

**PANAMA TOLL BILL  
TO PASS ON MONDAY**

Senate Majority for Exemption of U. S. Ships Reported as 12 Votes.

**PARTY LINES IGNORED**

McCumber Says Proposed Action Is on Par With Germany's in Belgium.

**SEES U. S. LOSE ITS NAME**

Ransdell Denies Moral Question Is Involved or Other Nations Can Protest.

Special Despatch to This New York Herald.  
New York Herald Bureau,  
Washington, D. C., Oct. 8.

Lively debate to-day on the Borah bill exempting American coastwise trading vessels from payment of Panama Canal tolls indicated clearly that the Senate, unless it changes its mind over Sunday, is determined to pass the measure and send it to the House Monday. Prediction was made that the bill would pass by a margin of about a dozen votes.

Although President Harding would prefer to settle the question through diplomatic channels, he has taken no hand in the contest in the Senate. It is generally believed that the measure, after it passes the Senate, will be sidetracked quietly in the House until after the armament conference.

Party lines will be swept aside in the vote Monday, just as they were when President Wilson in 1914, procured repeal of the free tolls clause of the Panama Canal act. Approximately twelve Republicans are expected to vote against the Borah bill, while the Democrats, it was reported, will split about even.

In the discussion to-day Senator McCumber of North Dakota charged that passage of the Borah Bill would constitute an act of bad faith on par with Germany's violation of Belgian neutrality, which plunged the world into war in 1914.

**Parallel With German Act.**  
"The world has branded Germany as a dishonorable nation because, with the exigency of a great war before her, in which military necessity was the controlling question, she declared that her treaty with Belgium was but a scrap of paper," said Senator McCumber.

"Without any such exigency before us, and without even an attempt being made to secure a modification of our solemn obligation, we are asked to declare that the Hay-Pauncefote treaty shall be treated as a mere scrap of paper. Our physical power to do this is just as unquestioned as was the physical power of the German Empire to break its treaty obligations with Belgium."

"What would we think of a proposition of taxing the American people to build a railroad from New York to San Francisco, taxing them to maintain that railroad, and then providing that trains of the Pennsylvania Railroad Company should operate freely without any expense or any tolls over that line of railway, and that no other railroad company should have the right to run its trains over this sacred track without the payment of tolls to meet the interest on the investment and the cost of upkeep?"

"Now that is exactly what we propose to do with reference to our coastwise vessels. The American people have paid for the canal. They are paying the interest upon the investment. They are paying for the upkeep. And we say to a certain line of vessels the only monopoly in existence created by authority of Congress: 'You shall have the use of this route without the payment of a cent of tolls for it. Transportation rates will not go down by reason of the remission. These vessels having the monopoly will charge every cent the traffic will bear, and they will do this, tolls or no tolls.'"

**Arbitration Treaty Cited.**  
Senator McCumber called attention to the arbitration treaty between the United States and Great Britain, ratified by the Senate on September 25, 1914, and continued:

"I cannot debate for a single moment that the British Government will claim this law violates the treaty and will ask for arbitration. It has been suggested in prior debates on this question that if Great Britain claims this right we would have to breach another treaty with that country if we refused to submit to arbitration, and that if we grant it, as we must do, the verdict would be against us because all other countries of the world, being interested, take the same position as Great Britain with reference to this agreement."

"Our duty is a simple one: Keep our word. We have invited three other great nations of the earth to join us in a solemn compact to check the mad and exhausting race of the nations for naval supremacy. Let us not enter the council chamber with our hands tied."

Senator Ransdell (La.) declared that the United States had exclusive jurisdiction over tolls for coastwise traffic.

"Coastwise commerce through the Panama Canal is a domestic question; none but American vessels can engage in it; Great Britain has no interest in whether we charge tolls to coastwise vessels through the canal or permit them to pass free," he said.

**Can't See Moral Question.**  
"There is no moral question involved in free tolls. It is merely one of business judgment. In my opinion the exemption is wise. There are no tolls on our improved harbors and lakes and rivers and great national highways; and the Panama Canal should be treated the same. Free roadways on land and water are not subsidies."

Senator Wadsworth (N. Y.) declared that the United States violated the Hay-Pauncefote treaty when it ratified the Colombian treaty last May and agreed to allow Colombian vessels free passage through the canal.

"We'll live to rue the day that we gave one nation privileges discriminatory against others," said Senator Wadsworth. "It was largely for that reason that I voted against the Colombian treaty."

Senator Poindexter (Wash.) told the Senate that the British Government had made a protest against the Colombian treaty, but later withdrew it.

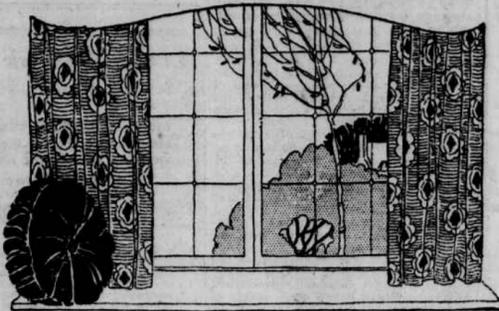
"However, the British Government is on record as regarding the Colombian treaty as a violation of the Hay-Pauncefote treaty, and there is no telling when she may renew her protest," said Senator Poindexter.

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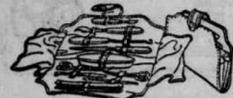
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Ten-piece Queen Anne model Dining Room Suite in Mahogany or Walnut: Buffet, China Cabinet, Enclosed Service Table, Extension Table, five side Chairs and one arm Chair. formerly **495.00, 247.50**



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**"Cross" Manicure Set**



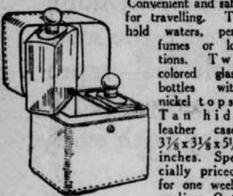
A complete and practical set. Neatly and conveniently arranged in a colored "frosted" leather case, satin lining. Comprising: Cuticle knife, corn knife, buttonhook, nail file, buffer, sand boards, nail and cuticle scissors, etc. . . . . **\$8.00** Formerly **\$12.00**

**"Cross" Desk Accessory**



Paperweight with pencil attached. Made of best quality, highly polished nickel plate. Weight suspended in centre. Base 3-inch diameter. Stand 12 inches high over all. Unusual. . . . . **\$2.50**

**"Cross" Bottle Set**



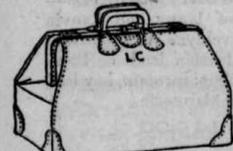
Convenient and safe for travelling. To hold waters, perfumes or lotions. Two colored glass bottles with nickel tops. Tan hide leather case, 3 3/4 x 3 3/4 x 5 1/4 inches. Specially priced, for one week, ending Oct. 15th. . . . . **\$14.75** Formerly **\$20.00**

**"Cross" Tiffin Table**



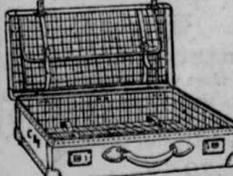
Shown with butler legs in use and folded. The removable tray is made of colored enamel wicker, with stencil-design wood in centre. Size, 24 inches in diameter. The butler legs are made of colored enamel finish wood to match tray. Size, 25 1/4 inches high. Complete. Specially priced for one week, ending Oct. 15th. . . . . **\$18.75** Formerly **\$23.00**

**"Cross" Oxford Bag**



For men. Brown hand-boarded cowhide leather, checked cloth lining, three pockets. Double handles, reinforced leather corners. Brass mountings. Roomy and light weight. Two sizes, 18, 20 inches. . . . . **\$19.50, \$21** Formerly **\$30, \$32**

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For men. Brown hand-boarded cowhide, checked cloth lining, shirt fold inside lid. Ample clothing space in body. Brass mountings. Two sizes, 24, 26 inches. . . . . **\$19.50, \$21** Formerly **\$30, \$32**

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