

# Champ Clark's Letter

Why the People of Missouri Will Not Put the Republicans in Power—A Pair of Able Young Congressmen

[Special Washington Letter.]

THOSE Republican organ grinders who are yelling "Down with the trusts!" hoping thereby to deceive the unwary voter, but who at the same time are so much afraid of what Governor Steele of Indiana denominates "tariff tinkering" that they are opposed to Cuban reciprocity, would do well to seriously ponder this editorial paragraph from the Washington Post:

The Republican party will do nothing practical on the trust question as long as it is afraid to revise the tariff.

To understand thoroughly the force of that sentence it is only necessary to recall what the Post is. It is an exceedingly brilliant paper. It is doubtful if any paper in America is more ably edited. It is independent. It is goldbuggish and also a high protective shouter. It was a great admirer and a staunch supporter of President McKinley and all his works; but the Post, with the skill of a great physician, makes a correct diagnosis of the trust disease, recognizing its origin and suggesting the remedy—"tariff revision." Everybody with two ideas above a mud turtle knows that Mr. Havemeyer, president of the sugar trust, told the truth when he said, "The high protective tariff is the mother of trusts." The Post wants the Republicans to revise the tariff, because it knows that unless the Republicans do it the Democrats will. Of course such hidebound Republican organs as the Globe-Democrat will kick like steers at the Post's suggestion, but the fact remains that the independent press of the country, which the Post represents, and the independent voters of the land, for which it speaks, hold the balance of power at the elections. While the foregoing paragraph from the Post is a mild hint to the powers that be, it serves to show which way the wind is blowing.

### Another Straw

Hon. Chester L. Long mournfully and prophetically remarks, "If the Republican party confesses that reciprocity is too great a problem for it to solve, it will matter little who is the candidate in 1904." And Chester's head is level. Who is he? What is his evidence worth? He represents the big Seventh Kansas district, made famous by Jerry Simpson. He is a candidate for re-election to the house and for election to succeed Hon. William A. Harris in the senate of the United States. He is a Republican member of the committee on ways and means, and he is in favor of Cuban reciprocity and other bits of reciprocity, deeming it necessary to Republican success. What is reciprocity? Free trade in spots. "Charge, Chester, charge!"

### Gall

For undiluted, concentrated gall commend us to Senator J. Ralph Burton of Kansas. Certainly if there were a world's fair for gall held anywhere beneath the vaulted skies Burton would walk away with the blue ribbon—in fact, with all the ribbons. He would have no competitor. In a speech before the Republican state convention of Missouri the senator said:

There is no capital so valuable in politics as integrity of purpose, and I would impress upon the people of Missouri that it is to the advantage of them all, Democrats and Republicans alike, that their state should be Republican. Missouri has the finest kind of climate, the greatest amount of raw material, the richest land and the greatest natural advantages of any state. It is a great producing state. Production is wealth. It is better and safer than trade.

"There is no capital so valuable in politics as integrity of purpose." Very true, senator, very true, but even with your gall you will hardly have the face to claim that you have a patent on that opinion or that you originated it. The value of that dictum lies in the application. How do you apply it? By saying, "I would impress upon the people of Missouri that it is to the advantage of them all, Democrats and Republicans alike, that their state should be Republican." Indeed! That is a queer non sequitur. Missouri was Republican for eight years—i. e., by frauds unequalled in the history of the human race—and by wholesale and brutal disfranchisement the Republicans held the offices in Missouri for eight years, and the outlandish manner in which they abused their power and plundered the people during those eight years is the very reason the state will never go Republican again. The debt piled up on the state like Pelion upon Ossa by the Republicans during their brief orgy of crime is not quite paid off yet—after thirty-two years. During their misrule, no matter how people voted or by how large a majority Democratic candidates were elected, Republicans were counted in. Drake and his gang would not permit Frank P. Blair to vote, though he created the Republican party in Missouri, fought four years as a Union soldier, commanded a corps in Sherman's march to the sea and was pronounced by General Grant to be one of the best two volunteer officers in the army. They swindled General James Shields—the brave old Irish hero, a major general in both the Mexican and civil wars—out of a seat in congress, giving it to some obscure Republican whose name I am happy to say I have forgotten. Shields was shot through the lungs with a grape-shot in Mexico and fought Stonewall Jackson tooth and nail in the valley of Virginia. Nevertheless he was robbed of a seat in congress by the most heart-

less set of political freebooters that ever cursed any state in the Union. When the Democrats came into their own again, they promptly sent Shields, then an old man and broken in health, to the senate of the United States, thereby enabling him to boast that he was the only man in American history ever elected to the senate of the United States by three different states, the three being Illinois, Minnesota and Missouri.

"It would be for the advantage of them all, Democrats and Republicans alike, that their state should be Republican." "What fools we mortals be." Missouri is Democratic, Kansas Republican. During the decade from 1890 to 1900 Kansas barely held her own in population, while Missouri gained enough in population to entitle her to an additional congressman, who, thank heaven, will be a Democrat. While grand old Missouri under Democratic auspices is rapidly advancing to the first place in the rare and radiant sisterhood of states comes Senator Burton and advises her to become Republican, which is the same thing as advising her to stand stock still while the procession sweeps by. Will she follow his evil advice? Well, hardly—nor till people have lost their memory. At one point in his speech a strange thing happened. The Globe-Democrat says:

A cup of water was handed to the speaker, but, with the tragic air of a Kentuckian when offered water to drink, he spurned it, saying his machine was run by wind, not by water, and his spate uses only wind and not water.

Yea, verily; Burton's machine is run by wind. He did right to say so. An open confession is good for the soul.

It remained for Senator Burton to claim that the appropriation made by congress for the St. Louis world's fair was made for political effect by a Republican congress to induce Missouri to go Republican—at least that is what the Globe-Democrat reports him as saying. If he said anything of the sort, he stated what was absolutely false. If the Republicans in congress voted to give \$3,000,000 of the public money in order to induce Missouri to go Republican, they were badly hoodwinked by somebody and will be sorely disappointed when the election returns come in. Perhaps they will repeal the bill making the appropriation for the world's fair! That is evidently what Burton would advise. Perhaps there has been at some time, somewhere, a vile statement made by some nondescript and irresponsible Republican politician, but Senator Burton of Kansas is certainly the first person holding so high a position to intimate that the congress of the United States would pass such an important law as the world's fair bill for the purpose of inducing a state to quit one political party and join another. What other Republicans in congress will think of Burton's bad break remains to be seen.

### A Rising Kentuckian

The Hon. James M. Kehoe of the Ninth Kentucky district has been unanimously renominated, an honor worthily bestowed. Kehoe is one of the brightest young men in the house, an indefatigable worker, a most excellent public speaker and a Democrat without guile. Kehoe redeemed the district in 1900, which for several terms had been misrepresented by a Republican. In fact, the Republicans have elected more representatives from that district since the war than the Democrats.

Kehoe carried it by the skin of his teeth in 1900. He ought to be re-elected by a large majority, for a more faithful representative never sat in the house in Washington. He looks after the interests of his constituents, Democrats and Republicans too. He attends faithfully to his duties in the house itself and looks after the wants of his constituents in the departments.

### A Brilliant Young Nebraskan

One of the most promising young men in the house of representatives is the Hon. A. C. Shallenberger. In addition to being a very able man, he is a very handsome man, in the flower of his years. His style of delivery and the modulation of his voice remind one somewhat of the Hon. William J. Bryan. Shallenberger has a great career before him if he stays in congress long enough. There never was a more systematic or successful fighter made in the congress of the United States than that made by the advocates of the great irrigation scheme, and no one among the advocates of that great enterprise conducted himself to better advantage than did Shallenberger. He had evidently studied the subject from every conceivable standpoint and took the house by storm. In discussing the proposition that irrigating the west would be detrimental to the eastern farmers, he delivered himself of the following passage, which is well worth reading for many reasons:

Let me illustrate: I remember that when I started eastward for this capital I went with great interest the hour when I should enter the historical confines of the great state of Pennsylvania, because my people had settled there amid her mountains almost 200 years ago, and I had often heard my father tell of the riches and glories of that grand old commonwealth. I had been told by a gentleman, in whom I had great confidence, that in the southwest corner of that state were centralized more productive capacity and material wealth than in any other spot on earth, that there was built up that

colossal fortune that has spread libraries all over these United States and has made its owner almost despair that in spite of his utmost endeavors he will yet be disgraced by dying rich and which has finally culminated in the most stupendous industrial combination ever known to man—the United States Steel corporation.

But when I looked out of the car window on a dreary November morning and caught my first glimpse of Pennsylvania soil and saw her bleak and barren hills, her rocky valleys, her stony farms and her rivers red from the wash of her clay and sand, I said to myself no wonder my father left this obscure region as soon as he was able to travel alone and sought the fruitful and fertile soil of Illinois, and the thought came to me that if I were to bring a steer from the green pastures of beautiful Nebraska and turn him out to fatten upon these mountains I would never dare to look a steer in the face again. But that was only my provincialism asserting itself.

I had judged the situation with a superficial eye. I was a son of the prairie, born on the level stretches of Illinois and reared on the great plains at the foothills of the Rocky mountains, and when the train soon dashed into the limits of that great center of the industrial and commercial activity—the city of Pittsburgh—and then out and across the hills and down those historic valleys and rushing rivers where great manufacturing cities are sprung one after another along her railroad lines, I was a stranger. I began to understand what it was that made all these seeming worthless and barren lands so valuable and how completely dependent upon these centers of industry the rest of the people of that great commonwealth are, and I know why she is indeed and in truth the Keystone State, second in population and wealth among all the states of the Union, and when I think that these distinguished gentlemen who represent Pennsylvania find their chief outlet not to the east, but to the south and west, the thought comes to me that it ill beseemeth a Pennsylvania representative to protest against legislative encouragement to western enterprise and development.

And, Mr. Chairman, what the manufacturing cities along the water courses of Pennsylvania and the east are to that country so will the highest valleys and the mountain and plain regions of the great west and southwest. They will be the centers of commercial activity and development, both in material wealth and in higher civilization, which will ultimately make for the advancement of that great region and the whole nation as well.

I wish I had room for all of his speech, which is a good one "from A. to Izzard," but I have only space for his peroration, which is as follows and contains a great amount of truth:

Mr. Chairman, this question is greater than the Philippine question, greater than the Cuban question, greater than the Isthmian canal question, because of its great benefits and the magnificent opportunities that shall flow from it. It means the best markets and the best homes for the best business men and the best farmers of the country and the prosperity which shall follow in its train shall be the common heritage of the American people, and nothing can take it from them.

This legislation appeals to me especially because it is in the interest of our great agricultural population—a class of people who receive little enough consideration from the American congress. No matter how much we may boast of our manufacturing and mining wealth, the growth of our cities and our financial greatness, yet, in the finality, the farmer is the foundation of us all.

Like Atlas of old, he bears the very business fabric of the nation upon his back, and, though at times bowed down by weight of woe because of panics or disasters which others bring upon the country, yet after the storms have rolled by if we will but let the farmer get his feet shod and under his own commercial structure once more and give him but a moiety of profit in his business, a little of the legislative justice to which he is entitled, he will stand again erect, and in his rising he will lift us all.

### In Danger

The Washington Post had better look a little out or it will involve itself in serious trouble, perhaps great danger, even the danger of being kicked by Ambassador in Ordinary Joseph H. Choate, Whitelaw Reid, ambassador extraordinary, and Don M. Dickinson, tooter in general for the secret kingdom. The Post, oblivious to the sound understanding between Uncle Sam and John Bull, has the temerity to denounce Joseph Chamberlain and his gang as "ruthless pirates." In a glowing eulogy on General Lord Kitchener the Post has the hardihood to say:

Kitchener, who did the real work of the war, is the antithesis of Chamberlain and Milner, who provoked it. In all probability he had no liking for the task assigned him. We can well believe that he detected and accordingly loathed the mean and sordid purpose behind the movement. Undoubtedly it grieved and angered him, as it did so many of England's noblest men and women, to see thousands of brave fellows sacrificed to the avarice of a gang of ruthless pirates. That there was constant friction between him on the one hand and Chamberlain and Milner on the other everybody knew and almost everybody could explain. They stood in the way of peace last year when Kitchener had secured for England much better terms than it was finally compelled to accept. They added both difficulty and distaste to the performance of the duty he had undertaken, and it is easy to understand that he held them in unqualified contempt.

After reading that scold what will our anglomaniacs do, poor things? If some unfrilled Democrat said that every Republican organ grinder in the land would jump on him and abuse him as a demagogue seeking to disturb the entente cordiale now existing between England and the United States; but the Washington Post says it—the Post, which about two-thirds of the time indorses what our pro-British administration does and says.

*Champ Clark*

In Case of Doubt Try Both.

Ombache—I suppose you find it very annoying when the baby is fretful.

Nupop—It's very annoying. You can't tell whether you ought to give him medicine for the colic or a spanking for his crankiness.—Philadelphia Press.

It Would Cool Them Off.

Hewitt—I tell you, it's too hot to go to the theater.

Jewett—Oh, come along. The play will be a frost anyway.—New York Times.

## FOR BETTER ROADS.

### New Association Formed to Improve American Highways.

Ever since the automobile became a fashionable fad the forecast has often been made that the sentiment for good roads would at last be given a winning headway in all parts of the country, says the Washington Star. It was felt that some such force was necessary to convince state legislatures of the necessity of passing effective good roads laws and that the influence behind the automobile industry and use would forward the campaign for such ends. But for some reason the movement has lagged until now.

Recently there was organized in New York city "the Associate Road Users of America" under the initiative of some of the foremost automobilists of the metropolis. The association is a composite of all the interests concerned in the betterment of the American highways, the automobilists, the cyclists, the road drivers and the truck owners. This combination insures an active campaign not only for better highways in the country, but for good city pavements.

The association is pledged to secure both and to work for the satisfactory regulation of traffic, the erection of street signs and road guideposts, the proper lighting of streets and highways, the prohibition of the obstruction of the highways with destructive materials or their flooding with water and particularly the strict enforcement of all speed ordinances.

The League of American Wheelmen did wonderful work in overcoming the inertia of the rural districts and in stimulating the state legislatures in the good roads movement. But it had a long, hard fight and did not accomplish all that was to be done. The country is so vast, the habit of permitting the roads to remain in semi-disrepair is so fixed, the cost of scientific road making on the great American scale is so enormous, that the wheelmen found themselves only the leaven in the great lump. Their influence, however, was excellent and produced results which have been effectively supplemented by the government's work and by the few associations of automobilists near the large cities. The association of the interests described will permit a great membership, covering many states, and good results should soon flow from the organization.

## AMERICAN HIGHWAYS.

### Director Dodge on the Importance of Good Roads.

In a country as large as that in which we live, with the greater part of its producing regions widely separated from the markets which they serve, the matter of transportation is one of vast importance, writes the Hon. Martin Dodge, director of the office of public road inquiry, in the Forum. This applies particularly to our agricultural products; for, while a great portion both of our manufactured output and of our farm growth must be moved long distances by rail or water before reaching a market, practically all of the latter must also be transported for greater or less distances over the public highways. The question of marketing these agricultural products, amounting in the United States to \$1,000,000,000 annually, on terms that the dealer can afford to pay and the grower to accept often reduces itself to a question of cheap and quick delivery—in other words, to a question of economical transportation.

It has been shown by mathematical demonstration that it costs more to move a bushel of wheat or a ton of hay ten miles over the average country roads of the United States than to transport the same burden 500 miles by railway or 2,000 miles by steamship. It has happened many times in different parts of the country that farmers have let crops go to waste because the cost of hauling them to the nearest market or railway shipping point over wretched and ill kept roads amounted to more than could be realized for them afterward, whereas if good roads on which heavy loads could be hauled had been at hand the same crops could have been marketed at a small profit to the producer, while the economic gain resulting from their application to useful purposes would have been very considerable.

### Provide For Inspection and Repair.

Wherever improved roads are made there should be provision for their maintenance, and maintenance should mean weekly inspection of them and immediate repair of every little break, says the New York Tribune. Where roads are built with state aid, under the present excellent law, such inspection and repair are matters of state as well as of local concern, and it would be well to have some formal understanding or agreement upon it between the state and the local authorities. This is the more desirable since the extent of state aided roads is rapidly increasing and will doubtless in future increase still more rapidly. It is true, as the state engineer reports, that the roads which have been built give unqualified satisfaction to the people who use them and in nearly every case lead to a demand for further extension of the system.

### Good Roads Must Be Paid For.

The only way we can ever expect to build and have good roads in this state is by contract and by taxation, and we have advocated this course for some time, says the Newberry (N. C.) Herald. In fact, we feel sure that even those of our citizens who are most afraid of taxation and hold up their hands in holy horror at the suggestion of an increase in taxation would cease all opposition after using some good roads and would become the most ardent and enthusiastic advocates of taxation for roadbuilding.

DO YOU WANT A ROOF THAT DON'T LEAK?  
**Moore & Parrott** puts them on.

DO YOU WANT VENTILATORS?  
We make them. Sky lights too, water works. We are headquarters for all PLUMBING WORK, Guttering, Pump, Galvanized and Copper Work of all descriptions. Come to see us. We will treat you right.

**MOORE & PARROTT.**

**PORTER & GODWIN**  
Contractors and Builders  
GOLDSBORO, N. C.

Estimates furnished on all classes of buildings.

The Pride of the Eye... is among the sins of the flesh of which we are all warned, but the lover of fine China hopes it doesn't mean her, for she does want to indulge a bit in this feast of beauty. Our lines of China and Glass ware are complete.

**Mrs. N. L. Bruton & Bro.**

If you want up-to-date Tailoring done place your order with

**S. J. WALLS.**  
Everything guaranteed with a guarantee that is good! Could you ask fairer?  
KINSTON, N. C.

**DRS F. A. & R. A. WHITAKER**  
PHYSICIANS AND SURGEONS,  
KINSTON, N. C.  
Office on Queen street, two doors south of J. W. Granger's.  
One or the other may be found at the office from 10 a. m. to 5 p. m.

**POUR OIL**  
On the machinery of your business by inserting an advertisement in THE FREE PRESS. You will be surprised to see how much smoother and faster the wheels will run.

THE FREE PRESS has a large circulation among people you want to get trade from.

**ARE YOU TIRED OF QUACK MEDICINES THAT HAVE DONE YOU NO GOOD?**  
GIVE **HARRIS LITHIA WATER** A TRIAL!  
It soothes the Kidneys and Bladder and cures the uric acid in the system. It has cured thousands of Kidney and Bladder Troubles, Rheumatism and all Kindred Diseases, and  
**IT WILL CURE YOU!**  
The man or woman who has used Harris Lithia Water has made a discovery. Use 12½ gallon bottles, \$4.00, delivered. One dollar allowed for return of bottles. Harris Lithia Water carbonated in quarts and pints. As a table water it is unequalled. For sale by dealers.  
LOCAL DISTRIBUTORS: TEMPLE MARSHALL DRUG CO. and J. E. HOON.  
**HARRIS LITHIA SPRINGS CO., Harris Springs, S. C.**

**.. YOU CAN MAKE..**  
your life easier by buying your Ice Cream from Skinner.  
Delivered in any quantity from one quart up.  
**J. T. SKINNER,**  
Phone 140. KINSTON, N. C.

**Merchants & Miners Transportation Co.**  
Steamship Lines  
Norfolk to Boston and Providence.  
Daily service to New England. Freight handled with care and dispatch. Accommodations and cuisine unsurpassed.  
R. H. WRIGHT, Agent, Norfolk, Va.  
W. P. TURNER, G. P. A.  
C. S. HOSKINS, G. P. A.  
J. C. WHITNEY,  
ad V. P. and T. M.  
General Office, BALTIMORE, Md.

**LISTEN!**  
The choicest line of Staple and Fancy Groceries to be found anywhere—right here.  
**MARKET MEATS.**  
Beef, Pork, Mutton Sausage, Etc.  
Prompt delivery to all parts of the city. Phone us your orders.

**MOORE & HOOKER,**  
KINSTON, N. C.

**PRINTING TO LEASE PARTICULAR PEOPLE**  
is the kind turned out at THE FREE PRESS office. Splendid equipment and competent workmen.