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EDITORIALS BY JUDGE C. C. GOODWIN

Crime in Our Country

IF a stranger could have before him one week's record of the murders, hold-ups, robberies and burglaries attended with murders, the trials for felonies, the police court hearings, in our country, would he not exclaim: "Why this is no land to undertake reforms in Mexico; Mexico in wartime is a safer land to live in than the United States is in time of peace!"

In reply an American could only generalize, he could hardly go into particulars. But what is the cure? To give work to all unemployed would help some, but just now the rage is to down all monopolies and every rich concern is supposed to be a monopoly, but it is from such sources that the mass of would-be wage earners must look for employment.

Americans are so careless and indulgent and fond of their children, that thousands of them have not sufficient gentle, but firm home discipline, but this does not apply to a large proportion of criminals.

The great mass come from abroad, or are the product of foreign-born criminals. The old world sends us annually 1,000,000 or more of her surplus population. Most of them are worthy people and are welcome. But for a full century the countries of the old world have sent us all their criminals that could be smuggled through our immigration safeguards. Hence the highbinders, blackhanders and other canaille that appear from time to time in our country, hence a multitude of criminals that construe our freedom to mean merely license for them to trample upon our laws, and, like mustangs, so soon as they get for the first time all they want to eat, they are ready to kick the stable down that has sheltered them.

Under our system, when a convicted felon has served a brief time in prison, he is turned loose upon the community more hardened and revengeful and more accomplished in the black arts of the felon than when first arraigned.

Our courts, though improving, are still not direct enough in their criminal procedures and under the construction given the laws, leave too many opportunities for appeals and new trials. A new criminal code is needed.

As to remedies, that is a hard problem, but in all large towns and cities a more thorough patrol should be kept, and the character, occupation and habits of every citizen and transient should be known at police headquarters; every stranger that comes to town and turns naturally to certain haunts should be specially watched. The denizens of every house and their condition should be known for the double purpose of helping the needy and preventing the vicious from plotting or at least starting out to commit crimes. Medical men are as anxious to prevent as to cure sickness, and this same idea should possess every

man whose business it is to look after the work of that sinister class who intend to get a living through some other way than by labor.

And the men engaged in this work should have special talent for the work and this should be backed by eternal vigilance.

A Difficult Problem

PRESIDENT WILSON informs the Governor of Colorado, in effect, that Federal troops will soon be withdrawn from his state, and that the state authorities must maintain order there. That is right under our plan of government, but the fact remains and experience emphasizes it, that in times of disorder in a state a thousand federal soldiers can do more than three thousand state militia. The reasons are manifest enough. Many a ruffian is ready enough to commit crimes and take his chances of being caught by state authorities and tried in the state courts, who will hesitate before the prospect of arrest and a trial by courtmartial.

There is no foolishness about such a trial; no quibbling over details; no jury to be impressed by the old insistence that if a juror has any reasonable doubt, the prisoner must have the benefit of it; no paw trial on a technicality and no concealed fear of a jury man that if the man before him is convicted, the juror may suffer violence from the prisoner's friends. Neither are there any long delays. Neither will manufactured testimony be prepared.

Some years ago there was a mining excitement in British Columbia, just over the line north of Spokane.

A thousand toughs from a dozen cities and a hundred camps made a rush for the new district. But the last mother's son of them left their weapons on this side of the line. And it was simply because they knew that if they committed any devilry in British Columbia the chances were two to one that they would be promptly caught, promptly put on trial; that the trial would be on its merits, and if convicted prompt punishment would follow.

The absence of that certain treatment is what has enabled worthless men to keep Colorado a place of unrest most of the time for the past fifteen years.

The vicious element does not fear the state officers, for their confederates are everywhere; the arm of the militia is benumbed, and when a known criminal is arraigned, the trial is often made a farce by manufactured evidence, by weak and timid jurors, by technicalities urged by attorneys or either of a dozen other causes. The whole system should be recreated.

The Enemies of American Shipping

SOME of the arguments advanced to show why the coast shipping should pay tolls when passing through the Panama canal are ludicrously sad. One is that to pass the ships free would be but ministering to "this gigantic shipping trust." All the time it is safe to say that such writers knew no more about "this gigantic shipping trust" than a Shoshone Indian does about

the funeral oration of Pericles. They forget, too, that if the ships pay the tolls, the people will pay double the amount to the six continental railroads that have terminals at Seattle, Portland, San Francisco and San Diego. There is the whole secret of this business. The ship owners have but few votes and their employees are mostly out at sea. The railroads employ hundreds of thousands of men and they all vote.

We are told that "there isn't any chance for foreigners to crowd out this monopoly," no, but there is a chance to limit it to its present field, else why should England and Canada be so anxious for our coastwise ships to pay toll?

Did they help build the canal? Are they responsible for the payment of one cent of the principal or interest on its cost or for its maintenance.

Again if our national honor is at stake in this business; if there must be a strict construction of the treaty, by what authority did our government agree with Colombia to give her ships a perpetual free pass through the canal?

Again, as some of our statesmen and newspapers insist that we have no discrimination in the matter, that a bargain is a bargain, suppose we should next year be engaged in war with say Japan, that Great Britain as her ally, should send a fleet to the isthmus and insist that as the ally of Japan, the fleet should be hurried through the canal, could we refuse the demand?

Does anyone believe that either Mr. Hay or Mr. Pauncefote, when they drafted the treaty had any thought of interfering with the law that has made our coast fleet possible for the past hundred years? The idea is preposterous, at least so far as Mr. Hay was concerned. We are told how long Great Britain directly interested herself in the proposal to build the canal. Did she take any steps toward building it? Did she as much as make a survey to determine the possibility of constructing it? During all the centuries that she has been a great world's power, has she at any time or in any place performed a great public work where she was not to be the chief beneficiary?

What has been her attitude toward the little old Welland canal that cost but a trifle compared with the cost at Panama?

Suppose she had bought a canal belt from Egypt and built the Suez canal and had made a treaty with the naval states of Europe, just such a treaty as the final Hay-Pauncefote treaty, does anyone believe that she would have charged her ships from England bound for Bombay or Melbourne tolls? And had any power protested would not her answer have been terse and brief that the treaty had no possible reference to her ships engaged in domestic trade that were in no wise in competition with foreign ships? What has all her interest in Panama been from the first except a bluff?

Our over-sea ships should of course, under the treaty pay tolls, the same as foreign ships, for in that trade the world's ships are competitors. That was the reason the clause was inserted. "The ships of all nations, etc." but what has that to do with the traffic between our own ports,