

FITZGERALD LEADS IN TOLLS DEBATE

New Yorker Praised for Speech Taking Issue with Administration.

CLARK EXPECTED TO QUOTE BRYAN'S WORDS

Speaker May Use Harrisburg Speech Denouncing Party Traitors.

[From The Tribune Bureau.]
Washington, March 28.—With unabated vigor the House to-day continued its debate on the tolls repeal bill, but furnished none of the thrills afforded yesterday, when the special rule was the subject of peppy attack and counter attack. No further oratorical fireworks are expected until Speaker Champ Clark takes the floor on Tuesday to answer the charges that he has been treacherous to the administration in opposing repeal and the rule for its consideration.

Set speeches, delivered in orderly fashion and with little interruption, occupied six hours of time to-day. Representative Fitzgerald, of New York, a Democratic leader, made the principal argument against repeal. Representative Knowland, a California Republican, assailed the administration for its "surrender to Great Britain," and acclaimed Sir Edward Grey as "the greatest diplomat of the age."

Representative Stevens, of Minnesota, Republican on the Interstate Commerce Committee, led the day's fight in support of the bill.

The Speaker's attitude toward the administration programme is still the chief topic of cloakroom and corridor conversation among House members, and his motives, which he keeps to himself, are puzzling. The critics and lukewarm supporters of Speaker Clark see in his tactics a play for political advantage, with an eye on 1916.

Deep seated resentment of the treatment he received at Baltimore is recited as an extenuating circumstance in discussions of his present attitude. Closer friends of the Speaker say, however, that his fight against the administration has no political significance and in the end will have little political effect, either for or against Mr. Clark.

They recall that during the twenty years of his service in the House he has been a consistent advocate of extended debate and a foe of all special rules.

Speaker Has Proved Consistent.
As a Democrat in the ranks and later as leader of the minority, Mr. Clark made many speeches against legislation by special rule. Were he to take a different position to-day, it is declared in his behalf, the words of the past would arise to confound him.

Another Clark hobby has been support of the party platform, and it is on this that he will predicate his opposition to the repeal bill when he speaks on Tuesday. It became known to-day that the Speaker is fortified with recent expressions by William J. Bryan, once his political friend and now a half-forgiven enemy, who spoke his mind freely on the same subject. The Harrisburg, Penn., address of the Secretary of State in all probability will be cited by Speaker Clark in refutation of the harsh charges that he is a betrayer of the administration.

Secretary Bryan, speaking before the Pennsylvania Legislature last May, declared:

"I lay it down as a proposition, and I am prepared to defend it anywhere, that the Representative who secures office on a platform and then holds the office and betrays the people who elected him is a criminal worse than the man who embezzles money entrusted to him. . . . A platform is binding upon every honest man who runs on that platform."

The use of this quotation by the Speaker, embellished by the caustic comment of which Mr. Clark is capable, is expected to be one of the high lights of his speech.

Expected to Deny Charges.
Although the Speaker would not discuss it in advance, it is also believed that he will declare false the charges that he is already figuring on the Presidential nomination in 1916.

On this point his friends say that if the Wilson administration makes good the

nomination of the President is assured. If the administration should fall the Democratic nomination would be worthless to Mr. Clark or any other man, it is declared.

The Speaker is to close the debate on the toll repeal bill, but this passage does not alarm the supporters of the administration measure, who are confident of a substantial majority. Estimates of the majority run as high as eighty votes on the theory that many members who voted against the special rule are in support of the bill it made privileged.

Mr. Chandler, a New York Progressive, made an epigrammatic speech to-day against the repeal bill.

"I am for America not England," he said. "I am for Americans and not Englishmen. The serious aspect of this controversy is local, not foreign; national, not international. Better a thousand times lose the respect of England than lose our own self-respect. We can live down a broken treaty, as England has lived down a dozen broken treaties, but we cannot survive a fatal assault upon the vitals of our own national life."

Minnesotans in Clash.
The only noteworthy tilt in the debate to-day came from Mr. Manahan, of Minnesota, interrupted Mr. Stevens, of the same state, with a query concerning the interest of the Hill railroads in the repeal. Mr. Manahan broadly intimated that these railroads were largely responsible for the repeal propaganda, and the charge was indignantly refuted by Mr. Stevens, who asserted that he favored repeal on the question of treaty obligations and economic grounds.

Mr. Fitzgerald, in closing a speech which was praised even by colleagues who disagreed with him, announced his inability to agree with the President, saying:

"If the question were merely one of expediency, or if I were in doubt as to the course to be followed, and the reasons given for the action proposed were so persuasive as to command practically universal approval, I should gladly subordinate any personal opinion and acquiesce in the recommendation of the President. But such is not the situation. I believe that the questions involved are fundamental and vitally affect our right to control our own affairs, and that they concern the material welfare of the country. I have no doubt as to the course I should follow. I cannot surrender to any one, however much I admire and respect him, my deliberate and matured judgment upon a question of vital importance to the welfare of my country."

Rule Covers War Vessels.

"An overpowering conviction that the proposed repeal is weighted with evil, of far-reaching extent to the country, compels me to oppose the pending measure," Mr. Fitzgerald also said. "The contention of Great Britain is that her vessels of commerce are entitled to the same or identical treatment as vessels of the United States. The rule, however, covers vessels of war as well as vessels of commerce. No demand has yet been made regarding vessels of war. The rule is equally applicable to vessels of both classes, and if it be conceded that we cannot differentiate American vessels of commerce from similar vessels of other nations it follows that vessels of war cannot be deprived of privileges similar to those accorded to war vessels of the United States."

Representative Harrison, Democrat, of Mississippi, was one of the early speakers when the debate was resumed. Although admitting his anxiety to "follow the President and comply with his wishes," Mr. Harrison said he could not reconcile his conscience to the President's view and surrender to Great Britain a principle of national honor and integrity.

Representative Gardner, Republican, of Massachusetts in a brief speech supporting the bill, quoted from the debates of the Hay-Pauncefote treaty in the Senate to show that the spirit of that agreement was opposed to the exemption of American ships. Representative Gray, Democrat, of Indiana, supported the bill.

Sees Surrender of Sovereignty.

Representative Temple, Progressive, of Pennsylvania, opposed the repeal on the ground that it was a surrender of sovereignty over the canal zone.

Representative Stephens, of California, Progressive, opposed the repeal on the ground that it would benefit none but British ships and interests.

"Why should this administration add another to the many English things it has done in the one long year it has been in power?" he demanded. "When the House assembled for the first time under this administration benches were provided like those in the British Parliament. Next day the President in person delivered an address just as King George does. Several times since the Chief Magistrate has visited this building, and at such times, it has been said, Democratic Senators and Representatives were commanded to appear before him for instruction, just as happens in dear old London. Now comes the President seeking the repeal of the tolls exemption clause, apparently to please Great Britain. Are we being Brit-

alized?"

Representative Hawley, of Oregon, and Representative Curry, of California, opposed repeal. Mr. Curry attacked the administration's foreign policy.

Representatives Stoenerson, of Minnesota, and Gillette, of Massachusetts, from the Republican side, supported the repeal bill, but the latter criticized the President for "inconsistency in urging the repeal."

Mr. Knowland urged the House, if it repealed the exemption, to declare that it had not surrendered the contention that the United States might make one.

Representative Madden, Republican, of Illinois, spoke for the repeal. He said he saw no reason for the people of the Central West contributing to a ship subsidy.

Representative O'Shaughnessy, Democrat, of Rhode Island, spoke for the exemption, declaring the platform pledges of the Baltimore convention for free passage should be supported.

LINER FIVE DAYS LATE

Boilers Awry on La Touraine's Last Run Here.

The French liner La Touraine, which left Havre thirteen days ago on her last run to this port, landed her passengers yesterday five days late. Boiler trouble was the chief cause of the tardy arrival. There were on board twenty-one boiler-makers, who were at work constantly during the rough voyage adjusting and putting into shape some new boilers that had been put aboard at Havre. It is said that at times only six of her fourteen boilers were working.

Four patients thought to be suffering from typhus fever were removed to Swinburne Island.

SENATE FILIBUSTER ON TOLLS POSSIBLE

Committee Not to Consider Repeal Bill Till Passed by the House.

[From The Tribune Bureau.]

Washington, March 28.—The possibility of a filibuster to defeat the repeal of the tolls exemption provision of the Panama Canal act was the subject of some comment in the Senate to-day.

Even those who are supporting the President predict that a vote on the bill will not be reached in the Senate until after a month or six weeks of debate. It was intimated by the opponents of the measure that the debate might be prolonged by the consideration of appropriation bills and other measures of an urgent character beyond this period.

It would not be a difficult matter for those who are fighting the repeal of the tolls exemption clause to extend the debate indefinitely. Proceeding upon the theory that Congress will not remain in session beyond July, some Senators suggest that a vote might not be reached at all.

It is very doubtful, however, that all of the Senators who disagree with the President will carry their opposition to the point of joining in a filibuster.

Senator O'Gorman said to-day that the Interstate Canals Committee, of which he is chairman, will not meet to take up the repeal bill until it has been sent over from the House, which will probably be

done on Wednesday. Senator Crawford, who is a member of the committee, returned to Washington to-day. Senator Simmons is still away. With Senator Walsh against the repeal bill, the Senate committee would be evenly divided. Senator Walsh is said to be still somewhat doubtful of the course he will follow.

Further efforts of the Democrats of the Senate to avoid the tolls controversy by taking a side track to accomplish the President's purpose were exemplified to-day by bills offered by Senator Lewis and Senator Reed. The measure submitted by Mr. Lewis authorizes the President to suspend tolls on ships passing through the canal "whenever in his opinion public safety shall so require, or whenever he shall deem it expedient and consistent with the interests of the United States." Senator Reed's bill proposes that foreign ships be permitted to engage in coastwise traffic in the United States to break up the monopoly of coastwise shipping and requires that tolls shall be collected on all vessels passing through the canal sufficient to pay the expenses of operation.

Senator Smith, of Georgia, aroused the ire of the no-tolls advocates by reading into the record a portion of the report of Professor Emory Johnson, who opposed the exemption of tolls.

"He would have imposed tolls that would have penalized the people of the country from the beginning," said Senator Bristow.

"Is this the same Johnson," asked Senator O'Gorman, "who, while in the service of the government delivered lectures of the Carnegie Peace Foundation?"

"It is the same man," replied Senator Bristow.

FEW REGISTER FOR SPECIAL ELECTION

Only Activity Is in The Bronx, Dut to Many Changes in Addresses.

Except for a little activity in The Bronx, where changes of addresses brought out some extra hundreds, yesterday's registration for the special election on April 7 on the question of the constitutional convention was far from expectations. The officials put most of the blame on the bad weather.

The registrations were so scarce that

In some districts the books had not been opened up to noon, though the booths were ready at 7 o'clock in the morning. The 216 election districts in The Bronx were in charge of 964 inspectors. In five election districts on the East Side there was not a registration up to 11 o'clock. At the booths in the 5th Election District of the 8th Assembly District one man who had moved in from another part of the city had applied for registration at that hour. He was sent back for his removal certificate, and did not return.

The same conditions obtained on the West Side, and of five polling places only one could boast of a single registration in the forenoon. Two suffragists, however, braved the weather, and marched arm in arm from polling place to polling place.

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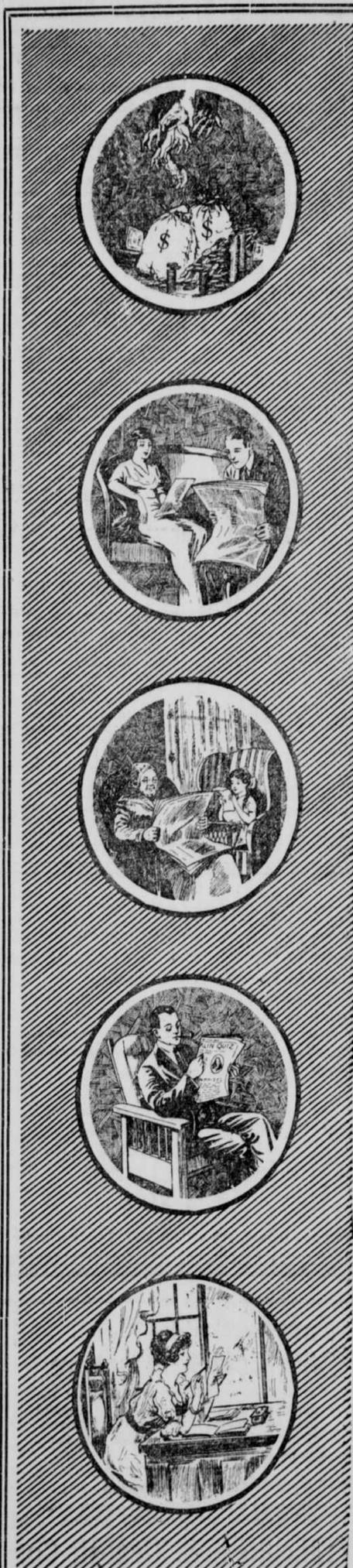
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