

ATTITUDE TOWARD SHIPS CRITICIZED

Pacific Mail Official Says Government Forces Competition That Is Unfair.

COMMISSION IS ADVISED

View Is, However, That Attempt to Regulate Rates Would Ruin Business—Agreement as to Coffee Is Denied.

WASHINGTON, Feb. 1.—A Government commission similar to the Interstate Commerce Commission to supervise rates and traffic agreements among shipping companies was suggested to the shipping trust investigating committee of the House by J. J. Schwernin, vice-president of the Pacific Mail Steamship Company, as the only feasible means of governmental regulation of shipping.

"We must be able to make or change a rate on a second's notice," he said, "in order to meet changing trade conditions and to compete for attractive freight."

Mr. Schwernin said his line, controlled by the so-called Harriman railroad system, would be forced out of the trade by the restrictions against railroad-owned ships in the Panama Canal act, and would be embarrassed further if Congress passed the Wilson bill, which in effect would bar Chinese crews from United States steamers.

Mr. Schwernin suggested that a Government commission, if created, should have the power to supervise rate agreements, to put on a competing division agreements and correct them if they were unfair. He was spirited in his criticism of the attitude of the Government toward United States shipping, saying that on the Pacific Coast United States ships were forced to compete with Japanese lines, subsidized by the Japanese government and operating with every possible aid by the government in their business.

Rate Agreement Denied. Mr. Schwernin denied agreement as to coffee rates from Central America. "The State Department is informed," said Chairman Alexander, "that a conference exists between your line and the Kosmos line."

"Then the State Department's information is wrong," said Schwernin. "We have no agreement with the Kosmos line, either as to a physical division of traffic or as to rates. Some years ago the Kosmos line began to run the coffee rate went down to \$2 a ton. Two years ago I decided to carry no more coffee at a loss, and we fixed the price at \$4. This rate the Kosmos line met."

The United States Government is a party to European steamship conferences which fix rates between Central American and European ports and New York City, Schwernin told the committee.

The Government, representing the Panama Railroad, said, "The Panama Railroad is said to send a representative to the annual conference meetings in London when coffee rates were fixed."

Deal With Government Declined. He added that the Government had endeavored to force the Panama Railroad to enter into a deal with the Hawaiian line, but that his line had declined to enter the agreement on the ground that it is a violation of the Sherman anti-trust law.

"Then the Government," said Schwernin, "to force the Hawaiian line to maintain its rates, threatened, if it cut them down, to put on a competing line with the Government behind it. At present the Hawaiian line is operating under tariffs fixed by the Government through the Panama Steamship Company."

Schwernin said that when the Panama Canal was opened his line, as a railroad-owned line, would be forced out of the trade from talks with the railroad men, he believed they were indifferent as to the provision barring railroad-owned ships from the canal.

"The railroads don't care a snap about it," he said.

Water rates through the canal, he added, will be but nominally lower than the transcontinental railway rates, no matter what efforts were made to regulate them.

Schwernin said that "if you want to rip the railroads up the back," the canal should have been left free to all vessels, foreign and American.

EDITOR SENT TO PRISON

to the Judge of another court. Testimony begun by Thomas Murphy, the reporter who wrote the article, was ruled out. The note of P. A. Sutcliffe, a reporter for the Kansas City Journal, who made notes of the proceedings in question, alleged by the defendant to have happened in another division of the Circuit Court, also were ruled out.

Judge Guthrie read his decision from a typewritten sheet, which, upon a charge to that effect by Mr. Walsh, he admitted was prepared in advance. It was "as easily prepared then as at any time," the judge said, "since the facts were in the breast of the court."

"Any man, whether the publisher of a newspaper or not, has the right to criticize a court," Mr. Walsh said, opening the argument for the defendant. "It is the duty of a newspaper to print news of this sort. The question of divorce is a live one in this country and the people have the right to be informed so that they may reach conclusions. They elect representatives to make the laws."

"I have a right to go out into the courthouse yard and say what I think of decisions, or even to criticize the ability of the court or his fitness for office," Mr. Nelson has done no more than this. In fact, he has not done so merely of what occurred in these courts of record."

Recommending a jail sentence for the defendant, Attorney Yates, appointed friend of the court, declared a fine would be folly.

"For this defendant," he said, "a fine would be a farce, for who else would be like saying to him: 'Contribute a postage stamp to the public treasury and go on your way, printing what you please to write, all the mendacious articles that may please you to print in the future.' I recommend that this defendant be sent to the common jail of Jackson County, that he may there have an opportunity to reflect upon the course that he has voluntarily mapped out for himself."

NEVADA SENATOR IS SUPPORTER OF TEAL

Mention of Norris, of Montana, Arouses Wrath of Conservation Wing.

TALLMAN DEAL IS SEEN

Man From Public Land State Not Expected to Get Interior Post, but Recognition of Oregon Elsewhere Is Expected.



OREGONIAN NEWS BUREAU, Washington, Feb. 1.—It is practically conceded by Senator Chamberlain and by other Western Democrats who have recently been in Trenton that President-elect Wilson will not select a Western man for Secretary of the Interior. Governor Wilson does not say this in so many words; in fact, he declines to commit himself in any way, and assures his clerks that he has not yet chosen his Secretary of the Interior. But at the same time, his line of questions and his comments to those who discuss Western candidates have been such as to convince them he will not select his Secretary of the Interior from a public land state.

Senator Chamberlain, however, still entertains a faint hope that J. N. Teal may be chosen for this office, but that hope is extremely faint, and it is not to be presumed that the Oregon Senator would back his hope by a bet of as much as a government dollar. Today Wilson has been more frank in his talks with Senator Chamberlain than in his conferences with other Western Senators on this particular subject, and Senator Chamberlain goes so far as to say that if a Western man is chosen, it will, in his judgment, be Mr. Teal.

Newlands Warm Advocate. Of late Mr. Teal has developed a new backer for this Cabinet office in Senator Newlands. Newlands is as strong in his advocacy as is Senator Chamberlain. This fact was not intended for public information, but it leaked out, and it is now admitted that when Governor Chamberlain and Senator Newlands recently visited Governor Wilson, the Nevada Senator was as vigorous in endorsing Mr. Teal as was the junior Senator from Oregon.

So far as the public was supposed to know, however, Senator Newlands went to Trenton to urge the appointment of Clay Tallman, of his own state. He did endorse Tallman, but the fact of the case is Senator Newlands recognized that Tallman has no chance of appointment, and he is merely urging his name as to get his name stirred up in the mind of the President-elect, with the intention later on of urging him for appointment either as Assistant Secretary of the Interior or as Commissioner of the General Land Office.

Norris Bitterly Opposed. From the best information obtainable, it is thought that Mr. Teal probably stands as good a chance for appointment as any man from the West. The next most likely candidate is ex-Governor Norris, of Montana, but the candidacy of Governor Norris has not been stirred since Gifford Pinchot was deposed, and on that account Norris is probably handicapped, for it is doubtful if Governor Wilson will consent to open his Administration with a row with the professional conservationists.

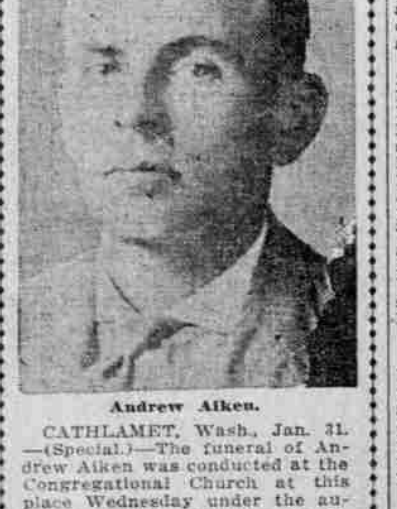
It is recognized in Washington that Mr. Teal would not accept appointment, either as Assistant Secretary of the Interior or as Commissioner of the General Land Office, but there are two offices, either of which, it is thought, he might accept. One is a place on the Interstate Commerce Commission, the other the Directorship of the Reclamation Service. There will be a vacancy in the Interstate Commerce Commission after March 4, a place paying \$10,000 per annum, which approximates the salary of a Cabinet officer, and it is assumed that a Democrat will be selected to succeed F. H. Clegg, Director of the Reclamation Service, at a salary of \$7500.

Oregon Is to Be Recognized. Mr. Teal is well posted on the work of the Interstate Commerce Commission, and equally well posted on reclamation work, and it is thought here that he might accept either of these offices if he should fail to land in the Cabinet. Moreover, it is regarded as practically certain he could have either of these positions he preferred should Governor Wilson be told some of his Senatorial euliers that he feels bound to recognize both Oregon and North Dakota, as those were original Wilson states, and delegations from both stood by him from first to last at the Baltimore convention, whereas other Western states were not so loyal at all times.

In the event of Mr. Teal not landing in the Cabinet and declining any other Federal office that may be offered him, Will R. King, Democratic National committeeman, will loom up, and it is believed from remarks which he made in Washington last Fall that he would accept either of these offices if he should fail to land in the Cabinet. Moreover, it is regarded as practically certain he could have either of these positions he preferred should Governor Wilson be told some of his Senatorial euliers that he feels bound to recognize both Oregon and North Dakota, as those were original Wilson states, and delegations from both stood by him from first to last at the Baltimore convention, whereas other Western states were not so loyal at all times.

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TELEPHONE MANAGER, WHO DIED BY MOUNTAINS, BURIED.



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Andrew Aiken, telephone manager, buried in the snow.

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FERRIS AIMS AT BURNS

DOCUMENTS IN JONES PARDON CASE DEMANDED. Oklahoma Member Says Tactics of Detective in Picking Jurors Were "Outrageous."

Oregonian News Bureau, Washington, Feb. 1.—Representative Ferris, of Oklahoma, chairman of the House public lands committee, has taken steps which he hopes will result in giving publicity to the tactics pursued by William J. Burns in selecting Federal juries in Oregon during the land-fraud prosecutions. Mr. Ferris introduced a resolution calling on the Attorney-General to submit to Congress all affidavits, charges, corroborative evidence, letters and other official documents upon which was based President Taft's pardon of Willard N. Jones, together with Attorney-General Wickersham's letter recommending Jones' pardon.

more or less involved with Burns in proceedings which ultimately brought about Jones' pardon.

GEOGRAPHY TESTS SCORED

Effective, Says Educator. CHICAGO, Feb. 1.—"Teaching geography by maps and pamphlets issued by railroad companies is far more effective than by the regular school geography text books," said Assistant County Superintendent of Schools James W. McClellan in an address today.

Annual Passes Issued. SALEM, Or., Feb. 1.—(Special.)—The Hill lines in Oregon, including the Oregon Trunk and the North Bank, today filed the impressive list of annual passes issued during the past year. The roster comprises approximately 500 names, including practically every employe of the roads. The passes under the new law are limited strictly to those in actual employ of the roads, but even with this restriction the list is a formidable one.

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