

VIEWS OF POWERS MAKE BULKY TOME

United States, Great Britain and Japan Agree on Laws for Prize Courts.

GERMANY SUBMITS DRAFT

At Last League Conference Ten Powers Were to Draw Up Code of Laws Governing Nations in Regard to Neutrality.

LONDON, Dec. 20.—The views of the ten powers, the delegates from which are assembled here to decide upon a code of laws for the prize courts provided for at the last Hague conference, make a decidedly bulky volume. Some of the powers, like Japan, have submitted their proposals in brief form, while others, notably Great Britain, support their views with arguments and references to decisions which British naval courts have given in historical naval cases.

The United States, too, has gone into detail on the various subjects which she thinks should receive consideration, while Germany has submitted a draft for a code of laws. The United States, Great Britain and Japan are agreed on the majority of points. The American views include the following suggestions:

Points United States Recommends.
A neutral ship found within the limits of belligerent powers may be seized, destroyed or used for warlike purposes, but the proprietors must be indemnified.
In cases where the enemy has not observed the usages of war, and the delinquent cannot be captured, there may be recourse to reprisals, but always in accordance with the dictates of humanity.
The reprisals should not exceed in severity the offense committed and should not be repeated after reparation has been made for the injury complained of.
All ships in the public service of the enemy are subject to capture except those employed in purely charitable or scientific work, courses of discovery and as hospital ships. All private vessels belonging to the enemy, except bona fide coast fishing boats, are subject to capture, unless exempt under treaty. In cases of military or other necessity private ships of the enemy can be destroyed or retained for service of the Government.

Ships Subject to Capture.
Neutral ships employed in naval or military service of the enemy or placed under control of the enemy for naval or military service are subject to capture and destruction.

Warships of the United States of America can seek asylum during war in a neutral port, subject to the limitations prescribed by the port authorities. Such ships must conform to the regulations of the port authorities, regarding length of stay and interval to be observed before going to sea in pursuit of discovery, or after departure of enemies.

A neutral ship carrying an enemy's dispatches is subject to seizure when acting as courier in the service of the enemy. Mail steamers under neutral flag, carrying dispatches, whether as part of general mail or separately for convenient reasons, and without special contentions of the port authorities, are subject to seizure and should not be detained, unless there is a well-grounded cause to suspect a violation of the laws of war.

Hospital Ships Exempt.
In the section relating to the exemption from capture of hospital ships it is suggested that such ships should give succor and assistance to the wounded, sick and shipwrecked of the belligerents without distinction of nationality. Belligerents should have the right to control the movements of hospital ships, and should refuse their help, order them away in any direction wished, put a commander aboard and even detain the ships if the gravity of the situation requires it.

Merchant ships, yachts or neutral vessels carrying or picking up belligerent wounded, sick or shipwrecked, should not be captured on account of such acts but should still be subject to capture for any violation of neutrality.

Merchant ships under escort of warships of their own nationality, should be exempt from the right of search on proper assurances being given by the commander of the convoy.

The American views also contain proposals as to contraband and the methods of blockading which are similar to those put forth by Great Britain in a more extensive manner.

British Follow Decisions.
The British case follows on decisions of British prize courts, and describes as contraband neutral property on board ship on the high seas, or in the territorial waters of either belligerent (1) which by nature is capable of being used to assist in and (2) on the way to assist in naval or military operations. In deciding whether the second of these conditions has been fulfilled, it is contended that the court must distinguish between goods primarily used in war and goods used in either peace or war.

The destination of the cargo should be presumed to be that of the ship, and if a ship calls at more than one port, unless proof to the contrary is adduced, the port least favorable to the neutral should be presumed to be the destination of the cargo, which would then be contraband. If it is proved that contraband cargo has an ulterior and hostile destination different from that of the ship, the destination of the ship should not protect it.

Contraband May Be Seized.
It is also held that a ship carrying contraband should be liable to seizure at any moment throughout the whole course of her voyage, whether she is on the high seas or in belligerent waters and her liability to seizure should not be affected by the fact that she intended to touch at some neutral port before reaching her destination. When contraband has been discharged, however, liability to seizure should be at an end.

The right to search a merchant ship when under convoy of a neutral warship is pressed in the British statement. It is held that a neutral ship should not be entitled to a search by a belligerent warship on the ground that she is under convoy of a warship of her own nationality. Possible resistance by her or the neutral warship should be grounds for condemnation of both ship and cargo.

In regard to blockade, the British, as opposed to the continental view, holds that the blockading force may be disposed at any distance from the ports or coasts of the enemy that the naval commanders think necessary, provided it is not so placed as to obstruct access to a neutral seaboard.

On the question of the right to seize a neutral ship carrying cargo to a neu-

tral port, which cargo is intended ultimately for the enemy, the British admiral says:

Right to Seize Neutral Ships.
Great Britain never has raised any objection to the condemnation of goods on a British ship seized while on the way to a neutral port, where it has been proved that the goods were to be transhipped at the neutral port to an enemy's territory.

Great Britain strongly holds to her contention raised during the Russo-Japanese war that it is the duty of a belligerent to "bring in for adjudication by a prize court any merchant vessel which has been seized. Where this is impossible, the captured vessel, if she is an enemy's ship, may be destroyed after the removal of the crew and papers, but if her nationality is neutral, or if there be any doubt of her nationality, she should be dismissed, for her destruction cannot be justified as between neutral owner and captor by any necessity on the part of the belligerent.

Conversion to Warships.
The conversion of merchant vessels into warships on the high seas is a question to be decided, Great Britain thinks, by reference to the rights of neutrals. Japan differs from Great Britain on only one question. This is in respect to the right to search a neutral vessel under convoy of a warship of her own nationality. On this Japan holds:

A neutral vessel under convoy of a vessel of war of her own nationality is exempt, in cases of grave suspicion, from a belligerent visit or search if the commander of the convoy makes a declaration in writing to the effect that the vessel under convoy has no contraband on board.

MILTON COUPLE CELEBRATE GOLDEN WEDDING



MR. AND MRS. AARON MILLER.
MILTON, Or., Dec. 19.—(Special.)—Mr. and Mrs. Aaron Miller, pioneers of Milton, who celebrated their golden wedding at their home in Milton, December 12, were married in Clark County, Missouri, in 1858, and came to Milton from California in 1871. In 1875 Mr. Miller established the Milton nurseries, and has been at the head of the business ever since. Seven children were born to them, five of whom are living. Mr. and Mrs. Miller are at the head of four generations. They are unusually active for their years, and enjoy the best of health, bidding fair to see many other anniversaries of their wedding day.

PORTLAND GETS SNOW BATH

MOUNT HOOD'S MANTLE SIDETRACKED TO VALLEY.

What Would Be Thought in East Mild Weather Makes Oregonians Shiver.

Snow began falling last evening shortly after 6 o'clock and for an hour there was a prospect for several inches of a white mantle. The temperature went up rapidly and by 7 o'clock the snow was of the slush order and mixed with rain. For this all good Oregonians were thankful, but they hope for a good rain change. The lowest temperature in Portland yesterday was 23 degrees.

There were during the early evening some fears expressed that a repetition of the famous "silver thaw" of New Year ago was to be experienced in this part of the country, but at a late hour last night conditions were not similar to those preceding that unusual and undesirable freak of nature.

WOMAN ACTIVE MANAGER

Mrs. R. A. Alley in Charge of Pacific Steamship Company.

VICTORIA, B. C., Dec. 20.—(Special.)—The only woman manager of a steamship line in the world, Mrs. Richard A. Alley, was a passenger reaching here today by the Canadian-Australian liner Makura. Mrs. Alley took over the management of the Alley lines running between this coast and Australia, on the death of her husband about a year ago. Prior to his death she had acted as his secretary, and thereby gained an insight into the duties pertaining to the office which she is now putting to the very best use.

Mrs. Alley, some months ago, interviewed the governments of Canada and Australia with the object of securing an increase in the subsidy now paid to the steamers of her line. She asked for \$25,000 from each government, and at the same time gave an understanding that in the event of her securing this subsidy she would build an up-to-date steamer on the Clyde in order to augment the present service. The Canadian government expressed its willingness to grant the amount asked provided the New Zealand authorities would do the same, but the latter balked and for the time being the matter is in abeyance.

When negotiating for this subsidy, Mrs. Alley carried out all the plans herself, interviewing the Ministers of both Canada and New Zealand, and, it is said, displayed a wide knowledge of shipping affairs. Her home is in the latter country, and her present visit to Canada is for the purpose of again interviewing the authorities at Ottawa in connection with the proposed grant to the Alley line.

ROYAL DULCET Dainties

Toothsome tidbits of haunting flavor; order for Xmas. Also Pearce's delicious home-made candies. Royal Bakery and Confectionery.

ENGLAND'S FEAR IS UNWARRANTED

Invasion of Great Britain by Germany Causes Expert to Smile.

CRITICISES LORD ROBERTS

Military Writer Accuses English General of Attempting to Strengthen Army by Speech in Upper House.

BERLIN, Dec. 19.—(Special.)—"Great Britain's fear of German invasion of England must make every man who knows

OPERATORS ROB COMPANY

(Continued from First Page.)

erator at the receiving office. Neither operator, it is charged, kept any record of the message, so the company had no way of checking such transactions. It is alleged the discovery of the conspiracy came about through greediness of certain of the operators, who finally became so bold that they would receive a message, take payment and then destroy the copy, without transmitting it, in order to avoid dividing the spoil with receiving operators. This course led to so many complaints that suspicion became aroused and an investigation was started.

Secret service men were sent to about 100 small railroad stations to send paid messages to other similar points. It is alleged that of the messages given and paid for by these detectives, 85 per cent were sent and delivered without record being made or accounting returned, and several were withheld and not sent at all.

Wide Extent of Stealings.
When the investigation commenced it was known to the company that the number of operators involved in the petty graft was large, but the officials had no idea of the extent of the organization, nor did they realize that the understanding prevailed over such an extensive territory. The arrest or arrests in the State of Washington brought the entire scheme to light.

Some time before the development of the telegraph's strike last year ago last Summer a similar graft was unearthed by the company, but with its discovery and the summary discharge of the operators involved it came to an end. However, the present system discovered is alleged to have been one of the most gigantic schemes ever formed by employees of a corporation.

Such an extensive system of graft could not have occurred in a regular Western Union Telegraph office because of the checking system involved in these offices, as well as the fact that in most instances the messages when received are handled by clerks and not by the operators.

RITZVILLE OPERATOR CAUGHT

Accused of Stealing Form Company He Makes Confession.

SAN FRANCISCO, Dec. 20.—N. Miller, Jr., general superintendent of the Western division of the Western Union Telegraph Company, stated tonight that the alleged petty graft of railroad operators in the northern district of his division had been under investigation for some time, but appeared to be confined to a few men on the Northern Pacific railroad.

"Only one arrest has been made so far, that of an operator at Ritzville, Wash., who has been tried and sentenced to trial in the Superior Court for appropriating to his own use money he had received for telegrams," said Mr. Miller. "This man has confessed and implicated half a dozen other operators. Just how far the conspiracy extends we have not yet ascertained, but I think that the loss to the company and the speculations seem to be confined to the Northern Pacific line."

"The operators transmitted the messages telegraphically but failed to account to the telegraph company for the money received for the telegrams. This was done through an understanding or conspiracy between certain operators by which the office receiving a telegram failed to check the amount against the sending office, neither office taking any account of the telegrams in their book-keeping and reports for the company, thereby destroying all records of the business and dividing the amounts received although the telegrams were generally properly transmitted and delivered. The legal department of the company has taken charge of the matter."

RICH COAL VEIN IS FOUND

A. E. Reames Says Southern Oregon Has Fine Deposits.

"Southern Oregon has won a name for itself with its gold, copper and fruits," said A. E. Reames, ex-District Attorney.

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IN AND OUT CARDS
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able to concentrate German troops in the seaports and keep their embarkation secret from England."

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(Continued from First Page.)

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We are offering special prices on all our Silverware this week and offer you the additional advantage of easy payments. Make a small deposit on any of these goods, then pay \$1.00 a Week. All transactions strictly confidential. SPECIAL—Set of "1847" Rogers Bros. Knives and Forks, \$4.50.



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The finest line of Morris Chairs in the city sacrificed this week. \$18.00 Morris Chairs for \$12.50. Pay \$1 and have it delivered to any address—then pay \$1 a week.



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\$5.50 Golden Oak Rockers for \$3.75

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GEVURTZ

First and Yamhill 6-SONS Second and Yamhi 1

for Jackson and Josephine Counties, at the Portland Hotel yesterday. "Recently we have discovered a very rich coal vein within six miles of Medford and unless all favorable signs fail, the wealth of its coal will surpass every other thing else in that section of the state. Not much has been said, as yet about the fine coal deposits that have been found, but before the new year is many months old, you will hear all about it."

"Already we have uncovered a 12-inch vein of very high-grade coal. Between 12 and 15 openings have been made, without the discovery of a break in the vein. We have had prominent Eastern coal experts at work for some time and the reports they have made so far are highly pleasing."

"Of course, you heard about the sale of Dr. Pickett's orchard, for which he received \$100,000. Well, that was a fancy price, but when you understand that this 12-inch vein of coal runs across this or-

chard, you will understand that the price was not at all fancy. In addition to raising the fruits on this orchard, its owners can mine coal. You just watch Southern Oregon during 1909 and the developments of its coal deposits."

Aftermath of Buried Currency.

Pathfinder.
Don't inhume your greenbacks lest you have the trouble that O. D. Earl, of Morrilton, Ark., had recently. Four years ago he buried \$10,000 in bills in a tin pull and when he tried to find it had great difficulty in locating the treasure. At last he dug up a moldy lump of stuff that he finally recognized as his money. The earth had transformed his crisp bills into a gummy mass. He brought the mass to the treasury at Washington. It was turned over to the expert in the department, who was able to identify \$975 of it and the man received a check for that

amount. All the treasury has to show for the check is a cluster ofummy objects that look like dried leaves."

Kansas City Journal.
Clyde Fitch has introduced a new idea to the motoring class. It is naming the car, which it is to be hoped will safely carry the owner on his way. Mr. Fitch calls one of his automobiles "Pauline" and another "Lizette." The latter diminutive is a favorite name with him for inanimate objects which are not quite up to the mark. It has been suggested if people must travel at the rate of 125 miles in three hours, that "The Conqueror" or "The Annihilator" might be picturesque names for the car's christening.

"In the matter of drinking," missed the pleasure with the finer things of life. The sure you are right and you won't get a head."—Philadelphia Record.

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