

East Oregonian

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TO THE BEAUTIFUL DAY

It isn't so far to the beautiful day,
The flowers are blossoming "just after the way,"
And sorrow has gold in her tresses of gray
Add more of the song than the sigh, dear!

It isn't so far to the great hills of light;
Forever to love is a heaven in sight;
And joy says to sorrow, "Good night and good night,"
With more of the song than the sigh, dear!

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FREE TOLLS VS. A TREATY PLEDGE

ONE of the most interesting subjects to come before the new national administration is that relating to tolls at the Panama canal. Interest in the subject has been heightened by President-elect Harding's visit to the canal zone and by a statement by Senator Jones, chairman of the senate commerce committee, that as soon as the new congress meets it will proceed at once to enact legislation providing for free tolls for American ships through the canal.

There is no question but that the Chicago platform calls for free tolls for American ships through the canal and that the president-elect has endorsed this particular plank.

However, attention is also being called to the fact that the Chicago platform also has another plank which says that "A scrupulous observance of our international engagements when lawfully assumed is essential to our own honor and self-respect and the respect of other nations."

The two planks are held to be in direct conflict from the fact that the Hay-Pauncefote treaty says that all nations shall be treated alike respecting tolls at the canal.

Section 1 of Article II. of the Hay-Pauncefote treaty provides that:

The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality, so that there shall be no discrimination against any such nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions and charges of traffic shall be just and equitable.

When the present law regarding tolls was passed at the in-

stance of President Wilson the desire was to make our laws conform to the treaty with Great Britain. In that fight the president had the support of distinguished republicans and the opposition of some democratic senators. The division was not of party lines.

The question at present as then relates not so much to the merits of the contention that American ships should use the canal without charge as to the obligation assumed under the Hay-Pauncefote treaty.

Discussing the subject the New York World offers its opinion in the following vigorous language:

Neither Mr. Harding nor any member of congress can pretend that this international engagement was not "lawfully assumed." The Hay-Pauncefote treaty was negotiated by a republican secretary of state, submitted to a republican senate, by a republican president and ratified by the senate December 15, 1901. It means what it says, and that meaning was so understood by everybody at the time the treaty was negotiated and ratified.

The Hay-Pauncefote treaty was a substitute for the Clayton-Bulwer treaty of 1858, in which the United States and Great Britain entered into mutual obligations in respect to trans-isthmian traffic. Forty years later the British government, at the request of the American government, modified the terms of this treaty in order to permit the United States alone to construct a canal. The Clayton-Bulwer treaty provided for "equal terms for all," and this provision was included in the Hay-Pauncefote treaty. Under no other conditions could such a treaty have been negotiated.

If the republican free-tolls plank is enacted into legislation congress will have repudiated the solemn obligations of the Hay-Pauncefote treaty. Quite apart from any economic question of why the shipping interests should be allowed to profit at the expense of all the American people who pay the cost of maintaining the canal, we shall be brought into court at once as a treaty-breaker and compelled to stand trial before the world.

Germany's violation of the treaty with Belgium was not more cynical than the republican proposal to tear up the Hay-Pauncefote treaty, and it had the excuse of military necessity. The proposed republican raid for the profit of the shipping interests is without even that scanty justification.

The World can think of nothing that is better calculated to destroy all confidence in the good faith and international responsibility of the United States than the legislation which the republican platform advocates and which Mr. Harding has approved.

Most Pacific coast papers favor free tolls regardless of the treaty, these including such papers as the Oregon Journal and the Oregonian. The Oregonian suggests that tolls be charged American ships at the canal, so as to comply with the treaty but that ship owners be rebated from the treasury the amount they pay. This is plainly a subterfuge and doubtless would be no less objectionable to other powers than would a straight free tolls act. It is a principle of law that one may not do indirectly what they may not do directly.

The honorable course for the United States is to comply with the treaty or else secure if possible Great Britain's consent to a change. Such a two sided bargain cannot be altered at the wish of but one party. An obligation is an obligation and should be respected. The reputation of the United States as a nation that keeps its faith with other powers is worth more than the gain that could be derived from any special privileges at Panama. If we go in for treaty breaking we may soon need an enlarged navy that will cost us much more than it cost to build the canal.

Keith Collins, who helped steal five million dollars, does not get to keep any of the money and will have to serve 15 years in prison. It is a problem in arithmetic and if the boys had worked it out in their heads without trying to demonstrate it they could have saved the jail sentence.

Old Umatilla county is assessed worth almost 58 millions, but we don't keep that amount of coin on hand as a usual thing.

DARK VELVET FOR FORMAL HATS



While at the moment one sees a great many hats of duvety, the more formal ones are mostly of velvet or brocade or, for very formal wear, tulle or net.

There is an inclination toward the hat that at least partially shades the face and the brim of which turns in a more uneven line and with a more moderate curve, as witness these three models.

From left to right: Black, trimmed with gray ostrich feathers; navy tricotine with short, shaded ostrich feathers. Center, below: brown, with wing trimming.

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