

Alexander, of this house, one of the ablest and best men in it, chairman of the committee on the merchant marine and fisheries, shows that 94 per cent of all the Atlantic and gulf coastwise shipping is owned directly by railroads or shipping combinations. No one will controvert the truth of that report. Will you stand by a plank in the platform that violates every other principle in it, to the end that you may aid the railroads to further operate and control shipping facilities through the canal free? True, the transcontinental railroads can not operate ships through the canal in competition with themselves.

"But there is not a railroad in the United States that does not do a transcontinental business that is not at liberty to use that canal. We will tax the people, yes, tax the widow and the orphan to furnish a \$400,000,000 free-service facility to the railroads, and then have the cheek to claim that we are urging this legislation in the interest of the Canadian Pacific and other transcontinental railroads.

"I will tell you whose interest you are serving, whether you do it with or without knowledge on your part. When the canal bill was being considered I put the test to gentlemen in this house who were crying out transcontinental railroads, and they ran away from it like scared rabbits. I proposed to permit foreign vessels to enter the coast-to-coast business through the canal upon the payment of tolls; but no, never. We are not attacking any coastwise shipping. They can continue to go around the Horn, as they have always done. It is to their material and monetary interest to go through the canal, even on payment of the toll charged, and thus save the expense of sailing 8,000 miles around the Horn. Why should we tax our people to pay for construction, upkeep, and operation for the benefit of coastwise ships? Why did we not give the coastwise vessels the free use of the Panama railroad? It has been owned for nine years by the United States government. The recipients of special privilege in this country seem to be so infatuated with the benefits of legislation that upon the slightest opportunity they clamor for it on the lightest pretext. I offered the amendment just referred to, providing that foreign ships should be permitted to do a coast-to-coast business through the canal, paying the tolls. That legislation would add to the income of the canal and give the transcontinental railroads real competition. And you know that it is the transcontinental railroads that can not own ships competing with themselves. Such legislation would give real competition to them.

"I made a 20-minute speech in this house in favor of that amendment when the bill was pending, and how many votes do you think I got for it? Forty-four. A number of them came from the republican side. The gentleman from Minnesota (Mr. Steenerson) and others voted for it. I did not get more than 25 democratic votes for that amendment, which would have given real competition to the transcontinental railroads and our Atlantic and gulf coast railroad-owned ships. I introduced the amendment afterwards as a bill, and it was first re-

ferred to the committee on interstate and foreign commerce, and by the speaker referred to the committee on the merchant marine and fisheries. Why do you not advocate its passage if you want to give the transcontinental railroads real competition? No. It is a sweet, precious advantage to the railroads on the Atlantic and gulf coast country that you stand for. They can own and send all the ships they have or may acquire, unless this bill passes, through the canal free of tolls. There is nothing to hinder the steel trust from putting in a line of ships of its own. There is nothing to hinder the Standard Oil Co. from putting a line of ships through the canal free of expenses as to canal charges. There is nothing to hinder the beef trust from putting in a line of ships. None of them would be operating in competition with themselves.

"Then prate about our doing something in the interest of Great Britain! It is a fact that Great Britain has more foreign shipping than we, but we have more coastwise shipping than any country on earth. Does any man contend that the declarations in our party platforms from time to time, in favor of our building up our merchant marine, refer to the coastwise trade? No. That trade is already protected by a monopoly of the entire trade, and the different companies do not even make the same ports.

"Who are you going to stand by? Are you going to stand by the common people, who pay the taxes; by our president, who will not stultify himself by favoring a plank in the platform that was put in stealthily in the interest of an existing statutory monopoly, and the only one in the United States?" * * *

SPEAKER CLARK'S SPEECH

Speaker Clark's speech in the house March 31 against the repeal of the exemption clause of the canal tolls, as reported in the Washington Evening Star, was as follows:

There is no personal issue between the president of the United States and myself. There has not been at any time. I trust there never will be. I have at no time uttered one word of criticism of the president. At no time, so far as I am informed or believe, has the president said one single word of criticism of me. In the nature of things, a man who is worthy to hold a high public post in the service of his country must believe that other public servants are actuated by the same high, courageous and patriotic motives by which he believes himself to be moved.

I have never for one moment entertained the opinion that President Wilson is actuated by other than the highest patriotic motives. I do not believe that President Wilson has ever entertained any other opinion as to the conduct of those of us who find it necessary to differ with him on this measure. President Wilson does not desire a breach in the democratic party. I do not desire a breach in the democratic party, and there is no breach in the democratic party. I would scorn to believe that President Wilson countenances for one moment the efforts of some of the jackal press to represent that we are seeking to disrupt the democratic party. The presi-

dent is too big a man not to desire that this great question should be fought out on its merits, free from personalities, which can do no good and may do much harm. The president has too high an idea of the duties of a public servant to desire members to do other than vote their conscientious convictions. With most of those who have asserted that I am seeking to disrupt the party the wish is father to the thought.

In the New York World of Tuesday, March 24, appeared a scurrilous and slanderous article with these headlines:

"Leaders work to split democracy over canal tolls. As filibuster against exemption repeal goes on in the house it is said that both Speaker Clark and Mr. Underwood will oppose the president's measure."

That is one of the most preposterous statements made in any newspaper since Guttenberg invented movable types.

You gentlemen into whose faces I am now looking know the democratic leaders of this house better than any other men on earth know us. Does any man in this house believe that the democratic house leaders are working to split the democracy? If so, let him courageously stand up here and now.

(Continued on page 21.)

WORK FOR DEMOCRATIC SUCCESS THIS FALL

The re-election of a democratic congress this fall is vital to the continued success of the democratic party, and democrats everywhere should do their part to make victory not only a certainty but to make it as decisive as possible. An aggressive fight should be made in every congressional district, and a strong effort should be made to place democratic literature into the hands of the voters.

For this year's congressional campaign, The Commoner is making a special low rate of 60 cents, and for the convenience of those who wish to use The Commoner for the purpose of circulation among doubtful voters in their districts, two pledge blanks have been arranged below. One pledge calls for a number of special subscription cards which any worker agrees to take and be responsible for at 60 cents each. The other pledge is arranged for those who may not have the time to go out and dispose of the subscription cards but who may wish to contribute a stated amount towards placing The Commoner in the hands of doubtful voters in states or districts they may later designate.

As will be seen by the lists published on page 15, a large number of friends are taking up this work enthusiastically. Every state is falling in line. If you have not signed either of the pledges, why not do so today? Make up your mind now to help strengthen your party's efforts in your district by agreeing to dispose of at least five subscription cards among the voters or have The Commoner sent to at least five voters. Kindly sign one of the pledges at the bottom of this page and start the work at once.

A PLEDGE

TO ELECT A DEMOCRATIC CONGRESS IN 1914

Publisher Commoner: Believing that the way to endorse President Wilson's administration is to elect a democratic congress in 1914, and believing that The Commoner placed in the hands of worthy democrats and the independent voters will materially assist in the election of a democratic congress as an approval of the administration of President Wilson, I request that you send me the subscription cards indicated below and I pledge myself to use my utmost endeavor to sell the cards and will remit for them at the Congressional Campaign Special Rate of 60 cents each.

Form with a table for pledging. The table has two columns: the first column contains numbers 5, 10, 15, 20, and 25; the second column contains the text 'Name', 'Box or St. No.', and 'P. O. State'. Below the table, it says 'Indicate the number of cards wanted by marking X opposite one of the numbers printed at the end of this blank.'

If you are willing to assist The Commoner in the educational and organization work to bring about a congressional victory, fill out the above coupon and mail it to THE COMMONER, Lincoln, Neb.

A PLEDGE

Publisher Commoner: Desiring to assist in upholding the hands of President Wilson's administration, and believing that circulating The Commoner as current campaign literature in close congressional districts will materially aid in bringing about the election of the democratic candidates, I hereby agree to contribute the amount indicated below, the same to be used in sending The Commoner at the special rate of 60c per year to persons in my county or district or in another state or district, as I may designate later.

Form for pledging with a table. The table has two columns: the first column contains amounts \$1.00, \$3.00, \$5.00, \$10.00, and \$25.00; the second column contains the text 'Name', 'Box or St. No.', and 'P. O. State'. Below the table, it says 'Indicate the amount you are willing to contribute by marking X opposite the figure printed on the end of this blank.'

The amount pledged above may be sent in with the pledge, or it may be paid anytime within 60 days. This pledge is not negotiable, and collection of it will not be forced. Kindly fill in the pledge and mail at once to THE COMMONER, Lincoln, Neb.