

THE DAILY FREE PRESS

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DANIEL T. EDWARDS.....Editor.

C. W. FORLAW....Managing Editor.

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MOVEMENT OF TRAINS.

NORFOLK SOUTHERN R. R.		
No. 15	Lv.	5:30 A. M.
No. 8	Lv.	7:45 A. M.
No. 7	Lv.	10:28 A. M.
No. 10	Lv.	4:13 P. M.
No. 9	Lv.	7:36 P. M.
No. 16	Lv.	11:16 P. M.
ATLANTIC COAST LINE R. R.		
No. 58	Lv.	7:10 A. M.
No. 73	Ar.	2:25 P. M.
No. 72	Lv.	4:25 P. M.
No. 59	Ar.	7:40 P. M.
KINSTON CAROLINA R. R.		
No. 1	Lv.	4:00 P. M.
No. 2	Ar.	8:55 A. M.
CAROLINA R. R.		
No. 333	Lv.	4:30 P. M.
No. 332	Ar.	7:35 A. M.

Wednesday Evening, April 1, 1914.

CLARK AND THE PRESIDENT.

(Brooklyn Citizen.)

Mr. Clark, speaker of the house of Representatives, seems to have cast in his lot with the opponents of the President, in so far as the proposed repeal of the toll-exemption clause in the Panama bill is concerned. It is true that Mr. Clark has not yet said that he will vote against the proposed repeal, but the terms in which he inveighs against the rule providing for an early vote are significant of anything but good will for the main proposition.

As matters stand in the light of the dispatches published this morning, the relation of the speaker to the President is, to put the case mildly, decidedly strained, and what this means for the Democratic party is manifest. Unless a decided change takes place in the attitude of Mr. Clark, Mr. Underwood and the more important Democrats who are standing with them in this emergency, the party will be divided in the very early future into two camps, one of the supporters and the other of the opponents of the President. The question upon which the split has taken place, or is likely to take place, is much too grave to admit of emollient treatment. It is practically impossible for the administration to make a plainer demand for a vote of confidence than it has urged in this case. The President's statement to the house was, as the reader will remember, that unless the repeal was granted, he would be seriously embarrassed in the management of other foreign affairs.

No intelligent person who listened to the language used by the President could be in doubt what the duty of every supporter of the administration was after that declaration. It will therefore be the merest folly for any person who votes against the President on this question to keep up the pretense of being in other respects friendly to the administration. There can be no friendship between an administration and men who decline to accept the word of its head as decisive on a matter of foreign policy. This is so plain that only men who are more anxious to befog the situation than to clear it up, will pretend to be in the dark about it.

Without regard, therefore, to the merits of the pending bill, it is in order for all regular Democrats to consider what it becomes them to do in view of what is now going on in the house of Representatives. If they mean to stand by the President, it will soon be incumbent upon them to speak out with a clearness that will admit of no misconstruction. There is, of course, just a possibility that Mr. Clark and his fellow-opponents of the President may reconsider their present intention. It will greatly gratify the Democracy to have them do so. But it would, we think, be unwise to expect anything quite so agreeable. The outlook is distinctly suggestive of party dissension.

THEIR MASTER MOTIVE.

(New York World.)

Not one Democrat in or out of congress who opposes the President in the Panama canal tolls matter gives the true reason. From Champ Clark, the Speaker, to McDermott, under censure, there is nothing but pretense and evasion.

They are not actually worrying about any surrender to England. They are not really anxious concerning American supremacy at the Isthmus. They are not truly afraid that treaty observance in good faith will compromise the Democratic party or tarnish the American flag.

If Murphy, Hearst, Clark, McDermott and others were perfectly honest they would admit that they have indeed revenges to promote, ambitions to feed, race hatreds to stimulate and political party to advance, but that their one master-motive is something else. They are for ship subsidies, and there is not a man in the crowd who has the courage to say so.

The shipping trust discovered long ago that if they were to raid the treasury the job would have to be performed in roundabout ways. They were exposed in 1873, after they had paid bribes of more than \$1,000,000 to congress. At that time one congressman was found with \$300,000 of their money in his pockets and he "could not remember" how it came into his possession. The postmaster of the house fled to Canada. Dozens of subsidy men who were members of the Forty-third congress (1873-5) were defeated for re-election to the Forty-fourth. So detestable was the mere idea of a subsidy that a resolution declaring against the whole policy, introduced by Representative William S. Holman, of Indiana, a Democrat, was overwhelmingly adopted.

Profiting by such a disaster, the trusts and their agents in the lobby never again attempted undisguised corruption. Instead of bold attacks in front, they now show up on the bank or in the rear. Finesse has taken the place of finance, although their war-chests are not empty. Their energies today are devoted to the noble task of finding men who are crazy to vote for subsidies but who, for the benefit of the folks at home, must have some unrelated reason for their performance.

Thus we have so-called Democrats twisting the lion's tail, freeing Ireland, making the eagle scream, baiting the railroads, wreaking their revenges upon the President and valiantly striving for party leadership of the Murphy-Hearst variety, all voting for subsidies, but all silent on the one subject that is nearest to their hearts. Has the fine work of the lobby in this case been any more effective than its course work in behalf of Pacific Mail in the seventies? Apparently not, for the master-motive is as plain now as it was then.

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