

TREATY PHASE OF TOLL ISSUE LOST

Economic Side of Controversy, Not Diplomatic, Encouraged in Senate Committee.

SHIPPING DATA PRESENTED

President Maintains Attitude Repeal Would Not Constitute Interpretation of Pact—Navigation Commissioner Testifies.

WASHINGTON, April 13.—The economic side of the Panama canal toll controversy occupied the Senate Inter-oceanic canal committee today. The virtual exclusion of the treaty obligations involved, and neither aspect was in evidence elsewhere. At the White House, however, the President reaffirmed his belief that repeal of the exemption from tolls granted to American coastwise ships would not constitute an interpretation of the Hay-Pauncefote treaty, but merely would indicate the unwillingness of this country to bring up the question of discrimination.

The President agreed with views recently expressed by Secretary Bryan that no amendment was necessary to the repeal bill reaffirming the sovereignty of the United States over the canal.

Economic Question Up. Before the canal committee E. T. Chamberlain, Federal Commissioner of Navigation, and Professor S. S. Heubner, of the University of Pennsylvania, discussed the economic question of toll exemption. Professor Heubner for two years was employed as an expert by the House merchant marine committee, and data which he compiled as to the coastwise shipping at that time was laid before the committee today.

Commissioner Chamberlain declared his belief that the United States had no right to exempt any of its shipping from payment of tolls until it specifically provided that the Government should meet the expense of passing the exempted ships through the canal and that the exemption should not add in any way to the burden imposed upon foreign shipping.

Railroad Control Fought. Professor Heubner expressed no opinion on the repeal issue, confining himself to the economic discussion growing out of his statement that the House committee investigation had shown more than 50 per cent of the coastwise ships on the Atlantic Coast and 50 per cent of those on the Gulf Coast were controlled by railroads or "conferences" of shippers, so far as rate making is concerned.

The only other witness heard was Walter Wood, representing the Philadelphia Chamber of Commerce, who presented resolutions adopted by the body. The substance of the resolution was that inasmuch as the navigation laws of the United States imposed upon American coastwise ships burdens no greater than those imposed upon foreign shipping, equal use of the canal should be granted to both; but with the provision that foreign ships carrying to American ports should pay a fee equal to the excess in cost of operation and construction under American law. He estimated this at 18 cents per ton, and said members of the British Board of Trade in personal conversations had expressed willingness to have such a fee imposed in order to equate conditions in accordance with treaty provisions.

Commissioner Chamberlain asserted his belief that the exemption of American ships, declaring that the question generally was misunderstood by the public. The subsidy contracts of foreign governments, he said, showed it to be a military measure and not commercial. The United States should look at it in the same light, he thought.

Professor Heubner said the tolls question would have little bearing on freight rates. Shipping conferences, he said, would charge "all the traffic would bear," and if tolls were remitted the shipowners, not consumers, would benefit. His assertion that the Panama railroad ships owned and operated by the Government were in one of these conference agreements aroused interest in the committee.

Treaty Discussion Discouraged. Discussion of treaty by today's witnesses was discouraged. Chairman O'Gorman remarking: "The committee is not anxious to have expert legal advice. Each member is drawing his own conclusion as to that."

Professor Emory Johnson, who made the computations of traffic and costs upon which was based President Taft's proclamation fixing charges for use of the canal, will appear before the committee tomorrow.

It was announced today Joseph Choate probably will not appear. He has advised the committee of his unwillingness because of poor health and because all he might say already is in print in recent communications to Senators.

AMERICAN PARTY IS BORN

Incorporation Believed to Be Sulzer's Move to Regain Governorship.

ALBANY, N. Y., April 13.—What was regarded in political circles as possibly William Sulzer's initial step toward a race for the Governorship next fall was the incorporation today of "The American Party."

Among the incorporators were Colonel Alexander S. Bacon and Samuel Bel Thomas, formerly attorneys for Sulzer, and Emil Kovarik, who acted as bodyguard to the former Governor while he was in office. Chester C. Platt, formerly the Governor's secretary, filed the papers.

Some of the purposes of the party, as set forth in the incorporation papers, are to "drive out corrupt politicians, advocate election reforms, promote progressive legislation, bring about greater constitutional powers for the government to fight corrupt practices and to make peace between capital and labor."

SALEM LISTS ARE FULL

But Two Democrats, Out of 30 Aspirants, Seek County Offices.

SALEM, Or., April 13.—(Special.)—With only two days remaining in which to file declarations and petitions with 30 aspirants for county offices announced, County Clerk Gehlar said today that he believed all filings, with possibly one or two exceptions, were made. The books will be closed promptly at 5 o'clock Wednesday afternoon, and all who desire to enter the race after that must do so as independents. Not one Progressive has filed and it is not believed any will do so. The aspirants are as follows: County Clerk, Max Gehlar, incumbent; Sheriff, William Esch, incumbent; slogan, "For re-election to a second term." County Recorder, Bert W. Macy; slogan, "Courteous, economy, efficiency, that's all." W. H. Squire, Mildred Robertson Brooks, slogan, "Promptness, accuracy, efficiency, courtesy, economy." E. V. Gillingham, A. Eugene Axtell, slogan, "Representing no interest, but that of efficiency and economy for all."

County Treasurer, Albert E. Zimmerman, H. W. Harding, D. G. Drager, Catherine Pooler, Herman Schellberg, County Surveyor, B. B. Herrick, Jr., Coroner, A. M. Clough, J. O. Van Winkle, slogan, "Representing no interest, but that of efficiency and economy for all."

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The present struggle, he said, is against special privilege and that the enactment of the law for direct election of United States Senators was a victory for Democracy, which squared with Jefferson's teachings. The income tax and the currency law were pointed to as Democratic victories and the new tariff law, he asserted, was not causing disaster.

"The universal testimony to the new legislation enacted by this Administration," Mr. Daniels said, "is that it has already proved a blessing and the fears of those who opposed it were found to be utterly groundless. The Democratic programme for the present session of Congress will add to the constructive acts accomplished, a rural credit system, which will meet the needs of our agricultural development and anti-trust measures to throttle monopoly and open the free avenues of trade."

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Senator John Sharp Williams, of Mississippi, was the main speaker. He said the repeal of the tolls exemption was a direct subsidy to American shipping, and that cotton of mill corporations not domiciled in Mississippi be ousted.

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