

POLITICANS PLAN FOR COUNTY MEETINGS

CONVENTIONS SOON TO BE HELD

MEET ON APRIL 25

Anderson County People Making Plans for Having a Say in Democratic Clubs

Anderson county politicians are now beginning their plans for holding the various club conventions on April 25 and various supporters of the different factions will make effort to have the clubs favorable to their particular candidate.

The constitution of the Democratic party of South Carolina says that Democratic clubs shall meet on the fourth Saturday in April, which comes this year on April 25. However, county executive committees may name any other day in the fourth week in April for the club meetings, provided at least two weeks' notice of the meeting be given by advertisement in the county papers. The clubs are entitled to elect one delegate to the Democratic convention of their county for every 25 members and for the majority fraction thereof. The clubs have the right to enlarge or diminish their representation at the county convention according to circumstances. At the club meetings delegates to the county convention and members of the county Democratic executive committee will be elected.

The constitution of the Democratic party says the meetings of the county conventions. This year the first Monday will fall on May 4. The county conventions will be held under the supervision of the chairman of the county Democratic executive committee. Each convention will elect from among its own members a president, a vice president and a secretary and treasurer. By a majority vote any county convention may permit or recognize the formation of a new club or clubs.

The county conventions will elect the delegates to the State Democratic convention, which meets this year on May 20 in Columbia. Each county is entitled to double the number of delegates in the State convention as it has members of the general assembly.

Gen. M. L. Bonham, chairman of the Anderson county Democratic Executive committee, has already issued the official call for the meeting.

Section 282. Regulation of Primary Election—Oath of Managers—Oaths to be Filed—Every political party, organization or association, for the office of choosing candidates for office or the election of delegates for office...

Section 283. Duties of Managers—Poll List—Administer Oath—Declare Result—Before any ballots are received at such election, and immediately before opening the polls, such managers shall open each ballot box to be used in such election, and exhibit the same publicly, to show that there are no ballots in such box. They shall then close or lock or seal up such box, except on the opening to receive the ballots, and shall not again open the same until the close of the election.

Section 284. Time, Place and Mode of Election—Return of Managers—Every primary election shall be held at the time and place, and under the regulations prescribed by the constitution and rules of the party, organization or association holding the same, and the returns shall be made and the result declared as prescribed by such constitution and rules, but the returns of the manager, with the poll list, shall be filed in the office of the clerk of court for the county in which such election is held, within four days

MRS. DESHA BRECKENRIDGE

Prominent Lexington (Ky.) Suffragist on National Campaign Staff.



after the final declaration of the result thereof, and shall remain there for public inspection.

Sec. 285. Appointment of Watchers—Registration, Filing Lists and Furnishing Copies, Publication of Lists—Candidates in all counties in which there is a city containing 20,000 inhabitants or more shall have the right to appoint a watcher at each polling place to look after the interests of such candidates. And in all cities of 20,000 inhabitants or more there shall be a party registration of voters under regulations to be prescribed by the rules of the respective party.

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BRYAN'S VIEW OF THE REPEAL

(Continued From page 1)

Chief 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 plan," and to the pronouncement of bounties and subsidies as the "larger plank" and says:

"Planks Do Not 'Dovetail.' "What opiate does the little plank contain that it cannot 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 the 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: '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 on 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 his subordinates—he statement cannot be made any stronger. But the subordinate officer is compelled sometimes 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 under consideration, 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 people. Such a change has taken place since the Baltimore platform was adopted. Had the Democrats in convention assembled been confronted by the condition which now exists and they had known what those now known who voted for repeal, no such plank would ever have been placed in the platform. The convention's attention was not even brought to the fact that the majority of the Democrats in the House had voted against the free tolls measure and that it had in fact been passed by a minority report of

the Democrats and a majority of the Republicans."

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

"If a nation," continued the Secretary, "desires 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, knowing that every commercial nation except our own, construes the treaty as a pledge of equal treatment, would have been recreant to his trust and he failed to point out to the American people that our diplomatic relations distributed 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—is it 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."

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FINLEY EXPLAINS STAND ON TOLLS

WHY HE OPPOSES WILSON ON EXEMPTION REPEAL

SAYS IT'S PLEDGE

Declares That In Voting Against Sims Bill He Is But Following Principles of Platform

Washington, April 13.—Nothing pending before the congress of the United States now is of such absorbing interest as the question of the repeal of canal tolls and every word said on the subject by the national lawmakers of the country is eagerly read. Today's Congressional Record contained the speech of Representative Finley of South Carolina on this subject, made while the matter was under discussion in the house. In the speech Mr. Finley set forth his views in a very lucid manner and makes it plain where he stands towards the repeal.

Mr. Alken and Mr. Ragsdale voted with Mr. Finley. In addressing the house, Mr. Finley said in part: "The President has asked the congress to reverse its action of August 24, 1912, exempting American coastwise vessels from payment of tolls at Panama. We are asked to reverse the policy of this country not only as regards the canal, but also as regards its long-established policy of allowing no foreign interference with the regulation of its internal affairs. In a matter of such great moment it is well to consider carefully the necessity for such action. The only argument of importance advanced by the advocates of the repeal measure is that the President has requested it. His request is embodied in his address to the congress on March 5, 1914, which is as follows:

"Mr. Speaker, Mr. President, gentlemen of the congress, I have come to you upon an grand which can be very briefly performed, but I beg that you will not measure its importance by the number of sentences in which I state it. No communication I have addressed to the congress carried with it graver or more far-reaching implications as to the interest of the country and I come now to speak upon a matter with regard to which I am charged in a peculiar degree, by the constitution itself, with personal responsibility.

"I have come to ask you for the repeal of that provision of the Panama canal act of August 24, 1912, which exempts vessels engaged in the coastwise trade of the United States from payment of tolls, and to urge upon you the justice, the wisdom and the large policy of such a repeal with the utmost earnestness of which I am capable.

"In my own judgment, very fully considered and maturely formed, that exemption constitutes a mistaken economic policy from every point of view and is, moreover, in plain contravention of the treaty with Great Britain concerning the canal concluded on November 18, 1911. But I have not come to urge upon you my personal views. I have come to state to you a fact and a situation. Whatever may be our own differences of opinion concerning this much-debated measure, its meaning is not debated outside the United States. Everywhere else the language of the treaty is given but one interpretation and that interpretation precludes the exemption I am speaking of and asking you to repeal. We consented to the treaty; its language we accepted, if we did not originate; and we are too big, too powerful, too self-respecting a nation to interpret with too strained or refined a reading the words of our own promises just because we have the power enough to give us leave to read them as we please. The large thing to do is the only thing that we can afford to do, a voluntary withdrawal from a position everywhere questioned and misunderstood. We ought to reverse our action without raising the question whether we were right or wrong, and so once more deserve our reputation for generosity and for the redemption of every obligation without quibble or hesitation.

"I ask this of you in support of the foreign policy of the administration. I shall not know how to deal with other matters of even greater delicacy and nearer consequences if you do not grant it to me in ungrudging measure."

Not Satisfied. "The message of the President is short, and in it he gives no reason which may be considered tangible and of sufficient importance to outweigh the declaration of party principles as enunciated in the platform of 1912 by the Democratic national convention at Baltimore. That platform contains this provision:

"We favor the exemption from tolls of American ships engaged in coastwise trade passing through the Panama canal. We also favor legislation forbidding the use of the Panama canal by ships owned or controlled by railroad carriers engaged in transportation competitive with the canal."

"Such a statement is a promise on which the people elected us to power, and I for one, consider myself bound by it. I am and always have been a platform democrat. In South Carolina, in offering for office, we announce no platform of policies, but agree to merely abide by the platform of the Democratic party. Particularly do I consider that promise binding when the party has gone before the country on that platform and been elected to power in order to carry out its promises. This plank favoring exemption of tolls on coastwise vessels was indorsed not only by the general electorate, but by a Democratic house of representatives. It had the support as it has in the present instance,

of the Democratic floor leader, Mr. Underwood. It is also supported by the Hon. Champ Clark, speaker of the house. Prior to the election the tolls exemption plank had the indorsement of President Wilson, who, in speaking to a meeting at Washington Park, N. J., on August 15, 1912, approved of the exemption in no uncertain terms. What the President's reasons are for changing his views, I do not know, though I am sure that he is entirely honest in his present belief and is actuated by patriotic motives. Not only was approval given to this plank prior to the election by the President, but stress was laid upon it by other Democratic speakers, particularly those who were campaigning in the far west. Consequently the argument first advanced by some of the overzealous proponents of the repeal was not carefully incorporated in the light of the facts. The matter was fully considered in the subcommittee of the platform committee at Baltimore. Of this subcommittee, Hon. William Jennings Bryan was chairman, and I am informed that the credit of placing this plank in the platform was due to Mr. Bryan.

Is It a Subsidy? "It is, of course, unnecessary to state that the Democratic national convention does not make principles for the Democratic party. On the contrary, the convention only declares what those principles are, and, in effect, the high court of appeal in the party for the enunciation of its principles. Some of my friends favoring tolls claim that free tolls for American coastwise vessels passing through the canal constitute a subsidy, and that the Democratic party is opposed to subsidies. It is true that the Democratic party is opposed to subsidies. In the 1912 platform this plank was inserted:

"We believe in fostering, by constitutional regulation of commerce, which shall develop and strengthen the growth of a merchant marine which shall develop and strengthen the commercial life of the south, but without imposing additional burdens upon the people and without bounties or subsidies from the public treasury."

"It will be disputed nowhere that the Democratic party—and very properly, in my opinion—is opposed to subsidies but it is to be supposed that Mr. Bryan and his sub-committee, as well as the national convention at Baltimore which adopted the platform plank in it, embraced in the same subdivision headed 'Merchant Marine', did not know the difference between a subsidy and the policy which has been maintained by the United States for more than a hundred years of giving a monopoly to American ships of the coastwise trade?"

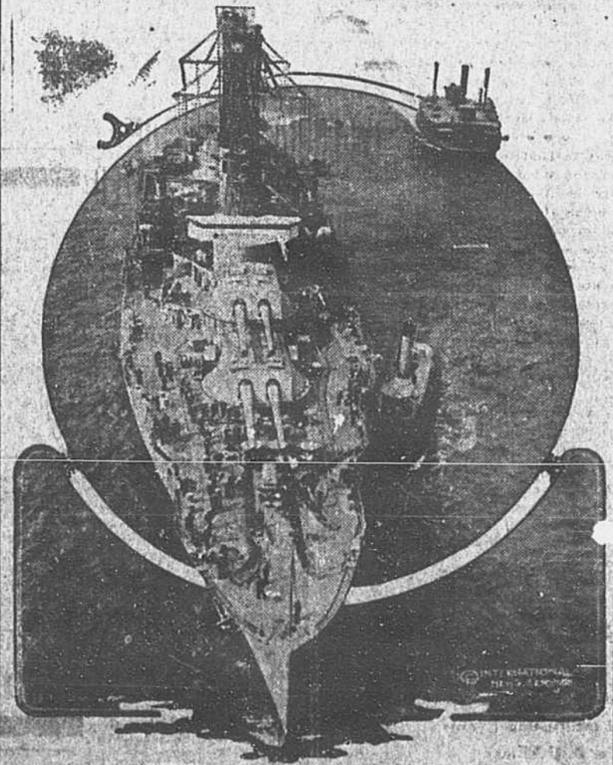
One object in building the canal was to lower the rates of transportation between Atlantic and Pacific coasts by allowing the coastwise traffic through the canal to develop a competition of rates with the railroads wholesome for both parties and of benefit particularly to the people of this country. If we charge a toll on our coastwise vessels much of this benefit will be lost, and the object of the transcontinental railroads in seeking to nullify the advantages accruing from the canal will be accomplished. However, leaving out of account all question of whether from an economic point of view exemption of tolls will prove of benefit or not, I am unalterably opposed to committing this country to the policy of allowing any outside interference in the conduct of our domestic affairs, and such the regulation of our coastwise traffic assuredly is. The Hay-Pauncefote treaty is an international treaty, dealing solely with international questions, and can not be construed—especially in the light of later events—to wit, the purchase by the United States of the Panama canal zone—to include coastwise traffic passing through our own territory."

HON. J. A. HUNTER IS MAKING RACE

Going After the Office of Lieutenant Governor of South Carolina to Win

(From Sundays Daily) J. Belton Watson, one of Anderson's well known citizens and in close touch with State politics, was in the city yesterday and said that Hon. J. A. Hunter of Bamberg had asked him to notify the people of Anderson county that Mr. Hunter is in the race for the office of Lieutenant Governor and is in it to a finish. Mr. Watson said that he had known Mr. Hunter for a long time and that he considered him one of the best politicians in the State. Mr. Hunter has been a member of the House from Bamberg county for some time and was secretary of the recent assembly investigating committee. He has numbers of friends in all parts of the State and friends of his say that he will put up a stiff fight for the office of Lieutenant Governor.

UNUSUAL VIEW OF BATTLESHIP TEXAS



This remarkable photograph of the battleship Texas, Uncle Sam's newest completed dreadnaught, was taken from the Brooklyn bridge as the vessel was about to pass under that structure on its way to the navy yard.

Regularly. "Your air's getting thin, sir. Let me sell you—" "That's all right. I put something on it every morning." "May I ask what you put on it, sir?" "My hat!" (Operation finished in silence.)—London Opinion.

Just Fits. Mr. Upstart—I have been told I am entitled to use a coat-of-arms and I want a motto for the shield. Genealogist—Certainly; how would 'Semper Nobilis, Omnia Venatus' do? Mr. Upstart—Oh, that's too long. Genealogist—But you can abbreviate it thus, S. N. O. B.

PERSONALS

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