEFECTS.

WOULD NOT BE TRUST BUSTER.

Would be of Importance in Increasing Revenues of the National Government—States Would be the Losers—Friends Lacking.

New York, Jan. 6.—Thomas G. Frost, general counsel for the National Incorporation company, and author of "Frost on Incorporation," upon being interviewed in reference to the proposed federal licensing of incorporations, said:

"The proposed remedial corporation legislation recommended by Commissioner Garfield involves two separate propositions: First, the passage of a general federal incorporation law; second, the enactment of a federal statute requiring all corporations engaged in interstate commerce to procure a license from the federal government before engaging therein."

"My opinion as to the advisability and practicability of such legislation is this: A federal corporation law, permissive and not mandatory in character, while it would have much to recommend it, would do little towards remedying existing abuses. Such an act would simply meet the wants of those who preferred a charter issued under authority of the federal government, and this, too, at the expense of the state governments, who would unquestionably suffer a diminution in income were federal incorporation to be permitted. As a source of revenue to the national government, such an act would undoubtedly be a pronounced success, but as a 'trust-buster' it would be a grievous disappointment."

"The proposition to require a federal license from all state corporations engaged in interstate commerce is crude, visionary and exceedingly ill-advised from a business standpoint. It is a species of radical legislation suited to a strongly centralized government, such as France, rather than to one, such as ours, wherein the rights of the several states are carefully guarded by constitutional enactments against encroachment on their prerogatives by the federal government."

"The objects to the proposed federal license law may be briefly summarized as follows: First: It is centralization in its worst and most virulent form; second, it would be impossible to make it wholly effective owing to the fact that the right to forfeit the charters of the corporations so licensed would rest necessarily with the state authorities from whom the charter was procured. Finally, if such a bill were introduced into congress it would be difficult to find for it friends among the numerous body of 'safe and sound statesmen.'"

# TASTE OF WINTER AGAIN

FOUR INCHES OF SNOW FELL DURING THE NIGHT.

WAS STILL STORMING TODAY

Northern Nebraska Awoke Beneath a Heavy, Powdery, Downy Blanket of Very Pretty But Inconvenient Snow. Wind Develops Slightly.

Another taste of real winter was afforded northern Nebraska today when the country woke up under a blanket of four inches of unstained snow. The bulk of the flakes had fallen from the nocturnal clouds, and the people looked out through the windows this morning upon a much changed land. And the snow was still falling.

The storm began yesterday afternoon, precisely as predicted by the News weather bureau. The barometer began to drop early in the day, with the wind turning the northwest, indicating that there was a low pressure area approaching from that direction. Late in the day the circle of light air struck town, and began at once emptying its surplus moisture. Today the area had proceeded to the southeast, leaving a light wind trailing after and the ragged edges of the snow still hanging around.

One beauty about nature is the fact that a low pressure means low temperature and that low pressure means storm. With the severely frigid chunks of atmosphere that batted the venturer-out in the face yesterday morning and the day before, the storm of today would have meant double inconvenience, and suffering among man and beast. As it is, the man is able to get to his office if he hurries and the beast can double up its back and resist the worst.

Drifting in Some Places.

As the day grew older, the wind grew stronger, blowing the snow more and more severely from the northwest. It is reported to this office from a number of points throughout the territory that the wind has developed strongly since early morning and that the snow has begun in many places to drift badly.

The railroad companies have managed to get along without any delays due to the storm. The Bonestell passenger, which arrives earlier than it did previous to last Sunday, was in Norfolk sharply on the minute this morning, following the long delay of yesterday due to the ditching of a freight train. Other trains have been running well all day, also.

Bright and early today men and boys began shovelling off the thick layer of snow that had enveloped the down town sidewalks far beneath it. Owing to the fact that the snow had come almost vertically down, there were no spots to speak of that escaped the covering. Pedestrians suffer great inconvenience along walks which are not kept clean from this sort of snow.

## DOCTORS MEET TOGETHER

NINTH ANNUAL MEETING OF ELKHORN VALLEY SOCIETY.

DR. CONWELL IS PRESIDENT

Business Session of Physicians and Surgeons of Elkhorn Valley Was Held at the Elks Club Rooms Yesterday, Followed by Scientific.

Physicians and surgeons from points in the Elkhorn valley convened in Norfolk yesterday afternoon and last evening, closing with a banquet last night a very successful meeting for the ninth annual meeting. The professional men assembled, form the Elkhorn Valley Medical society and are deriving a great deal of benefit from the meetings which they hold here each year.

The business meeting of the society was held in the Elks club rooms early in the afternoon. New officers were elected as follows:

Dr. Conwell, Neligh, president; Dr. Beattie, Neligh, first vice president; Dr. H. P. McKnight, Long Pine, second vice president; Dr. F. A. Long, Madison, secretary; Dr. W. H. H. Hagey, Norfolk, treasurer. New committees will be appointed by the president.

The papers which were read during the scientific session that followed the business meeting, were instructive and the discussions demonstrated that there was a general interest in the subjects dealt with. A number of Norfolk people attended the session, and they were much interested in the papers.

Dr. Edward Tanner of Battle Creek discussed "A Case of Purpura Hemorrhagica." Dr. Charles O'Neill Rich of Omaha talked on, "Some General Considerations in the Diagnosis and Treatment of Abdominal Diseases." "Little Neglected Cases" was discussed by D. W. Beattie of Neligh. Dr. P. H. Salter of Norfolk had the "Presentation of Several Cases." Dr. W. O. Henry of Omaha discussed "Uterine Displacements." Dr. E. A. Beard of Stanton spoke on "Primary Carcinoma of the Nasal Septum."

# THE OLDEST MAN IN AMERICA

Tells How He Escaped the Terrors of Many Winters by Using Pe-ru-na.

Mr. Brock's Age is 115 Years.



MR. ISAAC BROCK, BORN IN BUNCOMBE CO., N. C., MARCH 1, 1789.

His age is 115 years, vouched for by authentic record. He says: "I attribute my extreme old age to the use of Peruna."

Born before the United States was formed. Saw 22 Presidents elected. Pe-ru-na has protected him from all sudden changes. Veteran of four wars. Shod a horse when 99 years old. Always conquered the grip with Peruna. Witness in a land suit at the age of 110 years. Believes Peruna the greatest remedy of the age for catarrhal diseases.

ISAAC BROCK, a citizen of McLennan county, Texas, has lived for 115 years. For many years he resided at Bosque Falls, eighteen miles west of Waco, but now lives with his son-in-law at Valley Mills, Texas.

A short time ago, by request, Uncle Isaac came to Waco and sat for his picture. In his hand he held a stick cut

from the grave of General Andrew Jackson, which has been carried by him ever since. Mr. Brock is a dignified old gentleman, showing few signs of decrepitude. His family Bible is still preserved, and it shows that the date of his birth was written 115 years ago.

Surely a few words from this remarkable old gentleman, who has had 115 years of experience to draw from, would be interesting as well as profitable. A lengthy biographical sketch is given of this remarkable old man in the Waco Times-Herald, December 4, 1898. A still more pretentious biography of this, the oldest living man, illustrated with a double column portrait, was given the readers of the Dallas Morning News, dated December 11, 1898, and also the Chicago-Times Herald of same date. This centennial is an ardent friend of Peruna, having used it many years.

In speaking of his good health and extreme old age, Mr. Brock says:

"After a man has lived in the world as long as I have, he ought to have found out a great many things by experience. I think I have done so."

"One of the things I have found out to my entire satisfaction is the proper thing for ailments that are due directly to the effects of the climate. For 115 years I have withstood the changeable climate of the United States."

"I have always been a very healthy man, but of course subject to the little afflictions which are due to sudden changes in the climate and temperature. During my long life I have known a great many remedies for coughs, colds and diarrhoea."

"As for Dr. Hartman's remedy Peruna, I have found it to be the best, if not the only, reliable remedy for these afflictions. It has been my standby for many years, and I attribute my good health and extreme old age to this remedy."

"It exactly meets all my requirements. It protects me from the evil effects of sudden changes; it keeps me in good appetite; it gives me strength; it keeps my blood in good circulation. I have come to rely upon it almost entirely for the many little things for which I need medicine."

"When epidemics of the grippe first began to make their appearance in this country I was a sufferer from this disease."

"I had several long sieges with the grip. At first I did not know that Peruna was a remedy for this disease. When I heard that the grippe was epidemic catarrh, I tried Peruna for the grippe and found it to be just the thing."

In a later letter dated January 31, 1903, Mr. Brock writes:

"I am well and feeling as well as I have for years. The only thing that bothers me is my sight. If I could see better I could walk all over the farm and it would do me good. I would not be without Peruna."

Yours truly,  
Isaac Brock.

For a free book on catarrh, address The Peruna Medicine Co., Columbus, O. If you do not derive prompt and satisfactory results from the use of Peruna, write at once to Dr. Hartman, giving a full statement of your case and he will be pleased to give you his valuable advice gratis.

Address Dr. Hartman, President of The Hartman Sanitarium, Columbus, Ohio.

## Every One Should Know

the great advantages offered by through car service on a journey east. If you can board a car at your home town and not leave it until you reach Chicago, it is an advantage worth considering. This can be done from any point on the main line of the Union Pacific Railroad by asking for tickets via the

## Chicago, Milwaukee & St. Paul Ry.

The trains on this line are brilliantly lighted by electricity, are steam heated, and equipped with every modern safety device known to railway service.

F. A. NASH, Gen'l Western Agent, 1524 Farnam St. OMAHA, NEB.

## BANKS HOLD MEETINGS

BOARDS OF DIRECTORS ARE RE-ELECTED BY STOCKHOLDERS.

NO CHANGES ARE MADE BY TWO

Steady, Substantial Progress is Reported in the Banking World of Norfolk for the Twelvemonth Just Brought to a Successful Close.

At a meeting of the stockholders of the Norfolk National bank yesterday, the same board of directors which has served in the past, was re-elected.

The past year was one in which the presidency of the Norfolk National bank changed from W. H. Buchholz to C. E. Burnham, and the administration of Mr. Burnham was given the hearty endorsement of the stockholders at their meeting yesterday. The bank, which is the oldest in this section of the state, has grown steadily during the twelvemonth just closed.

Nebraska National.

The board of directors and the officers who had served as managers of the affairs of the Nebraska National bank during the first year of its life,

were all re-elected at the meeting of the stockholders held in the banking parlors yesterday.

The Nebraska National bank started in Norfolk during the year just closed. It has made steady, substantial strides in the business world since its installation. With George D. Butterfield as president, the affairs have been handled conservatively and well. The bank is connected with a number of banks in northern Nebraska and South Dakota through banks in which the vice president, C. A. Johnson, is interested.

Citizens National.

At a meeting of the Citizens National bank stockholders, held yesterday, James F. Toy of Sioux City was elected president to succeed T. F. Meminger, and a number of other changes, as reported in another column, were made.

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