

Goodwin's Weekly

Vol. 26

SALT LAKE CITY, UTAH, FEBRUARY 5, 1916

No 8

*An Independent Paper Published Under
the Management of J. T. Goodwin*

EDITORIALS BY JUDGE C. C. GOODWIN

Was It Just Hot Air?

THERE surely is a loose pulley or two in the head of Woodrow Wilson. In his speech at the banquet of the New York Railway Business Association in New York City on Thursday night of last week, he is reported to have said:

"America has been reluctant to match her wits with the rest of the world. When I face a body of men like this, it is almost incredible to remember that only yesterday they were afraid to put their wits into free competition with the world! We have professed to stand behind protecting devices, and now we are thrust out to do, on a scale never dreamed of in recent generations in America, the business of the world."

When one reads and re-reads the above there comes a doubt whether it was intended as a serious argument, or merely an eloquent, intellectual frieze to embellish the cornice of the structure of his speech.

What have Americans shrunk from in the world's competition? Where, when the terms have been anywhere near equal, have they failed? And if it is true that we are "now thrust out to do, on a scale never dreamed of in recent generations in America, the business of the world." What has been done, what is being done to meet these new responsibilities?

If it is trade and commerce that he refers to, what advance has our country made in shipping or in foreign trading stations since this war, which the president says has brought this changed condition upon us, began eighteen months ago?

There was a time when our ocean tonnage exceeded that of Great Britain and was nearly equal to that of all the world outside of Great Britain. If Americans decline to build and run ships in the foreign trade, is that due to fear, or is it because of the knowledge that they would in a brief time be bankrupt in trying to run in competition with the subsidized ships of Great Britain and the continent?

If American factory owners close down their works because they cannot produce goods and wares and sell them in competition with the pauper-paid laborers of the old world and the naked, servile races of the new, is that because of lack of courage?

How does the president's argument compare with that of James J. Farrell, the president of the U. S. Steel corporation, which was delivered in New Orleans in the same hour that the president was talking in New York, and which was printed next morning on a parallel column with the speech of the president. He declared that our foreign trade must be extended, that our rich men must supply the money to help carry on the enterprises of some foreign countries and pointed out how Great Britain has been prospering

greatly in Latin America because of her methods ever since the present war began.

The two speeches give the impression that the one is the wisdom that comes from a wary, practical, thoughtful, all-comprehending business brain, the other the knowledge that an over-cultivated intellect picks up from the clouds that circle around his intellectual aeroplane when in full flight, and the difference is the difference between practical facts and radiant but unsubstantial rainbows.

Vaudeville Politics

THE DESERET NEWS once a week publishes a letter from New York signed "Holland." The writer is evidently a trained journalist and his papers are generally most interesting and often instructive. But he is either a young man, or has an imperfect memory if an old man.

In his last paper as published in the News, there are two or three statements that should not be passed by in silence.

After a strained effort to establish as a fact that when Colonel Roosevelt, as president, approved the grab and absorption of the Tennessee Iron & Coal company, he had in mind a better preparedness for the United States to resist a possible attack from some power or combination of foreign powers. That is just as sensible as it would be to say that when the colonel was shooting lions, hippopotamus, rhinoceros and pythons in equatorial Africa, the real motive which impelled him was to prevent the United States from being over-run by those wild beasts and reptiles.

But continuing Mr. Holland says:

A communication recently made by Hillary A. Herbert, who after long service as a representative in congress from Alabama became secretary of the navy in the second administration of President Cleveland, is in entire accord with public opinion in the east, and especially in New York, upon the subject of preparedness. Mr. Herbert was commonly regarded as a worthy successor—although after the lapse of a Republican administration—of William C. Whitney, who, as secretary of the navy in President Cleveland's first administration, achieved so greatly in modernizing and building up the American navy. There are no occasions in New York when preparedness is mentioned or suggested without meeting with fine demonstrations of public approval.

Former Secretary Herbert in his communication advocates precisely the same policy of preparation which so many now in public life and which, especially, Colonel Roosevelt so cordially advocates. One of the most significant statements is this: "It was undoubtedly the unpreparedness of the Allies that caused Germany and Austria to make war against nations which had really twice their fighting strength; but in the face of all this evidence, our pacifist of today thinks that it was the competition in preparedness that bred this terrible war. He insists that the way to prevent war is for a nation not to prepare for war at all, but to be good and set an example, like an individual, of fair dealing and of justice to all."

With this as an introduction, and assured of public opinion, one of the great secretaries of the navy, a Democrat of the south, goes on to show what the necessity for preparedness is, and that one of the factors in this work is the establishment in proper locations of adequate munitions plants.

In the light of real facts the foregoing is about as labored an effort at "tommy-rot" as one runs

against about twice a year. In the first place, Colonel Roosevelt has never yet originated any great public measure. A close study of his history makes that fact clear. Before and while president he drifted contentedly with the Republican tide, never originating anything and never revealing any marked trait except to interfere with and boss everything from the supreme court of the United States down to the cleaning of the slaughter houses in Chicago and Kansas City, to the legitimate duties of the school board in San Francisco. But it is the reference to the navy that we wish particularly to note.

After the great war of the rebellion the Democrats stood like a stone wall against every needed appropriation for the United States navy. The utmost that Secretary Chandler—who preceded Secretary Whitney—could get, was merely enough to build the Trenton—destroyed in the Samoan hurricane—and the Dolphin, and to have on the ways the Chicago, the Boston and Baltimore which helped make up the fleet with which Admiral Dewey destroyed the Spanish fleet in Manila bay. Then Secretary Whitney tried his very best to have the Dolphin—by unusual tests on her trial trip—condemned, but at last accounts she was still a fine craft.

Then he refused to meet the contract payments on the three ships under construction, made bankrupt John Roach, broke his heart and killed him.

Then he determined to build a real battleship, but would not trust any American ship architect to draw the plans for it. He sent to England and bought the plans. When they arrived, an American shipbuilder pointed out to him that a ship built on those lines would sink the moment it was launched.

The plans were modified and the old "Texas" was built which was lop-sided and had a list from the first until on that day when Cervera's fleet sailed out of Santiago harbor. Then, with the certainty of a great fight and race on hand, like a true Texan she righted up and made better time than on her trial trip.

Since then our navy has steadily progressed. Its greatest advance under any administration was under President Harrison's secretary of the navy.

Ex-Secretary Herbert's endorsement of the need of preparedness is doubtless sincere, for he is a superior man.

But two or three facts are apparent. There is a possibility that a truce may be called in Europe any day. So far as can be seen, the tension is so terrible there that a break at some point would cause no surprise.

In that event the war contracts for supplies would be annulled in a day. Then utter prostration on this side would follow and a presidential campaign will be on in three months more.

The Democrats must have a campaign cry and must keep work going on. Hence the sudden cry for preparedness. It is but sorry tommy-rot, but the people are like sheep, they follow the bell-wether even if it takes them over a precipice. Just now President Wilson is the bell-wether, the Democrats in New York want more contracts, the pro-