

## CONCLUDING SPEECH OF SENATOR F. M. SIMMONS ON TARIFF BILL

Final Argument of the Distinguished North Carolinian  
Downward Revision.

Following is the text of the address which Senator F. M. Simmons, chairman of the Senate Finance committee, made in the Senate as his final argument for the passage of the Simmons tariff bill:

"Mr. Simmons. Mr. President, within a few hours—certainly, I think tomorrow on next day—this bill will become the law of the land. It will carry the lowest average rate of duty carried by any tariff bill which Congress has ever passed except the Walker bill, which was followed by an act of severity not surpassed in our history. It will be recognized by the country, whatever may be said of it by its opponents, as an honest effort on the part of the party in power to correct the evils and to relieve the people from the unequal conditions and unjust burdens existing through the present tariff law, without inflicting injury upon any one except in so far as injury may be incidental to restoring admitted wrongs and reducing inequities in our tariff legislation by abolishing legislative privilege and favoritism.

"The large free list which this bill carries, and the heavy reductions it makes on the necessities of life, will carry its benefits to the people and more surely to the people than any other tariff bill ever passed by Congress. It untaxes many of the raw materials of the manufacturer, but it simultaneously and correspondingly reduces the tax on the manufacturer's finished products, so as to compel him to share the resulting lessened cost of production with the domestic purchaser of his products.

"The bill recognizes that the maintenance and the further development and expansion of our industrial activities depends largely on our foreign trade. It recognizes the fact that we cannot successfully sell abroad unless we also buy abroad; and it seeks in every possible and feasible way to encourage our trade with the countries that end, by its reductions, it opens the door for larger importations; and by reducing the cost of living; by reducing the taxes on the necessities of life; by reducing the cost of production; and by untaxing the raw materials of the manufacturer it provides for an enlarged exportation of our products.

"The bill remits, Mr. President, to the masses one-third of the tax they now pay to the Government through customs duties, and the country pays much of their present burdens to the incomes of the rich. This is fair and just because the masses pay many times their share of the remaining two-thirds of these customs taxes under our tariff system of the country pay practically all the customs taxes, the consumption taxes, they will be relieved from the income tax, and those whose incomes exceed three thousand dollars.

"It is estimated that of the ninety odd millions of people of this country, this income tax will have to be paid by only about 600,000 individuals. So we have a system, brought about through this bill, which places the burden of taxation on the rich and the poor, by relieving the man whose income is less than \$3,000 from all income tax and requiring those who have more than a competency and who do not pay their share of customs taxes to pay the income tax.

"But, Mr. President, of far greater importance to the people than relieving them of the one-third of the income tax of one-third of the customs tax that is now transferred to the swollen fortunes of the rich—tax that could not amount to more than a lessening of their burdens to the extent probably of a little over \$100,000,000 a year—of more, yes, of transcendently more importance to the people than this, is the fact that the reduction made in this bill remits to the masses millions piled upon millions through the provisions of existing laws annually collected from them law, not for the Government, not to fill the coffers of the Treasury, but to swell the bloated fortunes of a few and privileged beneficiaries of Republican tariff taxation.

"This bill has been highly praised, and it has been severely criticized, and so have all its predecessors. Mr. President, neither the commendations of the advocates nor the condemnations of the opponents of an untried tariff bill signify much. In this case, as in every case, the merits of the bill will have to be determined by its practical workings. And we, representing the party responsible for this legislation, acting on behalf of the constituencies which have sent us here to legislate with respect to it, will not know and cannot know with certainty what some of the effects will be until it has gone into effect.

"But we believe, Mr. President, that it will justify itself, and we believe it will not condemn itself. The Democratic party, responsible for this legislation, therefore, awakes with absolute confidence in the result of this supreme test of its efficiency in carrying out the policies and principles upon which it was framed, and the efficiency of these principles thus applied to remedy admitted evils and reform admitted abuses in the interest of the welfare and the prosperity and the happiness of the people.

"As Democrats we have an abiding faith in that it will bring prosperity and not disaster. As Democrats we have an abiding faith that it will expand and not contract our industrial activities. We believe that it will open more factories and will not close those that are already in operation. We believe



SENATOR FURNIFOLD M. SIMMONS.

that it will increase and not curtail the opportunities of employment to labor, and that it will make more instead of lessening the number of shops open to the American workmen.

"Whatever may be said of this bill, either by its friends or opponents, no one can gainsay the fact that it is a clean bill. No one can gainsay the fact that no sinister taint or suspicion attaches to its making. No one can say that it was inspired or written by the hands of selfishness or of greed; it was written by the hands of a man who has no selfish interests. But they went away, Mr. President, empty-handed. They went away dazed by the fact which they had discovered, that again in this country the people rule, and God Almighty reigns. They went away impressed by the fact that at least it has come to pass in this Republic, thank God, that the people who pay the taxes levy the taxes they pay, and not the special interests for whom so long they have been levied by the Republican party and paid by the people.

"No one will deny that this bill represents honest effort by the party in power to carry out the pledges and promises upon which it was elected and upon which we, members of this Congress, were elected and commissioned to act and to act at once.

"This bill is a part of a legislative program of reform which will help the people and hit the trusts. It is a part of a legislative program that will with one hand cut down the cost of living and with the other hand cut down the unjust and unfair profits of monopoly and special privilege.

"Mr. President, when the full Democratic program of reform has been written, as it will be written in the statutes within a short time by the Democratic party, let us hope, as I believe it is the case, that there will be an end in this country to that great menace to our institutions in working out the great fortunes of the few and equals for which they were obtained and established, namely, law-created wealth and law-created privilege.

"Mr. President, I wish to ask the Senator a question. Mr. Simmons, I am about through.

"Mr. Simmons. I have just a minute further. Mr. President, there has been talk here and elsewhere about the methods pursued in the framing of this bill, especially about the caucus. Ours is a Government of parties. The party in power is responsible for legislation. The tariff is, and always has been, and I think always will be, a party question. These bills must be made by the party in power if that party is to carry out its party pledges and party promises with reference to this question. This has been recognized by all parties in the framing of all our tariff bills.

"The caucus is somewhat an extension of the method pursued heretofore, but the purposes are the same. Heretofore the members of the Finance committee of the party responsible for the legislation have framed the bill both in the committee and by the conference. In the case of the last bill no minority Senator on the Finance committee was permitted to sit on the floor of the Senate when it was framing the bill, and they were given only a few minutes to vote upon it after it was framed and thrown upon the table. On the conference committee upon the disagreeing votes of the two Houses upon that bill no member of the minority was permitted to sit, and it was claimed at the time that the report was actually made and signed without the participation of the members ever having been called into the meetings of the committee at all.

"The caucus, I say, simply carries this practice a little further. Instead of securing a majority of the party consent through the committee, it sought to secure it more generally and thoroughly through the caucus. The result, Mr. President, as respects the bill now pending before the Senate is that this tariff measure, upon which I hope we will vote in a few hours, is the first tariff bill ever passed passed in this country that was framed by the whole body of the party responsible for the legislation.

## You Are Invited

The News and Observer building, almost destroyed by fire last April, has been rebuilt and enlarged. Within a few days the finishing touches will be completed and the home of 'The Old Reliable' will be open for work. Upon that occasion we wish to have a real Tar Heel House warming, with a few brief addresses touching the past service, the mission and the outlook for larger usefulness of the paper.

I am deeply grateful to you for the generous evidence of your friendship and interest in the paper, and am writing to express the earnest hope that you can be with us at the House Warming on Monday evening, October 13th, in the new building. If the paper has been able to render any service to the State it is because you and many others have helped me and all connected with me in trying to make the paper a worthy exponent of North Carolina thought and North Carolina development.

A cordial welcome is extended to you to be present on Monday night.

Sincerely yours,  
Josephus Daniels,  
President.

## Special Train For The Big Anti-Saloon League Meet

### Delegates to National Convention at Columbus, Ohio, to Get Rate of One and Three-Fifth Cents a Mile—Plan to Get Delegates.

(By R. L. Dairy, Superintendent  
North Carolina Anti-Saloon League.)

Arrangements have been made with the railroad companies whereby the delegates to the Anti-Saloon League convention will secure a rate of 1.35 cents to Columbus and return. This means that the fare from Raleigh to Columbus and return will be \$21.75 from Durham, \$26.80 from Winston, \$19.45, and from other points over the State in like proportion. I have arranged with the Norfolk and Western to give us special cars out from Norfolk, leaving Norfolk Monday morning, November 10th, at 8:30. All of the North Carolina delegates on the Norfolk and Southern in the Albemarle section of the State, will make the Norfolk and Western connection at Norfolk. All of the delegates on the Seaboard Air Line and Atlantic Coast Line, especially in the eastern section of the State, will connect with the Norfolk and Western at Petersburg and must be there to catch the special at 11 a. m. All passengers from Fayetteville, Wilson, Rocky Mount, Weldon, and intermediate points can leave their homes on the Atlantic Coast Line train, 4:15 p. m., of 7 o'clock in the morning and reach Petersburg at 9:30 a. m., where they will have only one hour and a half wait for the special. Delegates from Hamlet, Raleigh, Henderson, and other Southern points will have to take the night train to Petersburg Monday morning to catch the special at 11 a. m. Passengers from Charlotte, Concord, Salisbury, High Point, Reidsville, and intermediate points will take No. 44 Monday morning, leaving Charlotte at 6 a. m., which will put them in Lynchburg at

1:07 p. m., where they will wait one hour for the special. Passengers via Winston will leave Winston at 4:10 a. m. and board the special at Roanoke at 3:55 p. m. So from Roanoke to Columbus, a distance of four hundred and twenty-four miles, all the delegates will be on the same train. The special will reach Bluefield about 8 p. m., and will put us in Columbus at 7 a. m. Tuesday. From Bluefield on as many Pullman cars as are necessary to accommodate the delegation will be carried.

With this rate of 1.35 cents, a ticket from almost any point in North Carolina to Columbus and return will not be over \$25, and by this agreement all the North Carolina delegates will be gathered up at the various junction points and thus we will have a united force when we reach Columbus. Before reaching there we can properly organize and be in a shape to let that great convention know that North Carolina believes in National

prohibition as well as State-wide prohibition.

Now, the way to secure these four hundred delegates who certainly ought to go from North Carolina, is for the various churches and pastoral charges over the State to take up this matter and see that their delegates are elected and that his or her railroad expenses are furnished. Twenty-five dollars is a right good sum to an individual, but it is only dimes and quarters to a congregation, and it does seem that anybody in a congregation in North Carolina would be glad to chip in such amount, or dollars, that their individual church might be represented in this epoch-making convention. The Anti-Saloon League has provided a plan for raising these funds, which, it is believed, can be easily worked in any community or church in the State.

I have issued a stock certificate which is printed in patriotic colors (red, white, and blue). This plan is easy to operate. Let the pastor have his church, and the Sunday School superintendent his school to elect a committee of one, two, or three, or himself appoint such a committee, to sell twenty-five shares of stock in his campaign for National prohibition at \$1 per share. Everybody who takes as much as one share will have this beautiful certificate issued to them, properly filled in, giving name and number of shares, and stating that this money is to assist in buying a ticket for one delegate from their town to Columbus. This certificate will be a beautiful souvenir to frame as a keepsake for future years. When these twenty-five shares are sold, the \$25 is turned over to the delegates. At the same time that the committee is appointed, if the church thinks it wise, they can elect the delegate, and everybody who takes a share, or who

## TROUBLE IN OVERCHARGES

### Shipments Back and Forth With Exorbitant and Prohibitive Railroad Freight Rates Which Hurt the People of North Carolina.

A letter of October second to the Interstate Commerce Commission from Oxford Buggy Co., of Oxford, N. C., shows how North Carolina is discriminated against by the railroads, and the outrages of some of the methods used. In part it reads; with reference to overcharges on buggies to Fountain Inn, S. C., via the Southern Railway:

"We have just had a freight bill sent in by our traveler covering 1 buggy and 1 pair shafts shipped 6-21, weight 450 lbs. and charges \$6.08 and this in face of a published rate of 84 cts. in their own Carolina Vehicle Tariff No. 11. C. C. No. A-4824.

"From some unaccountable reason to us these shipments have not gone the direct route via Greenville changing here to C. & W. C., but have been sent way down to Augusta to be shipped back by circuitous route to form an excuse for exorbitant and prohibitive charges we suppose.

"This is not the only time this has occurred but has been continuous for some time and the party, Messrs. Armstrong & Taylor has filed claims for the overcharges which he has been unable to collect, and has not been able to get the return of the freight bills from the railroad, and is now appealing to you rather than going to expense of a suit to get what they have wrongfully taken from them.

"Our traveler showed the agent down there the published rate still he would do nothing about correcting it.

"We will be glad to hear from you as to what you can do through your good offices to remedy this evil, and have these overcharges refunded."

## ONLY 9 DAYS TILL THE GREAT STATE FAIR

## BIGGEST DRAINAGE PROJECT YET UNDERTAKEN IN STATE

Work on Mattamuskeet Lake District to Commence  
as Chief Engineer—Kindred Thousand  
Acres of Rich Land To Be Reclaimed.

(BY T. W. CHAMBERS.)

Wilson, Oct. 11.—The middle of the coming week will mark the beginning of what is probably the biggest single development ever undertaken in North Carolina. Lawrence Brett of this city has been employed as chief engineer to the board of drainage commissioners of the Mattamuskeet Lake drainage district and tells me that it is expected that work on this proposition will start about October 15.

Mr. Brett has traveled over Hyde county, in which this drainage work is to be done, and in fact made many of the surveys for the commissioners. He says that the fact of the matter is that Hyde county will be able to make sufficient corn to supply the State when the one hundred thousand acres affected by the drainage district is ready for the plow. Mattamuskeet Lake district is the largest drainage district in the State and the lake itself covers about 50,000 acres and 50,000 more are lying about its borders. The lake is shallow, the depth ranging from three to seven feet and the soil of the bed, when drained will be as rich, if not richer than any in the State.

Hyde county, according to the last census had a population of something like 9,000 people. The county is almost entirely surrounded by water and the only land connection is on the north side of the county. Pamlico Sound is the county line on the east and south and it is for the purpose of the commissioners to pump the water from the lake into an outlet canal which will in turn empty into the sound. The county seat is Swan Quarter—a town located in the southern part of the county.

Almost in the center of the county is the lake and it was formerly the property of the State and was set apart to the State Board of Education. For many years it had had no tangible value and it is doubtful if any citizen of Hyde county ever dreamed of any value being attached to Lake Mattamuskeet. Surrounding the lake and distant from it, possibly a quarter of a mile in a sandy ridge which varies from three to ten feet in height. This ridge stops the drainage from the surrounding section of the country and the only water that enters the lake is that which falls within the circle of the ridge.

Several years ago members of the State Board of Education together with several citizens of Hyde county organized, under the drainage laws of the State, a drainage district. Commissioners were elected but legal objections were made and injunctions granted. The last of these was determined by the State Supreme Court last December. In the meantime the State Board of Education sold their interest in the lake and drainage district to a private corporation for \$100,000 and this corporation now owns the lake-bed.

During the past summer drainage bonds were issued and sold to northern capitalists. The money received from the sale of these bonds is to be expended by the drainage commissioners of which board Mr. J. S. Mann, of Middletown, is chairman and John P. Kerr is secretary, and contracts have already been let for the excavation work and for the erection of the pumping plant.

The board has employed Mr. Lawrence Brett as chief engineer and he will open an office near the scene of operations. Competent engineers will be with him and the work pushed according to the plans. Mr. Brett has already handled a number of drainage propositions but this is the biggest proposition to come to him.

A Mammoth Enterprise.

This is a mammoth enterprise and is being watched with interest throughout the country, especially by those directly connected with drainage work, and the importance of land reclamation. The most approved plans are being followed and the surveys and estimates were submitted to engineers of the United States government and in fact some of the preliminary plans and surveys were made by those experts, although the working plans were executed by Mr. Brett as a result of his previous surveys.

It is proposed to erect a pumping station on the south side of the lake and possibly six or seven miles from Pamlico sound and install a two-horse-power pumping plant at this station. Something like 100 miles of canal will drain the water from the lake into the reservoir at the pumping station and then this water will be pumped into the outlet canal which will carry it into the Pamlico Sound. This plan has the endorsement of the leading drainage experts of the United States.

It is estimated that about 5,000,000 cubic yards of earth will have to be moved by the contractors and that about 300 freight cars will be necessary to transport the material and machinery for the pumping station and buildings.

Mr. Brett estimates that the work will require about two years, but every effort will be made to rush it to completion. When it is completed more than 100,000 acres of the most fertile farming land will be ready to grow crops of corn and other necessities.

## PASTOR RESIGNS, GOING TO BRAZIL

### Rev. F. Swindell Love Will Take Chair of English at Gran- berry College.

(Special to The News and Observer.)

Kinston, Oct. 11.—The pastorate of Rev. F. Swindell Love at Queen Street Methodist church here will end tomorrow morning, at which time Mr. Love will preach his last sermon to a Kinston congregation. The popular young minister with his family will leave Monday morning for New York, from which port they will sail for Brazil, to remain at least five years, under circumstances which compel them to return to this country sooner.

Mr. Love's charge here is one of the most important of the churches of the Southern Methodist in East Carolina, and his influence here and in the conference has been so marked that his departure for the foreign field will create a vacancy that will be difficult to fill.

Mr. Love was born at Monroe, N. C. He is an A. B. graduate (1908) of Trinity College, where he did special work in English, philosophy and economics, and an A. M. graduate of Columbia University in the department of political science. This work was done preparatory to teaching political science in Soe Chow University, China. A failure of health made the realization of this plan impossible, so Mr. Love remained in America and his native State.

He joined the North Carolina Conference at New Bern in 1907, and his first regular ministerial work was done in Kinston in 1909, from the time of the late Dr. Frederick Swindell's death until the conference meeting, when he was appointed to the Woodland City station. Three months later he was again appointed to the Kinston station, where he has served till the present time. His present pastorate here saw the completion of the handsome new church of the Queen Street congregation.

To Granberry College. In June of this year the board of missions of the Methodist Church, South, found that the resignation of Mr. Daniel Lambuth, S. D. of Birchoy Lambuth, from the faculty of Granberry College in Brazil, left the departments of English and psychology without a man, and an appeal was made to Mr. Love, who at once accepted the place, and to begin this work classes his ministry of nearly three years in Kinston tomorrow. Granberry, located at Jui de Fora, 80 miles from Rio de Janeiro, is perhaps the most influential school in Brazil.