

DIPLAAT DEFENDS COLOMBIAN TREATY

Ex-Minister Dubois Says Chivalrous Expression of Regret Is Not Apology.

"EXACT JUSTICE" URGED

Previous Negotiations Said to Have Failed Because of Excessive Effort to Avoid Impugning Work of Roosevelt.

HALLSTEAD, Pa., July 1.—In a statement issued here tonight dealing with the proposed Colombia treaty, James T. Dubois, who was United States Minister to Colombia under the Taft Administration, takes issue with the views recently expressed by Colonel Roosevelt...

Regarding his difference with Colonel Roosevelt on this subject, Mr. Dubois expressed regret at opposing a "great leader whose fortunes I devotedly followed for 19 years," and says that "no man will tolerate the thought that any of Colonel Roosevelt's accounts were inspired by tainted motives, but no man is always right."

"Excessive Care" Cause of Defeat. Negotiations for a treaty during the Taft Administration failed, he says, because his instructions, out of excessive care not to impugn the motives of President Roosevelt "in taking Panama," failed to give Colombia sufficient justice. The pending treaty, he believes, should be heartily approved by the American people.

Apology Always Refused. The contention of Colonel Roosevelt that the Colombian treaty is a blackmailing agreement is dealt with by Mr. Dubois in his interpretation of the document.

"While negotiating for a treaty I made the Colombian authorities understand that under no circumstances would the United States apologize to any nation for a political act—that was our unwritten law that never had been or never would be broken. In purely informal conversations and in my unofficial moments, I suggested, whose credit had been destroyed in foreign countries, whose borrowing ability had been annihilated and whose persistent appeals for arbitration had been ignored."

Latin Demand Just Treatment. "The opposition to this feature, on the ground that it is an apology, is not just and is not in the true interests of the United States. If the Anglo-Saxons are to live in harmony with the Latins on this continent they must treat them with absolute justice, just as we shall exact justice from them."

Dealing directly with article 3 of the treaty, providing a payment to Colombia, which Colonel Roosevelt attacked as blackmail, Mr. Dubois describes the claims of Colombia for the unpaid annuities of the cessation of the Trans-Isthmian Railroad Company, the revisionary rights in the Panama Railroad and Panama's portion in the Colombian national debt, all of which, in his opinion, should be met by the United States.

RATE HEARING CONTINUES

(Continued From First Page.) The Grays Harbor rates at Astoria because that only would be "extending a bad situation."

Senator Fulton referred sarcastically to the interest of the Great Northern and Northern Pacific in the North Bank road and ridiculed the idea that the North Bank is a competitor of its parent lines.

Grays Harbor Rate Presented. "If the Northern Pacific really wants to see the North Bank prosper," he asked, "why doesn't it allow an equalization of the Grays Harbor and the Astoria rates?"

Mr. Skinner said that the Northern Pacific tried once to raise the Grays Harbor rates, but was discouraged by the Washington State Commission.

"If the Northern Pacific allows that discrimination to stand," insisted Senator Fulton, "do you consider your road a competitor of the Northern Pacific?"

"That's what it was built for," he replied, "and they starve it to death," suggested the Senator.

Senator Fulton charged that the Great Northern and Northern Pacific really built the North Bank to "guard the situation" at the mouth of the Columbia and prevent real competition with their main lines serving Puget Sound.

"Competition Governs Rates." Mr. Skinner argued that if Astoria were granted terminal rates, the Commission might just as well continue its application of these rates to Tillamook, which is not a great distance farther.

"Where is Tillamook?" interrupted the examiner.

After Mr. Skinner had explained that competition frequently governs rates, placing points far apart on a parity, Senator Fulton wanted to know why Wenatchee and Blaine, "dead local" points on the Great Northern, 85 miles apart, take the same rates.

Mr. Skinner suggested that a Great Northern man answer.

Portland-Sound Parity Urged. R. M. Calkins, of Seattle, traffic manager for the Milwaukee, testified that the Portland and Puget Sound rates should be on a parity. He said that if Portland, in the event of Astoria becoming a common point with Seattle, should get a lower rate, the Sound rates doubtless would be lowered to the Portland basis.

he replied to a question by Senator Fulton.

W. J. Burns, manager for Balfour, Guthrie & Co., under direct examination by C. J. Donnelly, counsel for the Northern Pacific, said that charters on vessels are the same at both Portland and Puget Sound. Portland has a lower rate to California. He did not think a terminal rate at Astoria would prevent vessels from coming to Portland.

Portland Gains Outlined. E. W. Wright, manager of the Mercantile Exchange, presented tables showing that Portland, as a shipping port, has made gradual gains over Puget Sound for wheat and flour exports. Five years ago Portland exported 21 per cent of flour from the Northwest. Last year the percentage was 23.5. The wheat exports at Portland five years ago were 65 per cent; last year they were 68.5 per cent.

Mr. Wright explained how the former differential that shipowners charged against Portland in favor of Puget Sound was overcome several years ago when Mr. Wright went to Europe and interviewed the shipping interests. The Port of Portland agreed to absorb the pilotage and towage of vessels coming up the Columbia, and to take care of their ballast, he said. "The business of the world seems to be conducted on the theory," said Mr. Wright, "that all ships go as far inland as possible. However, I am not positive on this point."

Portland Holds Share of Trade. He said that all ships that can go to Astoria also can reach Portland. The depth of water on the Columbia River bar alone governs the movement of vessels to either port and the bar now is being made to accommodate vessels of even the deepest draft. Mr. Wright presented further statistics to show that points intermediate between Portland and Astoria ship as much lumber as does Astoria.

This line of testimony was introduced by the railroads to show that the Columbia River ports are not suffering by reason of the differential against Astoria, that Portland is holding its share of wheat and lumber exports.

Rate-Making History Told. O. D. Fish, manager of the Fisher Flouring mills, Seattle, and J. P. Baumann, assistant manager of the Centennial mills at Seattle, testified that terminal rates at Astoria might be lower than those at the Sound because of the proximity of Astoria to the ocean.

O. O. Calderhead, statistician for the Washington Public Service Commission, presented a history of ratemaking in the Northwest and declared that it is economically impossible to grant a lower rate to Portland than to Puget Sound.

Mr. Donnelly at this point again brought in Portland's possible application for reduced rates. Mr. Calderhead declared that if Sound rates are given Astoria on the theory that it costs less to haul to that port than to Puget Sound, the carriers could not defend Portland's application for a reduction.

Experts' Testimony Denied. Mr. Calderhead repudiated the testimony of experts that it costs less to operate over the water grade between the Inland Empire and Astoria than between the Inland Empire and Puget Sound, declaring that the greater volume of traffic enjoyed by the Northern Pacific to the Sound tends to reduce the cost.

J. W. Morrow, tax agent for the O. W. R. & N. Company, testified under direction of A. C. Spencer, attorney, on the reproduction cost of the O. W. R. & N. properties, which he placed at \$1,000,000 in the three Northwestern states.

A. C. Squires, engineer, presented figures on the original cost of these properties, which he placed at \$1,000,000. In 1913 the net was \$324,009.79. The fiscal year just ended, he said, probably will show no net earnings at all. Senator Fulton insisted that one reason for the low net earnings is the heavy operating loss on the Deschutes line.

Mr. Blaisdell admitted that this is true to a certain extent.

Marcus Talbot, manager for the Port of Portland, told of the work being done to improve the channel between Portland and the mouth of the river. He said the channel is intended at all times to be as deep as the river bar.

Portland Exports Greater. Henry Blakely, general freight agent for the Northern Pacific, presented figures that the wheat and other grain exports through Portland for the fiscal year which ended on Tuesday are comparatively greater, when considered with the exports of Puget Sound, than they were the previous fiscal year. He testified that after the North Bank road was built the Northern Pacific took out its merchandise rates to Portland from interior points allowing this business to go to the new road.

Mr. Blakely threw an interesting sidelight onto the rate situation in explaining how the former rates of \$3 per ton were cut to 17 1/2 cents, and that the farmers at one time threatened to go out of the wheat-raising business and that James J. Hill, who then was head of the Great Northern, A. L. Mohler, then president of the O. W. R. & N. Company, and C. S. Mellen, then president of the Northern Pacific, met with the farmers and agreed to cut the rate where it stands today.

Various Tables Presented. Senator Fulton concluded his case yesterday morning. He introduced H. L. Mitchell, of Wauna, a lumberman, who said that the rate arbitrarily made it impossible for him to compete with Willapa Harbor in the Inland Empire trade.

G. B. McLeod, manager for the A. B. Hammond Lumber Company at Astoria, showed a photograph of harbor conditions at Astoria and improvements planned. Clyde Evans presented a table of imports and exports, and L. B. Seelye presented maps of the Sound.

H. A. Brandon, an expert on engineering problems, showed how it costs more to operate to the Sound by explaining that the Great Northern's curvature between Spokane and Seattle is equivalent to 52 complete circles, that of the Northern Pacific to 58 circles and that of the North Bank to 24 circles.

C. H. George, statistician for the North Bank, explained the annual reports of that road and showed that the property is not paying interest on its debts. It borrows the money from its parent roads.

Class Rates Lower Than Ordered. H. E. Lounsbury, general freight agent for the O. W. R. & N. Company, was the principal witness at last night's session. He testified that his company's class and commodity rates between interior points and Portland are substantially lower than those ordered by the commissions. He presented figures showing the wheat movement from the grain belt into Portland and said that it is cheaper for the O. W. R. & N. Company to handle this traffic at Portland than at Astoria.

If Astoria becomes a port, he said, it will be necessary for the O. W. R. & N. Company to deliver its traffic to the North Bank road at Portland or haul it by water.

He vouchsafed the opinion that the O. W. R. & N. Company would be forced to reduce the Portland rate in order to continue handling the business at Portland.

M. J. Buckley, general superintendent of the O. W. R. & N. Company, testified to the engine ratings in use on the Sound.

(Continued on Page 1.)

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Mr. Bourne Criticises Departmental Proposal.

MARGIN HELD TOO SMALL

Ex-Senator Says Moon Bill's Provisions Are Confiscatory, and Illustrate Danger From Meddling in Legislation.

SENATE TO FINISH WORK

(Continued From First Page.)

ported as soon it becomes apparent that the commission bill is on the verge of passage.

River and Harbor Bill Uncertain.

Only the sundry civil, the general deficiency and the river and harbor appropriations bill remain of the supply measures to receive Senate approval.

The only indication that there was any marked division of sentiment came when the clause explaining that the resolution refers to adjournment was adopted, 17 to 16, its friends declaring it was offered to make plain the intention to act on trust legislation and without binding anyone to a particular form.

Proposed Rates Confiscatory.

The statement which he has issued follows: "In its insistent efforts to reduce railway mail pay the Postoffice Department has attempted to dictate to Congress rates which, if adopted, would be confiscatory."

"House bill No. 12942, introduced by Mr. Moon, chairman of the House committee on postoffice and post roads, was, I am informed, prepared by officials of the Postoffice Department and introduced by Mr. Moon at the request of the Postmaster-General. Under that bill the average revenue to the railroads would be less than 2 1/2 cents for hauling a 60-foot mail car one mile. I assert that this rate is confiscatory. I realize the responsibility of making such an assertion, but its justification lies in the fact that the Postoffice Department's own figures show that the department spent several years in an attempted elaborate investigation of railroad expenses and car space. It propounded over 140 interrogatories to the 796 railroads carrying mail. The railroads spent more than \$250,000 in securing the information asked for, and the cost the Government \$15,000 to compile, tabulate and present such information in what is known as House document No. 105. Sixty-second Congress, first session.

Rate Would Mean Bankruptcy.

"According to table 7 of that document the operating expenses and taxes alone amounted to 3.98 mills per mail car-foot mile, or 18.48 cents for hauling a 60-foot mail car one mile. This excludes the advertising and other traffic expenses with which the department claimed the mail should not be burdened. The margin between this 18.48 cents and the less than 2 1/2 cents allowed in the departmental bill is so small that if similarly unprofitable rates were made on all railroad traffic the roads must necessarily go into bankruptcy, because there must be a sufficient allowance for capital charges. According to the statistics of railroads in the United States for 1911, published by the Interstate Commerce Commission, operating expenses and taxes were 72.53 per cent of the operating revenues. At the same ratio 7 cents instead of the 3.32 cents allowed under the department rates would have to be added to the 18.48 cents to allow for capital charges, at the 18.48 cents covers only operating expenses and taxes. In other words, 25.48 cents would have to be paid the railroads for hauling a 60-foot car one mile to yield the average rate of profit now realized on all railroad traffic, both freight and passenger taken together.

"This incident shows the danger of accepting and acting upon the recommendations of the departments. It also illustrates the necessity for checking the present trend toward the initiation and control of legislation by officers of the administrative branch of Government."

Plucking Board.

with their present stations and home addresses, are: Captain John H. Gibbons, commanding battleship Utah, Washington, D. C.; Captain Frank W. Kellogg, commanding battleship North Carolina, Waterbury, Conn.; Captain John C. Leonard, commanding battleship Virginia, Brooklyn, N. Y.; Captain Frank K. Hill, Army War College, Washington, D. C.; Commander George N. Hayward, cutter Hamblet, Chicago; Commander John B. Patton, commanding battleship Tennessee and receiving ship at New York, Columbia, S. C.; Commander Ernest Brahm, en route to United States from Asiatic station, Brooklyn, N. Y.; Commander William S. Whitted, inspector Cramp shipyard, Philadelphia, Reidsville, N. C.; Lieutenant-Commander Walter M. Felton, commander Leonidas, Springfield, O.; Lieutenant-Commander Ulysses S. Macy, in charge of Navy recruiting station, Philadelphia, Adrian, Mich.; Lieutenant-Commander Carlton R. Kear, gunboat El Cano, Washington, D. C.; Lieutenant-Commander John W. Schoenfeld, battleship Minnesota, Westfield, N. Y.; Lieutenant Franklin W. Osburn, Jr., gunboat Castine, Eugene, Or.; Captain William J. Moses, cruiser Raleigh, Seattle, Wash.

Six Retire at Own Request.

In addition to the plucking board's list, Secretary Daniels announced that the following six officers had been placed on the retired list at their own request: Captain Harrison A. Bishpan, Navy yard, Philadelphia; Commander Emmett R. Pollock, battleship Vermont, Bloomington, Ill.; Commander Irvin V. G. Gillis, battleship Michigan, Washington, D. C.; Commander Raymond Stone, battleship New Jersey, Mobile, Ala.

Commander Simon P. Fullenwider, battleship Connecticut, Raton, N. M.; Commander Edwin H. De Laney, waiting orders, Washington, D. C.; Cleveland, Tenn. Electrician Prostrated by Heat. WHITE SALMON, Wash., July 1. (Special).—Ray Hamilton, of this city, while working on the wiring of the White Salmon Valley Cannery today, was overcome by the heat, and grave doubts are held as to his recovery. The temperature was 99 in the building at the time. This is the first record of a heat prostration in White Salmon.

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15 OFFICERS PLUCKED

(Continued From First Page.)

there was absolutely nothing on the records of any of these officers to show that they were not fitted for any naval service in the matter of habit, temperament and professional ability. He pointed out that the "plucking" law had some time ago resulted in the elimination for the Navy of officers who were palpably disqualified, but now the naval lists were in such shape that the board was confronted with the task of determining not who was unfit to be retained in the service, but rather who could best be spared out of the list of thoroughly competent officers.

New Personnel Bill Desired.

The Secretary added that he hoped that what was aid of the board, headed by Assistant Secretary Roosevelt, a bill could be prepared before the meeting of the next Congress for the readjustment of line personnel in the Navy which would eliminate objectionable features of the present law. The officers retired today by the

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