

"SHARP PRACTICE" AT SEA IS CHARGED

British Officials Say Concealment of Contraband Justifies Inspection.

PROTEST NOT SURPRISE

London Also Feels That Americans Fall to Place Sufficient Weight on Effect of Disappearance of German Commerce.

LONDON, Dec. 29.—The note of the Washington Government to Great Britain, protesting against the detention of American cargoes by British warships, has not as yet reached the British Foreign Office, although a synopsis of it has been published in London with the permission of the British press bureau, which has shown no disposition to conceal the American grievances in this direction.

The American stand has caused little surprise in official circles, as negotiations extending over several months before Ambassador Page and Foreign Secretary Gray have centered about the determination of the ultimate destination of the American cargoes in question and the present protest summarizes all the grievances of the United States in this connection.

Regret Constantly Reiterated. The British Foreign Office has constantly reiterated its regret at the delay to American ships and high officials have expressed a desire to expedite the examination of American cargoes as speedily as possible under the existing trying conditions.

The statement that the delaying of cargoes by the British authorities is held responsible for a certain depression in American trade has created some surprise among the officials, who today voiced the idea that American holding such views must fail to realize the wide and sweeping effect on American commerce of the disappearance of German merchant ships from the sea as well as other effects of the war beyond the control of Great Britain and her allies.

Detailed Statement Expected. It is generally believed in London that the Foreign Office will make a detailed statement as to the activities of the navy in detaining suspected cargoes which will put these contraband troubles in a different light. The Foreign Office has repeatedly expressed its regret that it has no way of violating the neutrality should suffer delay because their shipments were mixed with contraband and other articles declared to be contraband, which frequently have been found hidden under coal or other heavy cargoes, but which it is certain that the position that transshipments at sea and other sharp practices have made careful inspection imperative to the welfare of the allies. Frequently cargoes are so loaded that an inspection makes necessary a complete shifting of virtually everything in the vessel.

President's Office Given Weight. The statement that this protest of the United States is thoroughly approved by President Wilson has created much comment here and also has added weight to its effect, although it is some disposition in London to regard it to a certain extent in the light of protest necessary to satisfy its insistent demands in Congress.

British Officials have expressed surprise at the disposition on the part of certain American officials to blame Great Britain for being on the cause of the depression in cotton. This is held by them to be due to overproduction and not to the action of the part of the British government.

Press Urges Friendly Reply. All the morning newspapers comment at length on the American Government's note to Great Britain concerning the treatment of cargoes being accorded American commerce by the British and agree that the American protest should be met by the British government in the spirit of friendliness which will as is shown by the note. Generally, however, the newspapers are inclined to await the actual text of the note before indulging in detailed criticism of it.

In the meantime they point out how, inevitably, serious difficulties arise whenever contraband cargoes are involved. Moreover, they are inclined to dispute the theory that Great Britain alone is responsible for the dislocation of the world's trade, and that even had she remained neutral, the fact that other nations were involved in the hostilities would have had a detrimental effect on the world's commerce. In any case, they say, Great Britain was not responsible for the war.

Christmas Day Significant. The Times in an editorial says: "The note is dated December 29 and although the idea may seem fanciful, we cannot help imagining that it was by no accident that the note was sent on the day of Christmas Eve, a festival of peace and goodwill, which was chosen for the dispatch of this friendly communication from one of the great branches of the English-speaking communities to the other."

"If anything in the telegraphic summary of the note as received here should seem peremptory, we feel assured that this appearance is entirely due to the necessities of compression and will vanish when the text of the document is before us. We fully realize the inconvenience and the loss that conduct of the war must occasion to America and other neutrals. We also are confident that when the note is published we shall find that President Wilson and his colleagues are not insensible to the imperative requirements of our military situation."

"Manifest Necessity" Exceeded. "We do not suppose this is a dispute of our right as belligerents to practice such interference with commerce between neutrals as is manifestly necessary for the protection of our National safety and will they do nothing as we gather it, is whether the action of our ships does not in some cases exceed that manifest necessity."

Proceeding to say that there are many peculiar conditions arising from the war which justify Great Britain's policy, the editorial continues: "The note deals throughout with unshaken faith in our sense of justice. That trust we shall assuredly do our best to preserve. It is not conceivable that two sensible peoples on the friendliest terms with each other should not succeed in finding a way in accordance with general principles of international law which will meet the peculiar facts and circumstances of this unprecedented war."

British Position Outlined. The Morning Post in an editorial says: "The note will receive from the British government the fullest consideration and will be answered in a spirit not only of justice and equity, but of good will."

The editorial adds that the examination of suspected cargoes always

has been a sore point with neutrals during wars and continues:

"We shall not attempt to discuss the American complaints until the text of the note is available, but we will ask those Americans who think that England was right in taking part in the war to try to put themselves in England's position. Without securing command of the sea, England cannot help her allies on the Continent and cannot secure herself against invasion. How, then, do our American friends suppose command of the sea should be used as a means of exerting pressure on the enemy? It was used by the United States Government as a means of exerting pressure on the Confederacy. The whole course of the Confederacy from the Potomac to the Mexican border was blockaded and every neutral ship trading with Confederate ports was liable to capture."

Doctrines of Neutrality Disputed. "The allied governments might now declare a blockade of the North Sea."

THE OREGONIAN ANNUAL IN GREEN WRAPPERS.

The Oregonian Annual will be on sale Friday morning, January 1. Copies desired for mailing will be rolled in neat green wrappers, with necessary postage. Supplies of The Annual will be available at various prominent street corners, as well as at The Oregonian office, where addresses may be left. Copies all ready for mailing will be sent anywhere in the United States and its possessions, Canada and Mexico for 10 cents. The price for single copies unstamped is 5 cents each. Be sure to send copies of The Annual, Oregon's greatest advertising medium, to your friends in other states. Look for the green wrappers.

of the Baltic and of the Mediterranean, and could doubtless make it effective. That would injure neutral states, but it would make an end of sea trade with Germany."

In conclusion the Morning Post argues that the whole difficulty lies in the presence of neutral states in proximity to the belligerents and in the disputed doctrines of neutrality, and suggests that consideration of the idea that America should throw some light upon the real nature of the relations between states, and upon the truth about peace and war.

"We are keenly anxious that America should suffer the least possible loss from the war, but war means inevitable loss for neutrals as well as for belligerents. Lancashire starved during the American Civil War, and during the war with the Washington Government took the same measures to prevent the enemy from receiving supplies as Great Britain and France are talking now."

"Americans are too fair and sportsmanlike to ask or expect us to tie our arm behind our back when we are meeting a powerful antagonist."

The Daily Graphic justifies the American action because, it says, there never has been a war in which the neutrals and belligerents agreed on their respective rights and if the Americans made no protest their silence might be construed as acquiescence in the British view, consequently an unfriendly act toward Germany.

Hardship Declared Exaggerated. "But," adds the Daily Graphic, "the hardship to the American shippers is less great than is pretended. He can dispose of all his goods either to Great Britain or her allies or to remote neutral countries at quite good prices. All he loses is the chance of making an exceptional profit out of Germany's military needs."

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HIGH RATES URGED IN REFUSE OF BILL

Ship Purchase Advocates See Argument in Reports of Redfield and McAdoo.

TONNAGE IS INADEQUATE

Ocean Freight Charges Greatly Increased Since July and Speculative Feature Is Said to Have Influenced Change.

WASHINGTON, Dec. 29.—Evidence of inadequate ocean transportation facilities and "unreasonable and arbitrary increases in rates since the European war," communicated to the Senate today in a report by Secretaries Redfield and McAdoo, is to be used by champions of the pending Government ship purchase bill in urging on the Senate the necessity for favorable action on the measure.

Senator Fletcher, acting chairman of the commerce committee, is preparing a report on the ship purchase bill already recommended for action, in which will be embodied portions of the information furnished by Cabinet officials.

Minimum of ships available. The committee will seek to impress upon the Senate the need of adequate shipping facilities for adequately taking care of American commerce abroad, and will urge that the \$40,000,000 Government investment contemplated in the ship purchase measure would soon be compensated for by economies in ocean transportation rates that could be effected.

The report of the Cabinet officers discloses a shipping condition minimum as to available vessels in the following: Rates on cotton from New York to Liverpool jumped from 20 cents a hundred pounds in July to 40 cents in September and 50 cents in December. Rates on cotton to Bremen went from 20 cents a hundred in July to 33 in December. Grain rates rose from 4 and 5 cents a bushel to 16 and 17 cents. On provisions to European ports the increases were from \$4.87 to \$8.29 a ton; flour from 2 and 2 1/2 cents a hundred to 26 and 25 cents; cottonseed oil from 97 cents to \$1.95 a barrel, and on other commodities corresponding increases.

Champions of the ship purchase measure maintain that an American corporation, under direction of the Government, as contemplated in the pending bill, would have a beneficial effect in reducing the inflated shipping prices.

Ocean Rates Much Higher. Investigation of price conditions, the report said, disclosed, among many other increases since last July, the following: Rates on cotton from New York to Liverpool jumped from 20 cents a hundred pounds in July to 40 cents in September and 50 cents in December. Rates on cotton to Bremen went from 20 cents a hundred in July to 33 in December. Grain rates rose from 4 and 5 cents a bushel to 16 and 17 cents. On provisions to European ports the increases were from \$4.87 to \$8.29 a ton; flour from 2 and 2 1/2 cents a hundred to 26 and 25 cents; cottonseed oil from 97 cents to \$1.95 a barrel, and on other commodities corresponding increases.

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GERMAN BASE IS STRONG HELIGOLAND VIRTUALLY IMPREGNABLE, SAYS AMERICAN.

Ex-Vice Consul at Breslau Visits Naval Station—Hundreds of Big Guns, Mines and Warships Are Defense.

NEW YORK, Dec. 29.—The German naval base at Heligoland has been made virtually impregnable by hundreds of heavy guns, many rows of torpedoes and an armada of torpedo-boats and destroyers, according to Richard Wackerow, ex-vice consul at Breslau, who reached here today on the steamer Duca d'Aosta from Genoa. Mr. Wackerow said he had seen Heligoland from the sea, and that a privilege he did not believe had been accorded any other American.

"Heligoland is a second Gibraltar," he said. "The great cliffs have in their sides concrete emplacements for hundreds of great guns, and the German navy has placed in the harbor a number of submarines, which it is impossible for them to pass the island fortifications."

The passage is defended by rows of concrete batteries and a series of torpedo-boats is inside of this, and then torpedo-destroyers are placed in front of the German fleet. Of the many guns mounted on the island, some are of the 42-centimeter disappearing type, which have been used for the first time early in September.

"Antwerp has been greatly strengthened recently by the Germans with new earthwork and concrete fortifications."

EXILE DIES IN FLAMES

Member of Titled Prussian Family Is Victim in California.

PORTERVILLE, Cal., Dec. 29.—John Lowe, once a high officer in the German army and a member of a titled Prussian family, was burned to death last night when fire destroyed his tiny cabin on the outskirts of Porterville.

Lowe was 55 years old and for many years had eked out his livelihood as a tinker, doing odd jobs. It was said of Lowe that when a young man he fought and killed a superior officer in a duel and was forced to leave the land of his birth.

The dead man is survived by a widow and daughter who are in Prussia.

MUTINIOUS CREW QUELLED

Grievance Against Skipper Leads to Outbreaks in Port.

LOS ANGELES, Dec. 29.—When longshoremen approached the French bark Admiral Courbet to cast off moorings so the vessel might proceed to the outer harbor at San Pedro, the ship's crew chased them away and then announced that Captain Hainault must be disposed of and another skipper installed before they would sail.

Signs of mutiny rapidly developed and a detail of police was hurried to the ship and a flourish of bayonets quelled the outbreak. The ship will sail tomorrow with Hainault as skipper.

EIGHT HUNDRED GERMANS POLAND ARE LOST

Wave After Wave of Humanity Hurlled at Russian Front Fails to Break In.

ALL HISTORY SURPASSED

Czar's First Line Still Stands in Same Place It Did at Beginning of Attack Two Weeks Ago. Others Waiting in Rear.

LITERACY TEST DEBATED

EXEMPTION AMENDMENT IS CONSIDERED BY SENATE.

O'Gorman Attacks Education Provision on Grounds Unlearned Persons Are Not Necessarily Stupid.

WASHINGTON, Dec. 29.—Debate on the literacy test provision of the immigration bill occupied today's session of the Senate. An amendment was under consideration proposing to exempt from the test those seeking refuge from political or racial as well as from religious persecution.

Throughout the debate, however, the general proposal for a literacy test was rejected. Senator O'Gorman opened the discussion, attacking the literacy test as an improper method of attempting to measure the qualifications of an immigrant for American citizenship.

Illiteracy, he insisted, did not mean ignorance or stupidity. Senator Dillingham, chairman of the Immigration Commission during the last Republican Senate, defended the test, declaring it was proposed to lessen the flow of the low class of labor without impairing beneficial immigration.

Senator Reed asserted that only fear of the political effect of their action had prevented the authors of the bill from proposing absolute exclusion of all immigration. He warned his party against the passage of the bill, which would prove a milestone about the party's neck, for the proposal was "undemocratic and un-American."

Senator O'Gorman returned before the recess and after a conference with President Wilson that he would propose to strike out the entire literacy test. He said he would bring the amendment today were that a vote on the amendment might be reached tomorrow.

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FRANCE ADMITS SEA LOSS

Report of Submarine's Fate Is Accepted by Ministry of Marine.

PARIS, Dec. 29.—The Ministry of Marine today issued an announcement confirming the loss of the French submarine Curie in Austrian waters, as has been previously reported in newspaper dispatches. The text of the announcement follows:

"The submarine Curie was sent alone into the harbor of Pola, the Austrian naval base, against certain Austrian warships."

"Not having returned within the time expected, the Ministry of Marine assumed that the information of the foreign press is correct, namely, that the Curie had been sunk and her crew captured."

The Curie was 167 feet long and carried a complement of 24 men.

OTHER NEUTRALS MAY JOIN

(Continued From First Page.)

ties eventually would have to be paid by Great Britain if the correctness of the American position, as expressed in the note, were maintained, and he confidently believed it would be, as it was based on principles of international law hitherto generally accepted.

British Ambassador Silent. Sir Cecil Spring-Rice, the British Ambassador, who received a copy of the note at the same time that it was sent to London, was transmitted to Sir Edward Grey, the British Foreign Secretary, declined to make any comment on it.

Congress the note was referred to in a speech by Representative Mann, the minority leader, who commended the Administration's position and action in the matter.

Senator Smith, of Georgia, placed before the Senate telegrams of protest from his constituents against Britain's action in putting kerosene and resin on the contraband list. Senator Walsh introduced a resolution asking for information about the American Government's correspondence with foreign powers concerning seizures of copper.

It became known that protests against the attitude of the allies on the subject of contraband have been coming to the State Department through Senators from various parts of the country, situation reviewed to some extent in the American note of yesterday.

STUDENT'S SPECIAL TRAIN

CORVALLIS AND EUGENE SUNDAY EVENING, JAN. 3d

For the convenience of students and others returning to their respective colleges or their homes, a special train for Corvallis and Eugene will leave Portland, stopping at points shown below only, Sunday, January 3:

Leave Portland 7:20 P. M. Oregon City 8:00 P. M. Woodburn 8:30 P. M. Salem 9:00 P. M. Albany 9:50 P. M. Arrive Corvallis 10:30 P. M. Eugene 11:00 P. M.

Further particulars at City Ticket Office, 80 Sixth Street or Union Depot.

SOUTHERN PACIFIC

John M. Scott, General Passenger Agent, Portland, Oregon.

COAST IS EXICITED

British Mayors Demand Investigation of Navy's Action.

PATROL SHIPS IMPOTENT

Two Vessels at Hartlepool Without Steam When Germans Bombarded. Though Officers Were at Banquet Preceding Night.

WEST HARTLEPOOL, England, Dec. 29.—(Correspondence of the Associated Press.)—English East Coast towns are panic-stricken since the German raid on Scarborough, Whitby and the Hartlepoons. Confidence in the power of the British navy to keep German ships from England has weakened and there is constant dread of the reappearance of German ships, if not the landing of German troops.

The Mayors of the Hartlepoons and the other stricken towns have organized volunteer constabularies and are making an effort to hold the excited public in check. Proclamations have been made that civilians must stay indoors should the bombardment recur, and yield to the orders of constables, but there is a general impatience of all sorts of authority.

Civilians Arm Themselves. Nearly all civilians are carrying arms and they announce they will look after themselves. Travel by automobiles at night is hazardous, as excited guards stop all motorists, frequently with a flourish of guns and revolvers.

The patrol ships Patrol and Doon, which guard Hartlepool, were lying in the harbor the morning of the German raid, but are said by civilians to have had no steam. It is also charged they were not ordered to shell the German raider from the docks before they could get into action. At any rate, they were so slow that the Germans had an opportunity to shell the Hartlepoons for nearly 45 minutes before the navy craft offered effective opposition.

Patrol Ship Officers Banquet. Officers of the two patrol ships held a banquet at the leading hotel in West Hartlepool the night before the raid. An investigation of the navy's action had been demanded by the Mayors of the towns attacked.

The large number of women and children killed during the recent bombardment has attracted special attention to the German raid and when sending their wives and children beyond the possible range of German guns.

At Hartlepool the Germans fired with amazing accuracy. The direct hit knocked over 12 soldiers who were manning one of the coast guns. None of them was killed, but several were stunned. The Germans also managed to strike the gasometers, water tower, smokestacks on big factories, telegraph poles and other objects which stood above the level of the roofs in the two flat towns. The railway lines were hit in several places and traffic was temporarily suspended.

General Robert H. Hall Dead. CHICAGO, Dec. 29.—Brigadier-General Robert Henry Hall, retired veteran of the Civil and the Spanish wars, died today. He was born in Detroit 77 years ago. The funeral will be at West Point Friday.

CELEBRATE THE HAZELWOOD NEW YEAR'S EVE

Special Menu Served 10:00 P. M. to 12:30 A. M.

Special Program by The Hazelwood Orchestra 10:00 P. M. to 12:30 A. M. J. F. M. Colburn, Director

NEW YEAR'S DAY

We Will Serve a One Dollar Dinner 12 to 9 P. M.

We serve the biggest and best Dollar dinner in the city

THE HAZELWOOD CONFECTIONERY AND RESTAURANT

Washington St. at Tenth

Advertisement for The Hazelwood Confectionery and Restaurant, featuring New Year's Eve and New Year's Day celebrations with a special menu and orchestra.

Advertisement for Sunset Theatre, featuring a two-hour comedy condensed into 30 minutes of rollicking farce, starring CHAS. CHAPLIN in "His Pre-Historic Past".

Advertisement for Southern Pacific Student's Special Train, offering a Sunday evening train between Corvallis and Eugene on January 3rd.

Advertisement for Scrofula and All Humors Give Way, featuring a medicine that cures various ailments.