

# OREGON CITY ENTERPRISE

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## BROKEN PLANKS.

"OUR pledges are made to be kept when in office as well as relied upon during the campaign," recites the Democratic National platform for 1912.

"OUR platform is not MOLASSES to catch flies, it means business, it means what it says," solemnly spoke Woodrow Wilson, as a candidate for the presidency, under that same platform.

A party platform is a declaration of the principles of a party and states the rule of action it promises to follow, if intrusted with the reigns of government.

This Democratic national platform, adopted with loud applause at Baltimore, provided:

"We favor the exemption from toll of American ships engaged in coastwise trade passing through the Panama canal."

It is amusing to note that some of the Democratic paper supporting Mr. Wilson, refer to his adherence to his premises. In violation of his own pledges to the American people, he compelled congress to repeal the act.

We remember the universal protest that arose from the press of the Pacific coast at that time. All Republican and Democratic alike, condemned Mr. Wilson's stand and criticized his judgment. It would be interesting for the voter, who must choose between Mr. Hughes and Mr. Wilson and also prove to profit to the Democratic stand-patter to peruse the files of the Democratic papers in Oregon during the early part of 1912.

Listed there is that sturdy Democratic Champ Clark, speaker of the house, said about the question in the house of representatives at Washington, D. C.:

"There are many things worse than being defeated for congress, or defeated for the speakership, or even worse than to be defeated for the presidency, and one of them is to repudiate the platform on which you are elected."

To whom does the Panama canal belong, anyway? To the United States of America. We built it at the enormous cost of \$460,000,000. We built it on American soil. We have fortified it; we have control of it. In order to get a chance to build it we created a republic.

For what benefit did we build it? Primarily for our own; secondarily, for the world's benefit.

Why did we build it? In order to secure cheap water freight rates.

Who fought the building of the canal for fifteen long wearisome years? The transcontinental railroads.

Who would be the chief beneficiaries of this repeat bill? The same transcontinental railroads—the Canadian Pacific and Tehaupepe National railroad heading the list. To do a thing to enable them to hold up their old dates is altruistic generosity run mad and an outrage on the American people. I refuse to endorse any such program.

I am willing to follow where President Wilson leads so long as he is in the White House and so long as he does not ask us to repudiate a plain platform declaration.

Under our system a national convention is the highest authority for the declaration of party principles; higher than president or congressional caucuses; indeed, higher than president and congressional caucuses combined.

We went to the people on that platform containing the tree tolls plank. Headed by President Wilson himself, we appealed to the voters of the land for their support and they, responding to our Macedonian cry for help, enabled us to sweep the land from sea to sea by amazing majorities in the electoral college. And now it is proposed that we reward their faith in us by repudiating one of the planks of that platform. I refuse ab-

solutely to be a party to any such performance."

## BRYAN—WILSON—HUGHES.

Some years ago an ardent disciple of William J. Bryan died in Connecticut. He left a modest estate and bequeathed a sum of money to his idol. In addition he left a sealed envelope containing directions to pay a sum some amount to Mr. Bryan. The widow and her advisors did not recognize this document as an essential part of the testator's will and the needs of the widow were such that she did not feel that she could spare the money. Yet Bryan went into the courts, fought that widow and tried to wrest from her the money which she needed and which he could claim in only a shadowy fashion. The courts turned him away empty-handed.

"And next when I said strict accountability, every nation would have known that was meant, and further, when notice was published with respect to the action threatened, I would have made it known in terms unequivocal and unmistakable that we should not tolerate a continuance of friendly relations through the ordinary diplomatic channels if that action were taken."

"And the Louisiana would never have sunk."

which existed more than half a century after his poem was written?

A great ship was crossing the Atlantic, the day seemed perfect, the sea was calm, only a few hours more and the haven could be reached. Suddenly without any warning she was struck by a torpedo and sank. There lies today at the bottom of the Atlantic all that is earthly of hundreds of American citizens, who armed with passports from our government, had been traveling on a unarmed vessel and in a lawful manner and for a lawful purpose. Those who went down with the Louisiana are witnesses to the failure of Mr. Wilson's administration. If his administration had been respected abroad, the names of American citizens would not be lying on the ocean's sands. If Charles Evans Hughes had been at the helm, the Louisiana would never have been sunk.

Recently at Louisville, Kentucky, Mr. Hughes clearly and decidedly stated his views on the Louisiana affairs as follows:

"I would have had the state department, at the very beginning of the administration, no equipped as to command the respect of the world."

"Secondly, I would have so conducted affairs in Mexico as to show that our words meant peace and good will, and the protection at all events of the lives and property of American citizens."

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