

assigns her. The displacement of men by women would not afford occasion for such serious alarm were it not for the fact that a wicked and criminal design underlies the system of pressing women into the gainful occupations. Women do not seek opportunities of enslavement. They do not enter the extra-domestic fields to increase their burdens, but in the hope of relief. They seek work, anywhere, because the condition is such that father, brother or husband is not able to provide sufficient to meet the demands of their scanty living.

The Cause of It.

The cold fact is this! Women are chosen to labor in nearly every department of industrial activity for the purpose of reducing the earning power of men. Women must submit to the reduced wage, because they have no means by which they might enforce their demands for fair pay. The enslavement of women and children is the cruel answer that capital makes to the demands of the striker. There was a time when pauper laborers from Europe and China were brought into this country to force down the wage standard of the American workman. It has since been found easier and more convenient to pauperize our own labor. The reduced wage at which girls are required to work establishes the standard by which the value of a man's labor is measured. National disaster will certainly ensue if the crime of employing women—at reduced wages—to perform the work of men, is not checked. They are entitled by every law of right and justice to equal wages for equal work. The competition of women should not be opposed, but the competition should be fair. In addition to her right to work in any field in which she shall elect to engage herself, the wage woman should also enjoy the right to full and fair compensation for her toil. An informed public sentiment will demand that if women are to be employed they shall be paid according to their work and not according to their sex. It is to be hoped that the people will soon awaken to the fact that the system which rejects the man because the woman is cheaper is responsible for the low wages and the consequent hard times suffered by the working classes. It is a monstrous injustice to the woman and a cowardly scheme to reduce the earning power of the man.—Richard D. Kathrens.

SHIPPING SUBSIDIES.

The magnitude of the fraud sought to be perpetrated on the taxpayers of the United States by the shipping-subsidy bill can be best understood by making a comparison of the sums actually appropriated by Great Britain, for example, and those proposed by the Hanna Payne bill. By reference to recent reports of the British Postmaster General and the

admiralty records, it will be found that the ships to which subvention was paid by the British admiralty as reserve merchant cruisers during the past year were as follows:

Himalaya, P. & O. Co.....	£3,375
Australia, P. & O. Co.....	3,375
Victoria, P. & O. Co.....	2,438
Arcandia, P. & O. Co.....	2,438
Campania, Cunard Co.....	7,500
Lucania, Cunard Co.....	7,500
Teutonic, White Star Co.....	7,265
Majestic, White Star Co.....	7,396

To these may be added the three steamers of the Canadian Pacific Railroad Company:

Empress of India } Empress of China } Empress of Japan }	for the three...£7,313
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Aggregate for the 11 steamers...£48,600

For these payments the admiralty have the first call on the ships, at much lower rates than they would have to pay if the boats were chartered in times of emergency, and they have also the first call on other ships belonging to these companies for which no subvention is paid. In consideration of this payment, the ships were constructed under admiralty survey, and fitted with gun-decks and the necessary adjuncts to enable them to be readily utilized as armed cruisers in case of need, the subvention being paid, not only for the privilege of a call upon the lines for the boats so subsidized, but as compensation for the additional expense in construction, and for the additional weight and bulk which they are obliged to carry in the shape of gun-decks and other fittings. In addition to this subvention, according to the forty-fourth report of the Postmaster-General of Great Britain, the total amount paid for the carriage of mails from the United Kingdom to New York during the year ending March 31, 1898, was £107,694, or say about \$500,000, which, added to the amount paid for subvention, would aggregate a sum total of about \$750,000.

In the Hanna Payne bill provision is made for the payment of subsidy to American-owned steamers under the British and Belgian flags, which is estimated to amount in the aggregate to over \$658,000 annually. It is also an open secret that various foreign residents doing business in New York have filed notices within the prescribed time, which will enable them to comply with the stipulations of the bill in securing subsidy payments on a still greater amount of tonnage now in course of construction to be put into the American trade later. Thus the estimated \$9,000,000 for subsidy appropriation is likely to be fully used, the lion's share going to the International Navigation Company and other owners of vessels which are foreign built, though possibly under the American flag, while the Pacific Mail, Ward Line, and other coastwise lines,

strictly American, will divide among them what is left by their more greedy claimants for the public money. If this Hanna-Payne bill, as has been so frequently announced, is for the purpose of reviving shipbuilding interests in this country and the building up of an American merchant marine, why not confine the payment of the subsidy to strictly American-built ships?

Now let us inquire what would have been the subsidy payments under the Hanna-Payne bill for the fiscal year 1897, if it had been in force at that time. Following the actual course of every ship during that year, the amount paid from the treasury would have been the following:

International Navigation Co. (under American flag).....	\$1,303,331 57
International Navigation Co. (under British and Belgian flags).....	658,701 44
Ocean Steamship Co.....	117,390 37
Pacific Coast Steamship Co. and Oregon Improvement Co.....	61,209 12
Atlantic and Caribbean Steamship Co.....	113,132 28
Pacific Mail Steamship Co.....	213,387 80
United States and Cuba Mail Co.....	300,601 97
C. H. Mallory & Co.....	7,256 87
H. B. Plant Steamship Co.....	12,665 32
W. P. Clyde & Co.....	25,009 83
Southern Pacific Co.....	21,898 57
Charles W. Hogan.....	8,438 10
T. Hogan & Son.....	11,225 74
Alfred C. Bedford.....	31,500 13
L. and N. Railroad Co.....	381 00
Saginaw Steamship Co.....	1,497 96
Pacific Steel Barge Co.....	9,592 85
Progreso Steamship Co.....	480 13
International Steamboat Co.....	400 53
Boston Towboat Co.....	1,254 43
Total.....	\$2,899,225 10

In addition to this the following extra subsidies would have been earned:

International Navigation Co. under American flag.....	\$1,220,512 20
Under British and Belgian flags.....	486,768 64—\$1,707,280 84
Oceanic Steamship Co.....	117,390 37
Pacific Coast Steamship Co. and Oregon Improvement Co.....	20,066 76
Atlantic and Caribbean Steamship Co.....	94,643 06
Pacific Mail Steamship Co.....	95,281 38
C. H. Mallory & Co.....	2,262 33
Total.....	\$2,036,924 74

This makes a total of nearly \$5,000,000, against about \$750,000 paid by Great Britain for like purposes. An interview appeared in the morning papers, a few days ago, in which the president of the International Navigation Company was made to say that the mail contracts which now give the International Navigation Company in the neighborhood of \$1,000,000 per annum do not compensate for the extra expense involved in sailing under the American flag. Such statements may deceive the average member of Congress, but cannot deceive merchants who are familiar with the subject. We are informed that the subsidy which would be earned by the International Navigation Company under the proposed bill would in itself amount yearly to more than the gross earnings that can be made by either of the largest steamship companies now employed