

# RECORD OF SENATOR SIMMONS

## Captain S. A. Ashe's Revision of The Public Acts of The Senior Senator From North Carolina.

To the Editor of The News: For some days past newspaper correspondents from Raleigh have sent out the statement that Governor Kitchen in his speech to be delivered in Raleigh tonight would assail Senator Simmons' congressional record.

Assuming that his assault will be along the line of criticisms he and his friends have for months been making against the senator—to the end that the record answer might follow upon the heels of the specific charges—the foregoing calm statement of the facts with reference to these subjects taken in the main from the public records in the senate has been prepared, and I wish to ask on behalf of Senator Simmons that you will give them to the public through your paper.

Very truly yours,  
S. A. ASHE,  
February 17, 1912.

**As to Charge that Senator Simmons Voted With Aldrich and For the "Interests" on the Tariff Bill.** The following is a summary of the amendments upon which Senators Simmons and Aldrich voted the same way, per senate doc. 153, reference to pages of this document is made on margin below:

**80, 81. 1—FOR INCOME TAX AMENDMENT.** Every democrat voting voted as did Senator Aldrich. (Was Senator Simmons to vote against an income tax because Senator Aldrich voted for it? Do North Carolina democrats want their representatives in congress to vote against a thing because somebody else votes for it, or vice versa?)

**87, 77. 2—FOR CORPORATION TAX.** Favored in favor of Aldrich's amendment. (Upon this amendment all democrats, except three, voted as Senator Simmons was paired.)

**44, 3—AGAINST CUMMINS' AMENDMENT TO RECOMMIT.** Schedule K (wool) with instructions to committee to report a bill with duties on wool unchanged and with compensatory duties, measuring the difference between cost of production here and abroad, to woolen manufacturers. (All democrats voted on this motion as did Senators Simmons and Aldrich.)

**78, 4—AGAINST TILLMAN'S AMENDMENT PROPOSING A DUTY OF 10 CENTS A POUND ON TEA.** (All democrats expect two voted as did Senators Simmons and Aldrich.)

**46, 5—AGAINST BRISTOW AMENDMENT EXCEPTING SUGAR FROM DUTY PROPOSED IN PHILIPPINE TARIFF.** (All democrats, except five voted as did Senators Simmons and Aldrich.)

**15, 6—ON QUEBHACHO.** (This is the exclusive product of a foreign trust, and the entire duty collected goes into the treasury, so it is wholly a revenue duty upon a product not produced in this country. The duty voted for by Senator Simmons was a reduction of the Dingley rate.)

The following is a summary of the amendments upon which Senators Simmons and Aldrich voted the same way, per senate doc. 183, reference to pages of this document is made on margin below:

**83, 7—FOR COMMITTEE AMENDMENT CREATING A CUSTOMS COURT.** (Upon this amendment the democrats divided about equally.)

**3—IRON ORE SCHEDULE.** Senator Simmons voted for reducing the duty from 40 cents to 25 cents per ton. (18 democrats voted as did Senators Simmons and Aldrich, and only 10 voted differently.)

**60, 3—ON BITUMINOUS COAL AND SHALE.** Senator Simmons voted to reduce the duty from 67 to 60 cents per ton and against reducing it to 40 cents per ton. (10 democrats voted as did Senators Simmons and Aldrich, and 12 voted differently.)

**18, 13, 57, 58, 59, 10—ON LUMBER SCHEDULE.** Senator Simmons cast 5 votes, the substance of which was: 1st. Against placing lumber on the free list. 2nd. Against reducing the duty below \$1.50 per M. ft. (On the latter amendment—McCumber—17 democrats voted as did Senators Simmons and Aldrich, and only 10 voted differently.)

All of these votes were for reductions from the Dingley rates and are good revenue duties as the treasury receipts show. Hereafter is given a fuller statement of Senator Simmons' votes on iron ore, coal and lumber. Also reductions in conference and reasons therefor.

**SUMMARY.** As to Senator Simmons' fourteen votes with Aldrich, it has been shown that seven of them are not criticised or questioned, and that the seven that have been criticised, but without foundation in fact, embrace only three subjects—iron ore, coal and lumber, and that therefore these seven votes are properly to be counted as only three votes.

An examination of his record will disclose the fact that, on the other hand, on the one hundred and twenty odd record votes taken on amendments to the bill, Senator Simmons voted against Aldrich over one hundred times.

An examination of these record votes will further show that every vote Mr. Simmons gave on the tariff duties was either:

Or to reduce duties, or to put articles on the free list; except only one vote—that to increase the duty on pineapples, a

Southern product and a luxury, to 32 per cent ad valorem, which is less than one-half the duty imposed on lemons, a Pacific coast product and a necessity, which the bill as amended increased from 51 to 78 per cent; and much below the duty on oranges and other products. The duty voted for was a revenue duty. The proposition to raise the duty on lemons to 78 per cent and to retain a duty of only 14 per cent on pineapples was the most sectional proposition in the so-called revision of 1909. It was against this outrageous discrimination against a Southern product that Senator Simmons protested and voted—and except his votes against putting lumber on the free list.

**Reason Aldrich Voted for Reduction on Iron Ore, Coal and Lumber.**

During the consideration of the house bill there were many amendments to increase duties. In each of these, Senator Simmons voted against Aldrich. There were also many amendments offered to reduce duties on manufactured products and to transfer articles to the free list. Senator Simmons voted against Senator Aldrich on all of these amendments, except for duties on coal, iron ore and lumber.

When amendments were offered, as before stated, to reduce duties on iron ore, coal and lumber, products of the land and soil, and which are raw materials the factories and house builders of New England do not produce but buy in large quantities—Senator Aldrich voted on these subjects as did Senator Simmons, for reductions.

It is the policy of the protected manufacturers, whom Senator Aldrich especially represented, while insisting upon high duties on their manufactured product, to seek low duties, or none at all, on their raw materials. Mr. Aldrich's strategy was to increase in the already high protective duties of New England manufacturers and for lower duties on their raw material. Does anybody doubt that Senator Aldrich and New England, except possibly Maine, would be glad to see the duty on iron ore and coal on the free list? For these reasons Senator Aldrich voted to reduce these duties in the senate and readily agreed in conference to still further reductions, and would probably have agreed to put them on the free list if he had thought he could command the necessary votes, and the balance of the country would stand it without wincing. During the debate there was not a suggestion from any senator that iron ore should be put on the free list.

In 1894, when the Wilson bill, which carried a duty of 40 cents per ton on iron ore, was before the senate, Peffer, populist from Kansas, offered an amendment to put iron ore on the free list, and every democrat voted against it.

Senator Simmons is supporting vigorously the iron and steel bill now before the senate. This bill puts iron ore on the free list, but it also abolishes all protective duties on the products of iron ore. Where a finished product is highly protected, putting the raw product on the free list simply adds to its protection. What the advocates of free raw materials seek to accomplish is to reduce the cost of the finished product to the consumer and to enable the manufacturer to compete in the markets of the world; but, if the duty on the finished product is highly protective, putting the raw material on the free list will not accomplish either of these purposes. The double purpose which the advocates of free raw material have in view may be accomplished by putting the duty on the finished product to a purely revenue basis.

**COAL.** Senator Simmons voted to reduce the duty on bituminous coal from 67 to 60 cents per ton and against reducing it to 40 cents per ton. So did Aldrich. The democrats divided, 10 voting as did Senator Simmons and 12 voting otherwise. The duty fixed by the conference was 45 cents per ton, being an advance on the duty of between 12 and 15 per cent. The chief cost of coal is in the freight rate; and on account of the freight rate, practically no coal is imported into this country except from Canada; and that is only to Hawaii, along the Pacific coast, and to Montana and Idaho and some for the New England border states. The consumers of the state would get coal a little cheaper if it were put on the free list, but putting coal on the free list would not reduce the price of coal one penny in any state in the South. With free coal Canada could not sell a ton of coal in the South nor would it effect the price of coal in that section one particle. We export about three times as much coal to Canada as we import; and nearly all of our trade in coal is with Canada. Canada has a duty of 51 cents per short ton, which is the same as 60 cents per long ton, the rate Mr. Simmons voted for, thus his vote would have made the duty levied on coal by the two countries the same.

Senator Simmons voted the same way Senator Aldrich did on the amendments to the lumber schedule, except that he voted in favor of placing lumber on the free list and against reducing the duty below \$1.50 per thousand feet. In conference a duty of \$1.25 per m. ft. was agreed on. Every democrat except three voted for some duty on lumber. If Senator Simmons' vote against putting lumber on the free list violated the democratic platform, every democrat voting, except those who were in favor of doing the same thing. The democratic platform did not demand free lumber unless trust-controlled products were put on the free list and the tariff revised to a revenue basis. That could not be done under a republican bill framed on protective lines, and hence the conditions under which lumber was to be put on the free list did not arise. This was Senator Simmons' interpretation of the platform and must have been that of all the democrats, except three, because they all voted for a duty. It was also the interpretation of the North Carolina state democratic executive committee, because that committee promised in the campaign that no democrat in congress from North Carolina would vote to put lumber on the free list unless trust-controlled products were also put on the free list and the tariff duties reduced to a revenue basis. The duty on lumber for which Senator Simmons voted

was a revenue duty, and he so contended at the time. That duty has been in force since August, 1909, and this duty is producing more revenue to the treasury than any other duty equally low in the whole tariff. It is a necessity, and therefore ought to be put on the free list. If so, woolen and cotton clothes being necessities, ought to be put on the free list; and yet, during the late extra session, when the democrats revised the wool and cotton schedules, they placed a duty of 40 per cent on woolen clothes and 80 per cent on cotton clothes. It is democratic to vote for a 40 per cent duty on the clothes that cover our backs; it cannot be un-democratic to vote for a 7 per cent duty on the material that shelters and protects us from the weather.

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On account of our great supply of coal and iron ore but little more of either would be imported than now comes in, if they were admitted free of duty, and free coal and iron ore would not reduce the price of coal or iron and steel manufactures to the general consumer, though a few people and manufacturers on the Canadian border might get them a little cheaper. Why then should not the government get some revenue from such importations as come in, and is not ten per cent on the one and fifteen per cent on the other a small thing, considering that the general average of duty under the bill is 44 per cent. These small duties do not exclude importations nor have they restricted importations. The importations are as large as freight rates will allow.

**As to the Charge That Senator Simmons Voted for Ship Subsidy.** Senator Simmons is charged with having voted for a ship subsidy. This charge is unfounded.

There have been two ship subsidy measures before the senate since he has been a member of that body, and he voted against both of them. The first was the old Hanna bill, reintroduced by Senator Frye, which carried over two hundred millions of dollars for the purpose of subsidizing the American merchant marine. This bill came to a vote in the senate on March 17, 1902, and Senator Simmons and all the other democrats strongly opposed it. Senator Simmons was absent when the vote was taken, but was paired with Senator Clapp who favored the bill. On March 18 on his return to the senate, Senator Simmons announced, in the open senate, that when the vote was taken he had voted against the bill.

The next ship subsidy bill on which the senate voted was the Frye bill, voted upon February 13, 1906, first session, 59th congress. This bill involved an expenditure of about forty millions of dollars in subsidizing the merchant marine. Senator Simmons and all the other democrats strongly opposed it and voted against it.

At the next session of congress a vote was taken by the senate upon the Ocean Mail bill, so-called, for which Senator Simmons is criticised. This bill was not a new measure at all but an amendment to the act of 1891.

The act of 1891, which up to that time had never been regarded as a subsidy enactment, prescribed the compensation of American vessels for carrying the mail, and fixed the rate of pay to vessels of the first-class, which were vessels with a speed of 20 knots per hour, at \$2 and vessels of the second class, vas (which are vessels with a speed of 16 knots per hour) at \$2 per mile, outward voyage.

There was not then and has not been since any American vessels of the first-class sailing from American ports to foreign ports, except those from the Atlantic to Europe. American vessels engaged in the South American trade were of the second and lower class. Vessels of the second class are just as efficient for mail and commercial purposes in our South American trade as vessels of the first-class are in our European trade; but notwithstanding the fact that the government from the beginning found no difficulty in making contracts with American vessels engaged in European trade, under the \$4 rate, for 27 years all the efforts and advertising of the department to induce the American vessels of the second-class from North or South Atlantic to South American ports, except Venezuela, to contract for the mails at the \$2 rate, have been unsuccessful; and all of our mails to South America, except as above stated, have been carried and are now carried in foreign bottoms, generally tramp or semi-regular steamers, running under no regular schedule, resulting in a loss of the bulk of our commercial mail to these countries by way of Europe.

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# HERE IS THE AUTOMOBILE YOU HAVE LOOKED FOR AGENTS AND BUYERS

This is the SQUARE-DEAL Car. It is built right, from top to bottom. And consider the price of \$600. Never before was such value offered. The "WHITING" is the car for the Doctor, Farmer, Merchant, Manufacturer and for every man. Glance over the specifications given herein. Compare the "Whiting" with absolutely any car on the market within \$100 of the price. It is manufactured — not an assembled proposition, put together with a lick and a promise and called an "automobile." Every bit of the workmanship—material is right. This car is made at Flint, Mich., where the largest plant in the world is located. Automobile skill and ingenuity can be had. Consider every feature. There is not a car on the market selling at anywhere near the price with the finish of the "WHITING." It has large gas headlights, silk mohair top, latest improved windshield.

## SPECIFICATIONS

- Body—Runabout, two-passenger, with fore door, gasoline tank and tool box in rear.
- Tread—60" or 56".
- Frame—Pressed steel.
- Tires—30"x3".
- Brakes—10x1 3/4", internal and external on hub.
- Springs—3-4 elliptic rear, semi-elliptic front.
- Motor—Four-cylinder, with fan, 3 1/4 x 3 1/2, pairs.
- Current Supply—Remy Magneto, dry cells.
- Lubrication—Splash, automatic control.
- Carburetor—Schebler, Model D.
- Transmission—Selective sliding gear.
- Clutch—Cone, ball-bearing thrusts.
- Drive—Shaft.
- Color—Black or Grey.
- Equipment—Top, windshield, gas lamps, tail lamp and horn, complete set tools and repair outfit.

## ADVERTISING CAMPAIGN

Our cuts are in the hands of newspapers elsewhere. Our advertising campaign is extensive. We are allowing small territory, but we expect to be able to deliver the cars. So far we are not making promises of delivery and failing to deliver. We are going to deliver all the Whiting cars we contract for. When you make a contract with this company on the "Whiting," you will receive the co-operation of one of the best-organized sales departments in the Carolinas. Our interest goes even farther than selling you a car — we want to see you sell cars. We are going to help you all in our power. Automobile Agents will flock to Charlotte for the Automobile Show, February 26, 27 and 28th, and we will close contracts for counties as they come. We are closing the territory now, and advise you not to wait but write us for your county. This car will be the best seller of any car on the market at the price in the Carolinas. There's no big commission in it, as we are not looking for agents who want big commissions; the agent will reap his profit in the greater number of cars he will sell. There is no limit to the opportunity with the "WHITING" car at \$600.00. With cotton selling at 10 cents, the farmers will not buy high-priced cars. They cannot afford to buy expensive cars, but the time has come when they cannot afford to be without a light, efficient automobile at the right price. The "WHITING" is the car they are looking for. We advise any man who is in the market for a light car to see the Whiting agent, or write this company direct. The Whiting Agent is not making a big profit on you; he cannot. There is no big profit in it; he cannot. This company makes 5 per cent on the car when sold to the agent. The value is therefore possible in the car. Wire or write us at once to reserve territory for you.

# AMERICAN MOTOR CAR CO., Inc.

DISTRIBUTORS CHARLOTTE, N. C. DISTRIBUTORS "WHITING" "EVERITT"

Senator Simmons: Then you would consider it your duty, in making the contracts for this service with the railroads to base their compensation upon what the service to be rendered by them was actually worth? Postmaster General Cortelyou: Yes, sir.

After hearing the postmaster general, Senator Simmons' revise was adopted by the committee. When the bill reached the senate, Senator Money, of Mississippi, and Mallory, of Florida, objected to the revise upon the ground that they feared it would put a stop to the fast mail service supplied by this special train. In that debate Senator Simmons vigorously defended his amendment, and declared that his object in offering his revise to change the law was to make it mandatory upon the postmaster general to put the service upon a contract basis, and pay for it out of the treasury only what the service was worth. He declared that it was his purpose to make the postoffice department understand that the fast mail service ought not to be continued unless the department thought it desirable in the public interest to continue it, and that it should not spend the money unless it was found necessary in order to promote the interest of the service.

Finally Senator Mallory offered a substitute, for which nearly all of the southern senators, the substance and effect of which was that the postmaster general should use only so much of the money appropriated as was necessary to provide the same or as good service as was at present provided. The bill with this fast mail provision, thus amended was passed, and shortly thereafter the Southern Railway surrendered its contract and his special train was discontinued. It will be seen from the foregoing that Senator Simmons, so far from advocating a subsidy for the Southern Railway, brought the question to the attention of the senate committee, and did everything in his power to squeeze out of the appropriation any and every element of subsidy.

**Charges That Senator Simmons is a Reactionary.** It is charged that Senator Simmons is lacking in progressiveness and that his tariff views are reactionary. Neither of these charges are true. The charge that he is undemocratic on the tariff falls to the ground in the face of the fact that he not only voted against the whole Payne-Aldrich bill but made a vigorous and exhaustive speech against its iniquities; and upon all amendments to that bill he voted with practically all of his democratic associates except upon the amendments as to iron ore, lumber and coal; and upon iron ore, 18 democrats voted as he did while only 10 voted differently; upon the crucial vote on lumber 17 democrats voted as he did, while only 10 voted differently; and upon iron ore the democratic vote was 10 to 12. In other words, upon these three amendments, taken as a whole, a large majority of the democrats voted as he did.

This charge falls to the ground in the face of the fact that in the extra session of 1910 he earnestly supported the several democratic bills to revise the tariff, and is now taking a leading part in connection with the hearings of the bills for the same purpose that have been introduced during this session. In this connection it is worthy of mention that his speech made upon the high cost of living in the 61st congress, showing the responsibility of the tariff and the trusts for these extortionate prices, was incorporated bodily in the democratic platform of 1910 and circulated broadcast throughout the country. It cannot be reasonably charged that Senator Simmons is a reactionary upon the tariff, because at the extra session, he refused his consent to putting the products of the farm upon the free list while the manufacturers of these products were retained upon the dutiable list with duties practically prohibitive. If a revision of the tariff duties upon these products upon this basis should result in reducing the price of farm products, the advantage of such reductions would inure not to the benefit of the consumer but to manufacturers of these products. Senator Simmons considered revision on this basis not in the interest of the farmers but against them, not in the interest of the consumer, but solely in the interest of the trust-protected manufacturers. It will be borne in mind in this connection that Senator Simmons offered to vote for the reciprocity bill, if the duty on the manufactures of farm products were reduced along with that on the products themselves; or if the free list bill, proposed by way of compensation to the farmer, was added to the reciprocity measure, by way of amendment so that by taking it out of the power of the president to veto one without the other both would have to stand or fall together. Senator Simmons is willing that his record both in connection with state and national legislation shall tell the story as to whether he is progressive or non-progressive. Briefly let us see what is that record: Senator Simmons entered the arena of state politics during the dark days of 1892. While misrepresentations to his record at Washington may have gained currency with the credulous at home, his record in state affairs has been so conspicuous and well known that its truth cannot be perverted. His prominence as a leader in all the progressive movements which during the last 12 years have signalled the marvelous industrial, social and moral progress of the state is known of all North Carolinians. It is a matter of common knowledge there. It speaks for itself, and misrepresentations cannot avail. Passing from state to national affairs, I ask, in what respect has he been lacking in progressiveness in his attitude since elected to the senate? Here again his record answers the unfounded charge that he is a reactionary as a brief enumeration of the things he has stood for and accomplished will testify. First, with reference to national legislation affecting the state: In no period of the state's history has the national government done so much to help our people to conserve, develop and utilize their great natural resources. Largely through his efforts

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