

Garter. In his famous first inaugural formulating the democratic creed, Thomas Jefferson puts the same idea in these words, familiar to us all: "Please, commerce and honest friendship with all nations, entangling alliances with none."

TO FIGHT FOR RIGHTS

We want war with no nation, but rather than surrender our right to our complete sovereignty over every square foot of our globe-encircling domain we will cheerfully and courageously face a world in arms.

The amazing request of the presi-

dent for the repeal, like the peace of God, passeth all understanding. If he has any reasons which are not utterly untenable and which impelled him to make the request, he has not vouchsafed them to us as a body or, so far as I am informed, to any member of the house. If he has adequate reasons and did not deem it prudent to make them known to the world at large, he could have communicated them to us in secret session. With all due deference to the president, it seems to me that we are entitled to those reasons before boiting a demo-

cratic platform, which is generally considered an indefensible, an extra-hazardous performance, frequently fatal in its results.

In his message one reason assigned by the president was in these words: "That exemption constitutes a mistaken economic policy from every point of view."

If it is "a mistaken economic policy" now, was it not "a mistaken economic policy" during the campaign of 1912, when we all, under the lead of the president himself, indorsed it as part of the democratic creed, on which we appealed for votes? If so, why did the president indorse it then? It cannot be that a proposition which was good before the election can be so awfully bad after the election.

But it is not "a mistaken economic policy." If so, is not our policy from the very beginning of shutting all foreign ships out of our coastwise trade also "a mistaken economic policy"? Do not our rules of charging foreign vessels for wharfage, dockage, pilotage, and so forth, while charging our own vessels no fees or smaller fees, also constitute "a mistaken economic policy," if the president is correct? In short, if he is correct, is not anything we can do to give our own people any economic advantage whatsoever in the race for commercial supremacy "a mistaken economic policy"?

FADES BEFORE FACTS

Most assuredly the "mistaken-economic-policy" reason of the president is untenable and fades away before the stubborn facts of our history.

As that is a disputed point, why not amend this bill so as to continue the present law with the exemption section for two years or suspend it for two years? By amending the bill either way we control the situation. If the exemption from tolls should turn out to be "a mistaken economic policy," we can repeal or modify it; but if we pass this repeal bill, control over our own canal, built on our own soil with our own money, is gone from us and our heirs—

Forever and forever,
As long as the river flows,
As long as the heart has passions,
As long as life has woes.

A second reason for the repeal assigned by President Wilson is that the exemption of our coastwise trade from the payment of tolls is "in plain contravention of the treaty with Great Britain concerning the canal, concluded on November 18, 1901." Of course, the president believed that or he would not have said it, but he was mistaken. If I believed that, I would vote with him, for I am as tender and jealous of my country's honor as he is or as any other living man is, even as tender and jealous as the gentleman from Texas (Mr. Henry), the gentleman from Kentucky (Mr. Sherley) and the gentleman from Pennsylvania (Mr. Palmer) are, notwithstanding they are self-constituted custodians of the honor of the American republic and the American people.

It is painful, perhaps presumptuous, to disagree with these three great international jurists, but it must be done. The supreme court of the United States is supposed to know some law. In the case of Olsen versus Smith, reported in the One hundred and ninety-fifth United States, volume 332, at page 344, a case involving the very point involved in the exemption section of the Panama tolls law, the court had the temerity to rule contrary to the opinion of my three learned friends aforesaid.

Chief Justice White, then Mr. Jus-

tice White, delivered the opinion of the court in these words:

SUPREME COURT DECISION

"Nor is there merit in the contention that, as the vessel in question was a British vessel, coming from a foreign port, the state laws concerning pilotage are in conflict with a treaty between Great Britain and the United States providing that 'no higher or other duties or charges shall be imposed in any part of the United States on British vessels than those payable in the same ports by vessels of the United States.' Neither the exemption of coastwise steam vessels from pilotage resulting from the law of the United States nor any lawful exemption of coastwise vessels created by the state law concerns vessels in the foreign trade, and therefore any such exemptions do not operate to produce a discrimination against British vessels engaged in foreign trade and in favor



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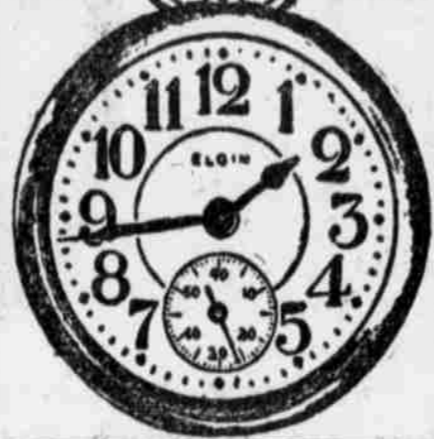
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