

# The Tar Heel.

UNIVERSITY OF NORTH CAROLINA.

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Published every Saturday by the General Athletic Association.

Entered in the Postoffice at Chapel Hill, N. C., as second-class matter.

Subscription Price, \$1.50 per Year.

Payable in advance or during first term.

SINGLE COPIES, 5 CENTS.

All communications for this paper should be in the hands of the Editor-in-Chief by Wednesday at noon to insure publication the same week. We shall be glad to publish pertinent discussions of college topics. The Tar Heel will welcome news items, and hopes the whole college will aid it along this line.

We owe our subscribers and friends an apology for holding back this issue of The Tar Heel, but we trust a word or two will suffice to explain its tardiness and to justify us in this act. As this will be our last issue before commencement we deemed it advisable to hold the paper over until this week in order to publish an account of the Johns Hopkins-Carolina debate and also an account of the Georgetown game.

We wish to call the attention of our readers to an article in this issue relative to the prospective Y. M. C. A. Building, and to endorse the earnest efforts put forth by the present management towards supplying this long-felt need of more room and better equipment for Y. M. C. A. purposes. These young men are deserving of great praise for their earnestness and untiring labor in this matter and they have the best wishes of us all for the success of this noble project.

We may add here that, by request, The Tar Heel editors have willingly consented to turn the paper over to the Y. M. C. A., after our commencement issue, and let them print a special Y. M. C. A. edition, giving an account of the great work the Y. M. C. A. is doing at the University and setting forth their needs, plans, etc. This special edition will appear about June 13.

As we announced sometime ago, Mr. Sidney Lee, of England, will lecture in Gerrard Hall this evening on "Shakspeare's Life Work." Mr. Lee is best known, perhaps, as editor of the Dictionary of National Biography. He is also known to students by his Life of William Shakspeare, by his recent authorized Life of Queen Victoria, and by other writings. Since he has been in this country he has lectured at the greatest universities in the North and West. His visit here, however, is his only southern engagement. Let no lover of English literature, no admirer of the world's greatest dramatist fail to hear this famous scholar who is the world's recognized authority on Shakspeare.

Let us urge you again not to forget that a double issue of The Tar

Heel will appear on June 6th giving a full account of our commencement exercises, etc. In addition to this it will contain brief reviews of this year's work in athletics and in the several departments of the University, and of the year's work in general. We firmly believe this has been the most successful year in the history of this institution and we shall produce the facts to prove it.

You had better see the business manager before you leave the Hill and order a few extra copies of The Tar Heel to be sent to your friends.

## Record for 4 Days.

N. C. 10, Va. 3.

N. C. 15, Va. 15.

N. C. 13, W. & L. 1.

N. C. 13, G. U. 4.

51 Runs, 57 Hits.

5 Home Runs.

7 Errors.

N. C. Wins J. H. U. Debate.

## The Hopkins Debate.

(Continued from 1st Page.)

pursuing and the results we are obtaining justify our faith.

The next speaker was Mr. S. S. Robins, of North Carolina. Mr. Robins made telling use of his opening five minutes by a splendid rebuttal of the argument of his preceding opponent. Then he seemed to lose himself in the fray and began a propounding of the question that was consistent in every detail, logical in entire. It was indeed the genuine speech of a gifted debater.

A synopsis of Mr. Robins' speech is given below:

The modern conception of society is that it is not an aggregation of loose and independent units but an organism and government is the exponent of this organism. It stands for the people as a unit and consequently any general interest of the people must be an object of care to it. Although refusing to run this idea into socialism we have consistently carried it out. Public schools, government ownership, tariff and trust legislation etc. bear witness to this.

Among other things in carrying out this conception, our government has taken an active interest in our industrial life, encouraging a symmetrical development of its three divisions, agriculture, manufacturing or transportation. It has encouraged agriculture by establishing agricultural colleges and experiment stations; manufacturing by protection; on the side of transportation our railways by enormous direct subsidies, our domestic shipping by giving it monopoly rights and our merchant marine by protective duties in its early history. In every case we have been repaid a hundred-fold.

From our merchant marine the aid was withdrawn; changing conditions destroyed it and today it is practically dead. At the same time the demand for a marine of our own is infinitely greater than ever before. We are becoming a commercial people and must build up our marine for the sake of having our commerce under our own control, for the sake of business relations with the world's markets and for the sake of best and cheapest service when our marine is once established. We must have a marine in the second place because a nation

with world-interests to protect and sustain must be a maritime nation, and a marine is the first element of maritime power.

Our marine being then distinctly a national interest, and being in its present condition the logical application of the American idea and of a policy tested and tried demands that our government perform its part setting the merchant marine upon its feet again. Private enterprise has shown itself helpless. We cannot afford in the face of such a necessity to substitute an inactive for an active policy, and since the only means of carrying out the American idea of government is subsidy, we must subsidize. If our policy has been successful and our aid repaid a hundred-fold in the past we have every reason to believe the same will hold for the future.

Following Mr. Robins the concluding speech for the affirmative was made by Mr. H. W. Plaggenmeyer, of Hopkins. Though his speech, on the first round, covered only ten minutes it was a great effort. This speech, with his fifteen minutes rejoinder, won him the judges' decision for the best speech of the debate.

We give a brief outline of his argument:

We can know the results of subsidies only by recalling our past experience. The Collins Line was subsidized and recklessness, prodigality and corruption resulted. Government aid paralyzes individual thrift. The friends of subsidies have argued that commerce will be increased by granting subsidies. But during the Pacific mail and the Brazilian subsidies the commerce with the countries to which these lines ran actually diminished. Commerce does not follow the flag but follows self-interest. Foreigners will buy from us if we are able to produce cheaper than others and not because we pay millions to ship owners.

The American shipping industry is one of the greatest in this country. It employs thousands of men, American shipyards now have contracts aggregating \$150,000,000. It is true that the American laborer receives more wages, but it is because he is more efficient. Mr. Cramp has asserted that the difference in wages is more than overcome by the economic superiority of the American mechanic.

The granting of subsidies is the signal for corruption. When the Pacific Mail Company asked for an increase in subsidy it was discovered that part of the original subsidy had been spent to secure the additional subsidy. Corruption had stalked abroad in the halls of Congress. What happened once may happen again. Eighty per cent. of the world's trade is carried in English tramp steamers which have never received one cent of subsidy. Subsidies are a good thing for ship-builders, but not for the people. With abiding faith in the shrewdness, the foresight, and the commercial sagacity of the American people we rest our cause, confident that the assertion we have made can neither be denied nor controverted.

The closing speech was made by Mr. R. O. Everett. Like Mr. Robins, Mr. Everett proved himself apt in rejoinder and made very effective use of his opening minutes in direct rebuttal. He followed this up with a fine speech, delivered with ease and force—one leaving a deep impression of the earnestness of his words and revealing a diligent study of the practical side of the question. It was a twin brother to Mr. Robins' speech in every way.

Mr. Everett said in part: Although the American people constitute but 18 per cent. of the human race, yet they produce 25 per cent. of the raw mate-

rial and 33 per cent. of all the manufactured goods. Or in other words one-third of our annual production must be disposed of in foreign markets. This condition makes the world's markets of vital importance to our future development.

The marine now as the great agent for facilitating foreign trade, becomes an absolute necessity. Yet we have no marine, 92 per cent. of our \$2,500,000,000 foreign trade must be carried in vessels owned and operated by our foreign competitors. At a time when our demands for a marine are greater, by reason of our great surplus, the marine is actually in a more decrepit condition than ever before.

As a result of these discordant conditions, the American people are subjected to cost and dangers which national prudence and economy should forbid.

First, \$300,000,000 is paid out annually in freights. Second, three nations carry 80 per cent. of our commerce, and in case of conflict among these powers American commerce would be a prey to the navies of either side.

Our development in foreign nations is checked by the greater cost and longer time of transit, to which our products are subjected.

Fourth, Political insecurity in case of war. No nation can be a strong naval power unless it has as a basis of this strength a vigorous merchant marine, to furnish ships and men in time of war.

These four conditions create an immediate demand for a marine, and as my colleague has shown that it is the policy and function of the government to supply the national needs, it becomes here the duty of the government to aid the marine.

Now there are only two ways for the government to aid. First, by discriminative duties, but this is impracticable by reason of the existence of 33 treaties; and secondly, subsidies. This last method is the logical form of governmental aid, and the only one, by which the foreign advantages can be effectively overcome, and thus place the American citizen on equality with the world. This is all that is necessary to be done, as we have every other requisite for being a great maritime power, the capital, the material and the demand.

If the government subsidizes the marine, we will have a symmetrical development of our economic forces. The American people will not produce the material, manufacture the material, transport the finished product to the sea-board, and then trust to competitors to place the goods on the markets of the world, but the mechanism will be complete.

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