## RECORD OF SENATOR SIMMONS

Carolina.

To the Editor of The News:

his friends have for months been ting lumber on the free list. making against the senator-to the Remarks on Iron Ore, Coal and Lumend that the record answer might follow upon the heels of the specific through your paper. Very truly yours,

S. A. ASHE,

"Interests" on the Tariff Bill.

is made on margin below: 1-FOR INCOME

AMENDMENT. Every democrat voting voted as manufacturer. an income tax because Senafor it, or vice versa?)

Paired in favor of Aldrich's mons was paired.)

44. 3-AGAINST CUMMINS' AMEND-MENT TO RECOMMIT. unchanged and with compensa- free list. tory duties, measuring the difference between cost of pro-

motion as did Senators Simmons and Aldrich.) 4 — AGAINST AMENDMENT PROPOSING A DU-

TY OF 10 CENTS A POUND ON (All democrats expect two voted as did Senators Simmons and Aldrich.

46, 5-AGAINST BRISTOW AMEND MENT EXCEPTING Sugar from duty proposed in

and Aldrich.) 15, 6-ON QUEBHACHO (This is the exclusive product

the treasury, so it is wholly not produced in this country. The duty voted for by Senator Simmons was a reduction of The following is a summary of the

amendments upon which Senators

4. 8-IRON ORE SCHEDULE. 10 voted differently.)

A revenue duty.

the substance of which was: ment- McCumber -17 demo- same. crats voted as did Senators Simmons and Aldrich, and only

reductions from the Dingley rates 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 there-

SUMMARY. to Senator Simmons' fourteen or questioned, and that the seven that have been criticised, but without unless trust-controlled products were foundation in fact, embrace only three subjects-Iron ore, Coal and vised to a revenue basis. That could Lumber, and that therefore these

ed as only three votes. An examination of his record will disclose the fact that, on the other arise. This was Senator Simmons' hand, on the one hundred and twentyodd record votes taken on amend- must have been that of all the demoments to the bill, Senator Simmons crats, except three, because they all voted against Aldrich over one hundred times.

An examination of these record state democratic executive commit- our mails to South America, except votes will further show that every tee, because that committee promvote Mr. Simmons gave on the tariff ised in the campaign that no demo- and are now carried in foreign bot- vice and the people of the whole coun- cratic vote was 10 to 12. In other complished will testify. duties was either

Against any increase, Or to reduce duties.

except only one vote-that to in- a revenue basis. The duty on lumber

Southern product and a luxury, to 32 Captain S. A. Ashe's Revision per cent ad valorem, which is less than one-half the duty imposed on of The Public Acts of The lemons, a Pacific coast product and If so, woolen and cotton clothes be- vessels were in our European trade, Senior Senator From North a necessity, which the bill as amending necessities, ought to be put on the effect of the amendment was similar than the senior senator from North ed increased from 51 to 78 per cent; the free list; and yet, during the late ply to remove a discrimination in mail and much below the duty on oranges and other products. The duty voted revised the wool and cotton sched and European ports and against North for was a revenue duty. The propo- ules, they placed a duty of 40 per Atlantic ports of this country and sition to raise the duty a lemons cent on woolen clothes and 30 per South America. For some days past newspaper cor- to 78 per cent and to retain a respondents from Raleigh have sent of only 14 per cent on pineapples was cratic to vote for a 40 per cent duty on ered by the commerce committee, to out the statement that Governor the most sectional proposition ad-Kitchin in his speech to be deliver- vanced and actually consummated in not be un-democratic to vote for a as a purely business and administraed in Raleigh tonight would assail the so-called revision of 1909. It was Senator Simmons' congressional re- against this outrageous discrimina- shelters and protects us from the parties; there was no division and it tios against a Southern product that weather. Assuming that his assault will be Senator Simmons protested and vot- Reason Aldrich Voted for Reduction along the line of criticisms he and ed-and except his votes against put-

ber Votes.

Iron Ore. Senator Simmons voted charges-the foregoing calm state for a duty of 25 cents a ton on iron ment of the facts with reference to ore from Cuba. So did 17 other demthese subjects taken in the main ocrats, while only 10 voted against from the public records of the sen- it. Aldrich voted on this amendate has been prepared, and I wish to ment as did Senator Simmons and ask on behalf of Senator Simmons two-thirds of the democrats. The that you will give them to the public Dingley duty on iron was 40 cents; so the duty for which Senator Simmons voted was a reduction of about In conference the duty on iron ore As to Charge that Senator Simmons lent to 10 per cent ad valorem, which Voted With Aldrich and For the makes a four per cent duty on ore from Cuba, from where most of the The following is a summary of the ore imported comes. The only puramendments upon which Senators chasers of iron ore are the steel Simmons and Aldrich voted the trust and the steel manufacturers; same way, per senate doc. 153, re- and to put iron ore on the free list, ference to pages of this document without removing the protective duty on the finished product, would not TAX benefit the consumer but would simply increase the protection of the

Upon this question Senator Simator Simmons to vote against mons voted as did Senator Vance. When the McKinley bill was before New England manufacturers and for tor Aldrich voted for it? Do the senate, in 1890, it proposed a lower duties on their raw material, mons restating the facts as he had North Carolina democrats want duty on iron ore of 75 cents. In the Does anybody doubt that Senator stated them in his speech in 1908 and their representatives in con-senate, Senator Gorman moved to Aldrich and New England, except pos- reasserting his opposition to subsidgress to vote against a thing reduce it to 50 cents. Later he askbecause somebody else votes ed permission to withdraw his amend- lumber, iron ore and coal on the free voted upon this measure in 1908 it ment, when Senator Vance arose, and 87, 77, 2-FOR CORPORATION TAX. said, "I object. I want to have a ator Aldrich voted to reduce these ing the principle of subsidies, and that vote on reducing the duty to 50 duties in the senate and amendment. (Upon this amend- cents." The amendment was with agreed in conference to still further understanding and as he was here to ment all democrats, except drawn, however, and Senator Plum reductions, and would probably have represent their views when definitely three, voted as Senator Sim-offered an amendment reducing the agreed to put them on the free list if known, and not his own, the question democrats, including Senators Vance necessary votes, and the balance of policy only, in deference to their and Ransom, voted for the amend- the country would stand it without views, and wishes he would cast his Schedule K (wool) with in ment. During the debate there was demanding such reductions in manu- vote with his fellow democrats against committee to re- not a suggestion from any senator factures as he was not willing to con- the bill, as he had cast it with ther port a bill with duties on wool that iron one should be put on the

which carried a duty of 40 cents per duction here and abroad, to ton on iron ore, was before the senate. Peffer, populist from Kansas, (All democrats voted on this offered an amendment to put iron ore on the free list, and every democrat voted against it.

Senator Simmons is supporting vigprously 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 (All democrats except five cost of the finished product to the voted as did Senators Simmons | 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, of a foreign trust, and the en- putting the raw material on the free tire duty collected goes into 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 reducing the duty on the finished product to a purely rev-

Senator Simmons voted to reduce Simmons and Aldrich voted the the duty on bituminous coal from 67 ference to pages of this document ducing it to 40 cents per ton. So did Aldrich. The democrats divided, 10 83. 7-FOR COMMITTE AMEND voting as did Senator Simmons and MENT CREATING A CUSTOMS 12 voting otherwise. The duty fixed (Upon this amendment the ton, being equal to an advalorem democrats divided about equal- duty of between 12 and 15 per cent. Senator Simmons voted for re- freight rate, practically no coal is to 25 cents per ton. (18 demo- from Canada; and that is only to have voted against the bill. crats voted as did Senators Hawaii, along the Pacific coast, and 60. 3-ON BITUMINOUS COAL AND consumers of these states would get first session, 59th. congress. (10 democrats voted as did could not sell a ton of coal in the against it. Senators Simmons and Ald- South nor would it effect the price rich, and 12 voted differently.) of coal in that section one particle. 51 cents per short ton, which is the the act of 1891. 1st. Against placing lumber on same as 60 cents per long ton, the

per thousand feet. In conference a voyage. duty of \$1.25 per m. ft. was agreed

Every democrat except three votdemocratic platform, every democrat platform did not demand free lumber put on the free list and the tariff renot be done under a republican bill seven votes are properly to be count- framed on protective lines, and hence the conditions under which lumber was to be put on the free list did not interpretation of the platform and voted for a duty. It was also the interpretation of the North Carolina crat in congress from North Caro- toms, generally tramp or semi-tramp try. lina would vote to put lumber on steamers, running under no regular Or to put articles on the free products were also put on the free the bulk of our commercial mail to would consider it your duty to decide list and the tariff duties reduced to these countries by way of Europe.

was a revenue duty, and he so con- substance simply provided that the tended at the time. That duty has mail pay of American vessels of 16 been in force since August, 1909, knots speed, engaged in the South and this duty is producing more American trade, should be the same revenue to the treasury than any (\$4) as that of the 20 knot vessels. other duty equally low in the whole engaged in the European trade and Payne-Airdich bill. It is said that as these slower vessels were just as lumber is a necessity, and therefore sufficient for mail purposes in our ought to be put on the free list. South American trade, as these faster extra session, when the democrats facilities in favor of North Atlantic cent on cotton clothes. If it is demo- When this amendment was consid-

on Iron Ore, Coal and Lumber,

During the consideration of the ments to increase duties. In each of congress, first session) amendments these. Senator Simmons voted against were offered to it by Senators Bacon. Aldrich. There were also many Simmons and Clay. amendments offered to reduce duties short remarks by quite a number of transfer articles to the free list. Sen- bill, and none contending that it was except for duties on coal, iron ore for a yea and nay vote, and it was and lumber.

When amendments were offered, as out a single dissenting vote. ore, coal and lumber, products of the tor Simmons voted for it as such, then land and soil, and which are raw materials the factories and house senate. builders of New England do not produce but buy in large quantities-Senator Aldrich voted on these sub- was raised against it and it was dejects as did Senator Simmons, for

It is the policy of the protected manufacturers, whom Senator Aldrich came up in the senate again (Febespecially represented, while insist- ruary 2, 1911), it was not treated as ing upon high duties on their manu- a business question but as involving factured product, to seek low duties, in some way the idea of subsidy, and or none at all, on their raw material. the democrats in the senate, including Mr. Aldrich stood for an increase in Senator Simmons, reversing their posithe already high protective duties of tion of 1908, voted solidly against it. sibly Maine, would be glad to see ies, declared that since the senate list? Largely for these reasons Sen- had become to be regarded as involvduty to 60 cents per ton, and all he had thought he could command the involved being one of governmental

On account of our great supply of general consumer, though a few peo- all voted. ple and manufacturers on the Casuch importations as come in, and is not ten per cent on the one and fif- It Has Also Been Charged That Senduty, 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.

charge is unfounded. There have been two ship subsidy measures before the senate since he fast train carrying nothing but mail. has been a member of that body, and with schedule fixed by the department

reintroduced by Senator Frye, which make schedule time. carried over two hundred millions of dollars for the purpose of subsidizing the Atlantic Coast Line, and the anthe Americant merchant marine. This nual pay was considerably over \$300, March 17, 1902, and Senator Simmons time the Atlantic Coast Line volunand all the other democrats strongly tarily threw up the contract, and it opposed it. Senator Simmons was was then awarded to the Southern absent when the vote was taken, but Railway at less pay, which was, from was paired with Senator Clapp who time to time, further reduced until, favored the bill. On March 18 on his in 1909, it had dropped to \$142,000. return to the senate. Senator Simmons announced, in the open senate, that characterized as a subsidy, and when offering his previse to change the freight rate; and on account of the when the vote was taken he was ab- the postoffice appropriation bill of sent and paired with Senator Clapp. ducing the duty from 40 cents imported into this country except and that he been present he would the committee, Senator Simmons ( be-

The next ship subdisdy bill on Simmons and Aldrich, and only to Montana and Idaho and some for which the senate voted was the Frye the New England border states. The bill, voted upon February 13, 1906, This bill coal a little cheaper if it were put involved an expenditure of about for prive the south of this fast mail ser-Senator Simmons voted to re- on the free list, but putting coal on ty millions of dollars per annum for vice, but he thought the bill should duce the duty from 67 to 60 the free list would not reduce the subsidizing the merchant marine. Sencents per ton and against re- price of coal one penny to any state ator Simmons and all the other demducing it to 40 cents per ton. in the South. With free coal Canada ocrats strongly opposed it and voted for the service actually rendered and,

vote was taken by the senate upon the postmaster general to consider 18, 19, 57, 58, 59, 10.-ON LUMBER coal to Canada as we import; and which Senator Simmons is criticised nearly all of our trade in coal is for voting. This bill was not a new Senator Simmons cast 5 votes, with Canada. Canada has a duty of measure at all but an amendment to viding if this fast mail train service

The act of 1891, which up to that the free list. 2nd. Against re- rate Mr. Simmons voted for, thus his time had never been regarded as a the judgment of the postmaster genducing the duty below \$1.50 vote would have made the duty levied subsidy enactment, prescribed the eral a fair compensation for the serper M. ft. (On the latter amend- on coal by the two countries the compensation of American vessels for vice to be rendered by said trunk line carrying the mail, and fixed the rate or lines." of pay to vessels of the first-class. amendments to the lumber schedule, 20 knots per hour, at \$4, and ves-

the government from the beginning the postmaster general. have been unsuccessful; and all of purely business transaction?

The amendment to the act of 1891, was necessary? crease the duty on pineapples, a for which Senator Simmons voted for which Senator Simmons voted in Postmaster General Cortelyou: Yes, the several democratic bills to revise sources. Largely though his efforts

the clothe sthat cover our backs it can which it was referred, it was regarded 7 per cent duty on the material that tive proposition by Senators of both was reported to the senate without opposition from the democrats on that committee and without a minority re-

When the bill came up for considhouse bill there were many amend- eration in the senate in 1908 (60th. on manufactured products and to senators, none in opposition to the ator Simmons voted against Senator a subsidy. When the bill was put up-Aldrich on all of these amendments, on its passage, there was no request passed, as the record will show, with-

before stated, to reduce duties on iron If this bill is a subsidy, and Senaso did every other democrat in the

> When, some time later, the bill reached the house the cry of subsidy feated on a record vote by a majority of one.

When this bill, slightly modified,

readily his constituents, as the result of mis-

for the bill in 1908 It will be seen from the above statecoal and iron ore but little more of ment that Senator Simmons has voted either would be imported than now four times upon ship and mail subcomes in, if they were admitted free vention bills, which are now characterof duty, and free coal and iron ore | ized as subsidies, and that each time would not reduce the price of coal or he has voted exactly as all the other iron and steel manufactures to the democrats in the senate who voted at

These are the facts and this is the nadian border might get them a little whole story out of which a tangled cheaper. Why then should not the web of misrepresentation of Senator government get some revenue from Simmons' attitude toward subsidies has been woven.

ator Simmons Gave His Support

to What is Popularly Known in North Carolina as The Southern Railroad

Subsidy.

About 25 years ago, upon the mo tion of ex-Senator Money (democrat from Mississippi, then chairman of Senator Simmons is charged with in order to give the south equal mail having voted for a ship subsidy. This facilities with other parts of the country, congress adopted a policy of expediting Southern mail by hiring a and forfeiture of compensation of The first was the old Hanna bill, that day for each day's failure to

This contract was first awarded to

when this item of the bill was reached. was charged that this was a subsidy. He stated that he did not wish to debe amended so as to put the pay upon terest to continue it, and that it the basis of reasonable compensation should not spend the money unless it sumer, but solely in the interest of resulting in the construction of that for and determine whether such expenditure was necessary to promote the interest of the postal service and prowas continued "no greater sum shall be paid for such facilities than is in

To be certain that this amendment way Senator Aldrich did on the which were vessels with a speed of would accomplish the purpose which he had in view namely that of squeezthe substance of which was against sels of the second class, ves (which ing any subsidy that this appropriation placing lumber on the free list and are vessels with a speed of 16 knots might carry out of it and placing the and are good revenue duties as the against reducing the duty below \$1.50 per hour) at \$2 per mile, outward contract upon the basis of a quantum Railway, brought the question to the master general be asked to appear bebeen since any American vessels of fore the committee that the commit- out of the appropriation any and evthe first-class sailing from American te might ascertain from him whether to foreign ports, except those from this amendment would accomplish ator Simmons' vote against putting North Atlantic ports to European, that purpose. Accordingly the postlumber on the free list violated the while all vessels engaged in the South master general came before the com-American trade were these of the sec- mittee and was questioned by Sena votes with Aldrich, it has been shown voting, except three, was guilty of the tor Simmons, and his testimony was is lacking in progressiveness and that known that its truth cannot be perthat seven of them are not criticised doing the same thing. The democratic second class are just as efficient for taken by a stenographer at his remail and commercial purposes in our quest and is preserved as a committer of these charges are true. The all the progressive movements which for that purpose recently introduced South American trade as vessels of tee record. In the course of this ex- charge that he is undemocratic on during the last 12 years have signalthe first-class is our European trade; amination the following colloquy took the tariff falls to the ground in the ized the marvelous industrial, social and his speech delivered in its sup-

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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

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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 1-4x

3 1-2, pairs. Current Supply-Remy Magneto, dry

trol.

Carburetor-Schebler, Model D. Transmission-Selective sliding gear Clutch-Cone, ball-bearing thrusts.

Lubrication-Splash, automatic con-

Drive-Shaft.

Color-Black or Grey. Equipment-Top, windshield, lamps, tail lamp and horn, complete

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will reap his profit in the greater number of cars he will sell. There is no limit to the opportunity with the car at about.uu. 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, effi-

cient 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.

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by them was actually worth? Postmaster General Cortelyou: Yes,

After hearing the postmaster general, Senator Simmons' previse was

adopted by the committee. When the bill reached the senate Senators Money, of Mississippi, and Mallery, of Florida, objected to the previse upon the ground that they train. In that debate Senator Simmons vigorously defended his amend-In 1906 this policy began to be ment, and declared that his object in the postmaster general to put the service upon a contract basis, and pay that it was his purpose to make the thought it desirable in the public inwas found necessary in order to pro-

mote the interest of the service. as good service as was at present provided.

The bill with this fast mail proshortly thereafter the Southern Rail- to stand or fall together. special train was discontinued.

that Senator Simmons, so far from advocating a subsidy for the Southern or non-progressive. meruit, he requested that the post- attention of the senate committee, and ord: did everything in his power to squeeze ery element of subsidy.

Charges That Senator Simmons is a

It is charged that Senator Simmons has been so conspicious and but notwithstanding the fact that place between Senator Simmons and face of the fact that he not only vot- and moral progress of the state is port, both of which have attracted ed against the whole Payne-Aldrich known of all North Carolinians. It is found no difficulty in making contracts | Senator Simmons: If there is any bill but made a vigorous and exhaus- a matter of common knowledge there. with American vessels engaged in element of subsidy in this appropriative speech against its iniquities; and it speaks for itself, and misrepresen-European trade, under the \$4 rate, for tion (meaning the Southern Railway upon all amendments to that bill he tations cannot avail. 27 years all the efforts and advertis- mail appropriation) if congress should voted with practically all of his demo- Passing from state to national afing of the department to induce the accompany this appropriation with cratic associates except upon the fairs, I ask, in what respect has he American vessels of the second-class that condition (meaning the condition amendments as to iron ore, lumber been lacking in progressiveness in from North or South Atlantic to South in the previse above referred to) and coal; and upon iron ore, 18 dem- his attitude since elected to the sen- through the department of agricul-American ports, except Venezuela, to would you consider it your duty to ocrats voted as he did while only 10 ate toward questions of national legisture, in the interest of agriculture and contract for the mails at the \$2 rate, put this contract upon the basis of a voted differently; upon the crucial lation? Here again his record answers the application of improved methods vote on lumber 17 democrats voted the unfounded charge that he is a re- in farming. He is known in Washing Postmaster General Cortelyou: Yes, as he did, while only 10 voted differ actionary as a brief enumeration of ton as one of the most active supas above stated, have been carried sir; in the interest of the postal ser- ently; and upon iron ore the demo- the things he has stood for and ac- porters of this great department in words, upon these three amendments, First, with reference to national Senator Simmons: Therefore, if taken as a whole, a large majority legislation affecting the state: In no he has been especially alert in see the free list unless trust-controlled schedule, resulting in the dispatch of this previse should be adopted, you of the democrats voted as he did.

the question of whether this service face of the fact that in the extra ses- help our people to conserve, develop cal service and advice as this departsion of 1910 he earnestly supported and utilize their great natural re-

Senator Simmons: Then you would part in connection with the hearings acted during this period for the con consider it your duty, in making the of the bills for the same purpose that servation of our mountain forests and railroads to base their compensation have been introduced during this ses- to make them the pleasure resorts of upon what the service to be rendered sion. In this connection it is wor- one fourth of the continent, for the proupon the high cost of living in the greatest natural assets and the fu-61st, congress, showing the responsiture mainspering of our industrial adbility of the tariff and the trusts for vancement, from threatened destruc these extortionate prices, was incor- tion; and for the development and porated bodily in the democratic hand- improvement of our waterways, link

cast throughout the country. law was to make it manditory upon cally prohibitive. If a revision of the have been made recommending the tariff duties upon these products upon expenditure in the immediate future this basis should result in reducing of nine million dollars more for the the price of farm products, the ad-same general purpose. the service was worth. He declared vantage of such reductions would insure not to the benefit of the consum- should be made in this connection to postoffice department understand that er but to manufacturers of these the part taken by him in connection the fast mail service ought not to be products. Senator Simmons consider- with the construction of the Panama continued unless the department ed revision on this basis, not in the canal. It is well known that he was interest of the farmers but against conspicuous in the fight for ther att them, not in the interest of the con- fication of the Panama canal treaty. the trust-protected manufacturers.

It will be borne in mind in this con- be completed probably in 1913, cer-Finally Senator Mallery offered a nection that Senator Simmons offer- tainly in 1915. This is the one great substitute, for which nearly all of the ed to vote for the reciprocity bill, it work undertaken by the government southern senators, the substance and the duty on the manufactures of farm effect of which was that the post- products were reduced along with that master general should use only so on the products themselves; or if the county. much of the money appropriated as free list bill, proposed by way of was necessary to provide the same or 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 vote in his efforts for readditions through vision, thus amended was passed, and one without the other both would have national legislation of railroad rates

Senator Simmons is willing that his record both in connection with state and national legislation shall tell the show that he has both stood for, spok story as to whether he is progressive Briefly let us see what is that rec-

Senator Simmons entered the arena of state politics during the dark days While misrepresentations to his record at Washington may have gained currency with the credulous at home, his record in state affairs roads, in the interest of agricultural well

period of the state's history has the ing that North Carolina farmers are This charge falls to the ground in national government done so much to given the full benefit of such practi-

the tariff, and is now taking a leading congressional legislation has been en thy of mention that his speech made tection of our waterpower, one of our book of 1910 and circulated broad-ing them together with each other and the ocean, and making available It cannot be reasonably charged for interstate as well as local traffic that Senator Simmons is a reaction- 2300 miles of land-looked navigable feared it would put a stop to the fast ary upon the tariff, because at the ex- water. To help North Carolina de tra session, he refused his consent to velop and utilize these natural re putting the products of the farm upon sources, there has been appropriated the free list while the manufacturers during the ten years of his service of these products were retained upon between eight and ten millions of the dutiable list with duties practi-dollars, and recently official reports

> Along the same line reference greatest world undertaking, which will

the south than any other part of the

They have his activities to secure cilities been confined to water transportation. He has been equally alert and governmental control of transportation by rail. An examination of his record upon this subject will en for, and voted for, such railroad regulation and control as has resulted in the destruction of rebates, the ap plication of safety appliances and el

fectual reduction of railroad rates. Following the same general line of national development and effecting direotly large local interests, he has been an ardent advocate of better development and better and cheaper nation-wide attention and given a powerful impetus to this most impor-

tant movement. Not only has he been urgent and conspicuous, in advocating and supporting, by speech and vote, but he has secured action by legislation and the wonderful work it is doing for the betterment of farm conditions, and

(Continued On Page Seventeen.)