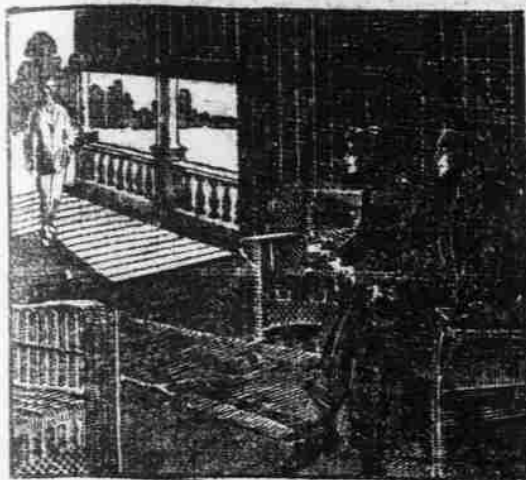


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speaks advisedly when he declares that intercourse with other nations is seriously embarrassed by the free-trade law which he seeks to repeal. "We occupy today a proud position among the nations; we are the foremost advocates of peace and arbitration; we are becoming more and more a moral factor throughout the world. Can we afford to surrender this position? Can we afford to belittle the great enterprise which has reached its consummation at the Isthmus? If our nation desires to be measured by intellectual and ethical standards, how unworthy to brag of our strength and to threaten to use that strength. "We are ready to fight" does not arouse the enthusiasm now that it did a few centuries ago. Brute force is not the level upon which this nation settles its controversies today. The question is not what we can do but what we ought to do. The path of history is strewn with the wreck of nations that boasted that they were all powerful. This question must be decided on moral principles and not by the counting of our regiments and battleships. What shall it profit a nation if it conquers the whole world and loses its faith in the doctrine that righteousness exalteth a nation?"

Mr. Bryan was a member of the resolutions committee of the Baltimore convention and his observations on the platform constitute his first utterance on the subject. Mr. Bryan argues that there are two planks in the Baltimore platform, pertinent to the discussion, one which declares the belief of the democratic party in the encouragement of the merchant marine but states that it should be developed "without imposing additional burdens upon the people and without bounty or subsidies from the public treasuries," and a second plank declaring in favor of the exemption from tolls of American coastwise ships. Mr. Bryan declares that the opposition to bounties is a doctrine "for which the democratic party has stood from time immemorial." He refers to the exemption plank as a "little plank" and to the pronouncement on bounties and subsidies as the "larger plank" and says: "What on earth does the little plank contain that it can make those who accept it oblivious of the larger plank? By what rule of construction can the small plank be made binding and the large one ignored? The secret of the strange power exerted by the little plank is to be found in the fact that it carefully conceals the means by which it is to be carried out. Had the word 'subsidy' or 'bounty' been inserted in this plank, it could not have secured the endorsement of the convention because the contradiction between this plank and the larger plank would have been immediately apparent. If the same care had been used in the drawing of this plank that was used in the drawing of the plank on the merchant marine it would have read as follows: "We favor the exemption from toll of American ships engaged in coastwise trade passing through the canal but without imposing additional burdens upon the people and without bounties or subsidies from the public treasury."

"But even if the platform had not contained within itself a complete refutation of the position taken by the advocates of free tolls, the president would have been justified in the position that he took by the changed conditions which confronted him. A platform is a pledge and is as binding upon an official as the command of a military officer is upon a subordinate. The statement cannot be made stronger. But the subordinate officer is sometimes compelled to act upon his judgment where a change of which the commanding officer is not aware has taken place in conditions. It is not only the right of the subordinate to judge the situation for himself where conditions have changed since the order was given, but it is his duty to do so. In the case of a military officer, the president takes responsibility for an official act which he regards as necessary for his country's welfare, and the people must decide whether or not he is justified; and those who refuse to act with him also assume responsibility and they, too, must abide the judgment of the public. Such a change has taken place since the Baltimore platform was adopted. Had the democratic convention assembled and confronted by the condition which now exists and had they known what those now known who vote dour repeal, no such plank would ever have been placed in the platform. The convention's attention was not even brought to the fact that a majority of the democrats in the house had voted against the free tolls measure and that it had in fact been passed by a combination of a minority of the democrats and a majority of the republicans."

Mr. Bryan says that platform planks dealing with international questions, must be accepted with the understanding "that we act jointly with other nations in international affairs that even if the plank had not been contradicted by another plank in the platform and even if it had not concealed a subsidy policy repugnant to democratic principle and history," that even if conditions had not changed, a platform plank should be taken on international questions "as the expression of wish rather than as the expression of a determination, for no nation can afford to purchase a small advantage in the face of a universal protest."

"If a nation," continued the secretary, "desire to array itself against the world, it should be sure that the thing which it is to gain, is worth what it costs. The president knows that every commercial nation except our own construes the treaty as a pledge of equal treatment, would have been recreant to his trust had he failed to point out to the American people that our diplomatic relations would be seriously disturbed by the carrying out of the free tolls policy."

Considering the repeal measure upon its merits, Mr. Bryan said there were just two questions to be decided: "First—It is desirable for the democratic party to abandon its historic position and become the advocate of subsidies and bounties? And, second, if it is desirable, what is the democratic party willing to sacrifice in international prestige and world influence in order to secure the advantage which these subsidies promise to a few people?"

NEW YORK OFFICIAL WANTS PLACE ON THE FEDERAL RESERVE BOARD



New York, April 13.—E. D. Fisher, deputy comptroller of the city, has been boomed as a candidate for membership of the federal reserve board. President Wilson has his name under consideration, it is said. Mr. Fisher is well-versed in financial affairs.

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TO CURB GAMBLING ON GRAIN EXCHANGES

Washington, April 13.—Chairman Henry, of the house rules committee, is rapidly completing a tentative bill to curb gambling on cotton and grain exchanges, he stated Saturday. Absolute prohibition of "puts" and "calls" in grain is said to be one of the principal features of the Henry measure. A prohibitive tax upon "futures" speculation in cotton is also favored by Henry. He will present his bill with others before the house agricultural committee. Representative Broussard, of Louisiana, was advised tonight that a delegation of cotton brokers from New Orleans will attend the hearings on the cotton futures bill before the agricultural committee April 22. E. J. Glenn, president of the New Orleans cotton exchange; W. E. Thompson, former president of the exchange, and John F. Clark, of Haywood and Clark, will head the delegation to protest against what is declared to be legislation which would put the New Orleans exchange out of business. Action will be taken by the house rules committee on the resolution for investigation of the cotton and grain exchanges of the United States. Representative Harrison, of Mississippi, said tonight there is a move on foot to get a strong bill with Southern support against gambling in cotton and wheat futures. He proposes to press his resolution in the foreign affairs committee, looking toward an international conference to wipe out future gambling in all countries. This, he believes, will be an aid to the successful operation of the proposed United States laws, inasmuch as there is some danger that the business would be transferred to other countries if prohibited here.

Bryan Gives Lengthy Review Of Panama Tolls Question

By Associated Press. Washington, April 13.—Secretary Bryan in a statement made public today lengthily reviews the Panama tolls question, and in the course of the statement declares that the repeal of the tolls exemption in the Panama canal act "cannot be construed to be a construction of the Hay-Pauncefote treaty," but is "simply a refusal on the part of the United States to raise that question in that way." Mr. Bryan discusses various features of the subject—the limiting of debate in the house of representatives, the Baltimore platform and the effect of repeal on the treaty. Claiming that the opponents of the repeal had seized upon the charge that the president was "surrendering to England," Mr. Bryan declared that the opposition to the repeal had attempted to appeal "to prejudice rather than to reason." "What has Great Britain done," he asked "to justify the accusation that she is trying to dictate to this country? She has simply called attention to the terms of the treaty, and asked for arbitration of the question of construction, in case this government differs from the British government in the construction to be placed upon the language. The very men who are so insistent upon construing the treaty to permit free tolls, delayed for months the ratification of the treaty with Great Britain because of their opposition to any arbitration of the subject? In other words they construed the treaty to permit discrimination, and then objected to allowing any international court to express an opinion on the subject. If, as a matter of fact, the treaty grants the rights which Great Britain claims, is it a "surrender to Great Britain" for our nation to repeal a law that raised that question? The repeal of the law cannot be construed to be a construction of the treaty. It is simply a refusal on the part of the United States to raise that question in that way. In the controversy over the Welland canal, Canada withdrew a discrimination which she had made in favor of Canadian ships. In order that no cause for friction with the United States authorities in regard to the matter should exist. "Why cannot the United States withdraw a discrimination for the same reason? When the treaty involved was before the senate for ratification an attempt was made to so amend it as to permit a discrimination in favor of coastwise vessels but it was voted down by a decided majority. With this record to support them, is it strange that foreign nations question our right to make an exception in favor of American vessels?" Discussing the president's right to expect the support of congress when he deals with international questions, Secretary Bryan adds: "The chief executive speaks for the nation in international affairs, and it is only fair to assume that he



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