

SELECTED ARTICLES OF SHIP SUBSIDY

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Selected Articles of Ship Subsidy by Caroline A. Clifford

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CAROLINE A. CLIFFORD

**SELECTED ARTICLES
OF SHIP SUBSIDY**

The Abridged Debaters' Handbook Series

SELECTED ARTICLES

ON

SHIP SUBSIDY

COMPILED BY
CAROLINE A. CLIFFORD

MINNEAPOLIS
THE H. W. WILSON COMPANY
1913

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EXPLANATORY NOTE

The present volume in "The Debater's Handbook Series" has been compiled to give to the student, debater, or librarian, in a convenient form, all the material ordinarily called for or needed for a debate on the subject of Ship Subsidy. It contains a brief of the subject; a full list of references to books, pamphlets and magazine articles for the use of those who wish to go farther into the subject and to whom other material is accessible; and reprints, entire or in part, of the most valuable articles enlarging upon the points brought out in the brief. The question has been debated a number of times in Congress. A complete list of these debates may be found in the bibliography of Ship Subsidy published by the Library of Congress.

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BRIEF

Resolved, That the government should establish subsidies for the upbuilding of the merchant marine.

INTRODUCTION

- I. The question is important.
 - A. It concerns the economic and political conditions of the country.
 - B. It appeals to our patriotic aspirations.
- II. It is timely.
 - A. The internal development of the country has reached the point where capital is seeking new fields for investments.
 - B. Industries are requiring new markets.
- III. It is generally granted that we have practically lost our foreign carrying trade.
- IV. Granting this, the questions seem to be
 - A. Is a merchant marine essential to the welfare of the country?
 - B. If so, is the payment of subsidies the best method of acquiring a marine?
- V. A subsidy is a grant of money given by the government to assist an undertaking.

AFFIRMATIVE

- I. A merchant marine is essential.
 - A. As an auxiliary to the navy.
 1. Colliers and transports.
 2. Extra ships in time of war.
 3. Training school for seamen. †
 - B. For the efficient carrying of the mails.
 - C. To insure independence and safety in the carrying of our exports and imports.
 1. War between ship owning countries would cripple our commerce.

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AIBSONIAO

- D. For the opening of new markets.
 - 1. Ships work for their own countries.
- II. The payment of subsidies is the best method of acquiring a marine.
 - A. Experience has proved that it is efficient.
 - 1. In the United States.
 - 2. In foreign countries.
 - B. It is needed to equalize conditions here and abroad.
 - 1. Higher cost of labor in the United States.
 - 2. Higher cost of material in the United States.
 - 3. Foreign marines are heavily subsidized.
 - C. It is democratic.
 - 1. Will benefit all the people.
 - D. It is in accord with tried economic principles.
 - 1. It is a part of the protective system of encouraging industries.
 - E. It is just.
 - 1. Shipping is the only unprotected industry.
 - F. There is no better method.
 - 1. "Free ships" does not meet the conditions.
 - 2. Discriminatory duties are impossible because of existing treaties.

NEGATIVE

- I. A merchant marine is not essential.
 - A. As an auxiliary to the navy.
 - 1. Colliers, transports and extra ships may be bought cheaper from other countries.
 - 2. Coast-wise and lake fleets offer adequate training schools for seamen.
 - B. To insure independence and safety in the carrying of our exports and imports.
 - 1. In time of war neutral cargoes are protected.
 - C. For the opening of new markets.
 - 1. An efficient foreign banking system and consular service needed more than ships.
- II. The payment of subsidies is not the best method of acquiring a marine.

- A. Experience has proved that it is not efficient.
 - 1. In the United States.
 - 2. In foreign countries.
- B. It is not needed to equalize conditions here and abroad.
 - 1. Higher cost of labor in the United States is offset by greater skill of workmen.
 - 2. Cost of material is equal or lower.
 - 3. Foreign marines are not heavily subsidized.
- C. It is not democratic.
 - 1. It is taxation of all for the benefit of a few.
- D. It is not in accord with sound economic principles.
 - 1. High cost.
 - 2. Taxation of a population to make an unprofitable business profitable.
- E. It is unjust.
 - 1. Ship builders already protected.
 - 2. Not fair to subsidize any special industry.
- F. There are other better methods.
 - 1. "Free ships".
 - 2. Discriminatory duties.

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