

## CALAMITY IN OREGON.

Having kindly answered an inquiry—made of him on the street in his own Pennsylvania town, a question in which the Singletax was incidentally mentioned—the friendly citizen said:

"I'm no Singletaxer; I tell you that! We're fighting the Singletax in Oregon. We have timber investments there."

"You'll have to come to it," his friend replied.

"It's a terrible calamity. It will ruin the farmers and the owners of big city buildings," said he.

And then they parted.

He's a good-hearted fellow, and as he spoke his manner was charmingly free from resentment and ill-will. He's head bookkeeper for a rich Pennsylvania family, probably a partner in some small way in their predatory "investments." Neither he nor they may have any idea whatever that they have been helping to put the people of Oregon into the hell of poverty.

But what he said was better than a good dinner; it put a smile on his friend's face that wouldn't come off for an hour or two. There are chuckles back of that face yet.

Fighting the Singletax in Oregon! His word for it, they were.

Not fighting with their own brawn and brain—of course not. That would take time and strength that can with more pleasure be devoted to golf or the automobile. No, they themselves are not doing the fighting—it is their bank check that is doing it!

How easy it is either to fight or to philanthropize, when it can be done with a check—and when the amount of the deposit is well kept up by the victims of the fight or of the philanthropy. How much may not the people of Oregon have contributed to the big bank account against which that fighting check is drawn!

But—"It's a terrible calamity, this Singletax. It will ruin the farmers and the owners of big city buildings"! Sad, isn't it?

And what a mystery that this "terrible calamity" in Oregon should single out "the farmers and the owners of big city buildings" for its especial victims—its joint victims! Who can possibly explain it, unless it be the benevolent fellows who endorse the *fighting* checks?

They will doubtless make it "clear as mud" to the people of Oregon that State and municipal burdens have been lightened and the people blessed, by having their timber lands deeded to Pennsylvania land grabbers, and by being otherwise exploited by absentee landlords!

What a wonderful fight a good big bank check can make against a "terrible calamity"!

ASHER GEO. BEECHER.



## HOW PROTECTION DROVE OUR FLAG FROM THE HIGH SEAS.

The American citizen who turns from the history of our merchant marine in the days when it equalled in carrying power that of Great Britain, to view the pitiable remnant of four steamships in the Atlantic trade and five in the Pacific, would be less than human if he did not feel a sense of humiliation. And when he realizes that this shameful condition has come to pass as the result of deliberate legislation, enacted for the carrying out of a fiscal policy, he can but wonder at the strange workings of the human mind.

One can understand why American shipbuilders, demoralized by the prevailing vicious spirit of Protection, and greedy for quick fortunes, should seek legislation to advantage themselves. But who shall explain the state of mind that prompted the mass of our citizens to yield to such unreasonable demands, and to continue for fifty years a fiscal policy that has strangled one of our chief industries. The motive of the parasite is apparent; but what, shall we say of the victim?



The American navigation laws furnish a perfect illustration of the true inwardness of the principle underlying Protection.

To throw a tariff wall around a country so rich in natural resources that no artificial restraints can interrupt its growth, may deceive the superficial thinker into attributing prosperity to the tariff; but in the case of our foreign shipping the competition of other nations has demonstrated what a pitiable farce Protection is.

Congress, wishing to protect American shipbuilders, passed laws denying American registry to foreign-built ships, and prohibiting any but American ships from engaging in the coasting trade, that is, from one port in the United States to another port in the United States, even though it be by way of Cape Horn or the Cape of Good Hope. An American ship, that is, a ship that may fly the American flag, must be built in the United States, and be owned by citizens of the United States. Our shipbuilders were not protected by a mere tariff on foreign built ships, but by absolute prohibition.

Here we should see the fruits of Protection in all their perfection.

What has been the result? After fifty years