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Frank Lilly

TAFT URGES TARIFF BOARD

(Continued from page one)

manent confession is not established. The countries of Europe have tariff bureaus where all records of schedules are kept and where data is constantly gathered and kept up to date. At a moments notice complete information regarding the cost of production of any given article in any given country can be obtained.

"What difference does it make whether democrats or republicans are engaged in tariff legislation? The work cannot be properly accomplished without the facts upon which it is based. Without a tariff commission, the making of a tariff must be based upon such knowledge as the various members are able to obtain, and inevitably in such event, the interests of one section of the country as against the interests of another arise as arguments that often overshadow the neagre facts that may have been produced.

"Senator Aldrich probably has a greater knowledge of the intricacies of the tariff than any other man in America, yet he cannot know all the details of more than a few important schedules. The vast amount of data and information that must go into the making of a tariff can be obtained by no individual or committee temporarily engaged in such research. It must be the work of a permanent commission.

"The failure of congress to support the permanent tariff commission indeed would be a step backward and make scientific provision impossible for years to come. The matter has now progressed to the point where the country is ready for it. If the commission is now made permanent its value will soon be appreciated on all sides and it will never be discontinued. If for party reasons—chief of which apparently would be that the idea did not originate with the democrats—the democrats are able to prevent it, many years may pass before a scientific consideration of the subject reaches a point where it would be opportune again.

While the plan to permit a revision of the tariff schedule by schedule is necessary, the establishment of a permanent commission must come first.

"There are some difficulties, too, confronting the schedule by schedule plan. It would be easy to determine what might be covered by the woolen schedule, for instance, but when it comes to such matters as the miscellaneous schedule it would be difficult to hold the revision within bounds.

"Then, in addition, comes the jealousy between men in congress regarding the authorship of bills. Several men may have measures designed to accomplish the same purpose, but different in some minor details. Each urges his own bill and fights for it because he wants the law to bear his name. These bickerings and jealousies often actually stand in the way of speedy and successful legislation."

The Panama Canal.

The president was enthusiastic regarding the Panama canal, which is just beginning to appear on the horizon of the average American as one of the greatest causes for national pride. He displayed his vital interest in its future meaning to the American people by his amazing knowledge of the most minute details of the tremendous work—knowledge fostered by his intimate connection with its construction almost since Uncle Sam undertook the work.

"The greatest effect of the opening of the canal, in the president's opinion as felt by the average American, will be the reduction of the transcontinental transportation rates. This will draw the country closer together. The orange growers in southern California who like to wear a New England brand of shoes will quickly feel its effect. The men employed in a New England shoe factory who like California oranges will soon realize the value of the canal to him. The milkman in Seattle who buys his bottles in Pittsburg will suddenly become aware that the Panama canal has transported the glass factory—in respect to freight rates—half across the continent.

"So it will go through all the branches of business and society. It will mean increased activity all around with closer relations between the Pacific and Atlantic coasts. The central states will quickly reflect its benefits.

"One point absolutely essential is that the government take adequate

lines using the canal by transcontinental railroads. The coastwise shipping business of this country is confined by law to American ships, and so traffic between Atlantic and Pacific coasts, being between American ports, will be confined to American ships, and there will be no foreign competition. This ensures an enormous development of the American shipping industry.

"But the greatest source of pride, though perhaps sentimental, lies in the fact that where four great nations failed through four centuries of endeavor, the United States has succeeded. Columbus first dreamed of a western passage to the Orient in 1517; Savedra, the Spanish engineer and member of the Balboa expedition formed the first definite plan for the canal; King Philip of Portugal next contemplated the task; then came England, which gave way to France, and France in turn, facing failure, in 1904, surrendered the vast undertaking to the United States.

"Every American who has gone to the isthmus and witnessed the triumph of American skill, enterprise and grit has sweated with pride in the thought that the oceans will be reunited under the auspices of the U. S."



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