SHIP BILL ADVOCATES HAVE ONE MAJORITY IN PRESENT SITUATION

Vote Would Be 48 to 47 in Bill's Favor If Filibusters Would Let It Be Taken.

DISCUSS EXTRA SESSION

If Measure Is Lost President Will Show Shipping Trust's Deals Up to the People to Gain Their Support.

Washington, Feb. 6.—If the filibusters permit a vote on the ship purchase bill before March fourth, the vote will be 48 to 47 in the bill's favor, as the situation stood tonight. This is without counting the vote of Senator Smith of South Carolina, who has refused, virtually, to return to Washington to help his party, though it is said if he does return to Washington later in the season, he will not vote against the bill.

It became certain today that Senator Kenyon would vote with the Democrats on every motion except one, and that, though the Gore strategy, has become inconsequential. Kenyon will vote as he promised, with the Republicans on the pending motion to send the original bill back to the commerce committee, where it would undoubtedly be pigeon-holed.

He is willing to vote with the Democrats, however, to bring the Gore bill, which is the administration bill as amended to meet the progressive views, out of the committee.

La Follette to Help Bill.

On Monday, therefore, with Senator Newlands' arrival, the Democrats will have their full strength and will have La Follette, Kenyon and Norris. The administration has no hope of winning back the seven bolters.

Monday the talkfest is expected to begin again. Republicans tonight boasted of a list of twenty-one speakers they had, each good for two speeches, averaging six hours apiece on the motion to bring the Gore bill out of the committee. Should this prevail, at the end of a number of days of filibustering they will then be able to put all their speakers on twice more to talk against the Gore bill itself. They will be able to do this though the senate is kept in continuous session.

The democrats, by moving to table all amendments, could prevent more than two speeches on the bill by any one senator.

The real point at issue tonight is whether the administration would insist on pushing the bill, on the chance of wearing out the filibusterers before March 4, and depending on an extra session to pass the appropriation bills. The republicans maintained the democrats would withdraw the bill as soon as one more apparent effort had been made to save it.

Administration Won't Give Up.

If by any chance the filibuster against the ship purchase bill should prove successful, the administration will return to the fight in a way that is expected to bring from the people a demand that the measure be passed in the next congress. This will be done by a public investigation, designed to uncover all the ramifications of the shipping trust and to show the people the extortion that is being practiced on them, which the administration bill is intended to cure.

The federal government is in possession of evidence to prove the existence of a shipping trust, or at least a gigantic combination of ocean transportation lines through a medium of rate agreements. It is this great combination, absolutely controlling freight rates which the administration proposes to fight by the establishment of a government-owned merchant marine.

The evidence showed that practically all the well known lines entering north Atlantic American ports, with those of the United Kingdom, north Europe and the Mediterranean are parties to numerous freight agreements covering nearly every sphere of the American-European trade. Other agreements exist covering trade to all other parts of the world and still different agreements cover the passenger trade to all ports.

Four Main Conferences.

In the Transatlantic trade the independent lines are members of four main freight conferences. There are at least 80 steamship agreements and conference arrangements covering the foreign trade routes of the world. All the agreements and arrangements of which the federal government has knowledge show one unmistakable purpose, the control of (1) competition between the lines which are parties to the agreement or conference and (2) competition from lines which are outside of the conference.

The first of these is accepted by the foreign methods. Effecting agreements or understandings with reference to the rates charged.

Apportioning the traffic by alloting the ports of sailing.

Apportioning the traffic by restricting the number of sailings on the part of each line.

Limiting the volume of freight which certain lines may carry.

Pooling the freight money from all or a portion of the cargo.

Conferences in Agreement.

Agreements between conferences or between a group of conference lines and a non-conference line, where several trade routes adjoin or intersect one another.

Requiring the lines to deposit a stipulated sum as a guarantee of good faith and declaring such deposits forfeited on the part of any line if it renders any assistance directly or indirectly to a non-conference line, or itself starts a new service which will interfere with the trade covered by the conference.

There are mixed rates, minimum rate agreements and differential rate agreements.

An illustration of this is found in the north Atlantic steerage business. The lines are not permitted by the agreement to reduce rates below a certain minimum in order to obtain their stipulated share of the business, but instead the lines which are obtaining passengers in excess of the allotted amount must advance their rates, so that traffic will be diverted to the lines which are not securing their proper share of the business. Under a differential rate agreement, a line which has slow vessels may charge rates which are five to 10 per cent lower than those of a line with faster ships.

Deal with Competing Lines.

When it comes to meeting the competition of such lines as may be outside the conference, the steamship lines which are in command have deferred rate systems; fighting ships, or collective competition against a single competing line and various kinds of advantageous contracts. Fighting ships are vessels placed in service to sail on the same days and between the same ports as the vessels of competing lines, with rates reduced enough to get the traffic, the loss being distributed over the members of the combination.

The government regards these combinations as extremely dangerous. While carriers by land are supervised and must conform to statutory requirements in the matter of rates and treatment of shippers, steamship companies are subject to no restraint. The government believes these agreements and combinations are for no other purpose than to control trade, to prevent new lines being organized and to crush existing lines which refuse to comply with the conditions prescribed by the combination.

The administration ship purchase bill is designed to meet an emergency created by the war. If the ship trust shall be successful in preventing the passage of this measure of temporary relief, the administration intends to see to it that the public shall be fully enlightened upon the activities and extortion of the trust, even in peaceful times.

New York, Feb. 6.—Germany's declaration of her intention to sink British merchantmen after February 18 with only necessary regard for the civil passengers' lives and those of the crews is the most significant warning of the week. That extensive damage can be inflicted on British shipping by a submarine blockade of the British isles is improbable.

Even super-submarines, such as Germany possesses, capable of a 7000 mile radius of action, are easily demolished if they appear too much in the open. Their maximum carrying capacity is only 12 torpedoes, and after firing them, return to a home base must be made for new supplies.

Damage is sure to be suffered by the merchant marine and doubtless noncombatants will be killed but the military and economic position of England probably will not be seriously disturbed by Germany's new policy, unless an entirely unsuspected type of submarine has been evolved by German naval architects.

On authority of Premier Pachitch, of Servia, it became known during the week that 400,000 Austrians and Germans are massing for a third invasion of the little Slav kingdom. The base for the new offensive is understood to be near the northeast corner of Servia. The selection of this point is a strategic move of much importance. It commands the principal railway near the Rumanian border, leading to Bucharest, and serves as a pivot on which the Austro-Germans can turn to deliver a flank and rear attack against the Rumanians.

By invading Servia from this direction, therefore, the Austro-Germans can maintain a continual menace against Rumania. Coincidentally with appreciation of the danger of an invasion of their territory, the Rumanians this week announced they have no intention of entering the war for the present.

Fighting in northern Hungary, along the Carpathians, assumed new importance during the week because of the arrival of heavy German reinforcements to support the Austrians. This marks the first appearance of the Germans as defenders of Hungarian territory, and is undoubtedly the direct result of Magyar discontent with the previous subordination of their national interests to the requirements of Germany's Poland campaign.

The Russians have lost ground during the week in the eastern Carpathians and they have also been compelled to give some ground before Warsaw. The new German offensive toward the Polish capital by Mackenzen's army probably will be continued. The kaiser is now on his way to Marshal von Hindenburg's headquarters and an effort to duplicate in the east the recent Soissons exploit may be expected.

The Russians have made no progress during the week with their movements toward Konigsberg.

Petrograd's carefully worded reports suggest a retirement has been necessary, but Berlin makes no mention of the situation, apparently not considering it possible that Konigsberg can be seriously endangered by the Slavs.

No important changes in the western war area have occurred during the week. Both sides seem to be waiting for the arrival of the new British army, which is to give the signal for the renewal of the battle of Flanders.

In Alsace, the French have suddenly halted their offensive without giving any reason. The Germans probably have thrown large reinforcements into the district between the Rhine and the Vosges.

GERMANS TELL NEUTRALS THEY MUST LOOK OUT

(Continued From Page One.)

tries to unite in a protest with the United States taking the lead.

The German ambassador issued a statement declaring it absurd to regard the action of Germany as a "paper blockade." He explained that he had received no instructions from his government concerning the proclamation, so his statement contained simply his own views.

"Germany does not profess even the English channel to neutral commerce," said the statesman; "and she does not intend to molest or seize American vessels laden with foodstuffs for the civilian people of enemy countries. It is to be hoped that England does not make necessary a reconsideration of this attitude by seizing American ships, like the Wilhelmina."

FULL OFFICIAL TEXT OF GERMANY'S NOTE GIVEN OUT IN BERLIN

Berlin, wireless via Sayville, L. I., Feb. 6.—Following is the full official text of the memorandum issued by the imperial German government concerning proposed retaliation against the measures taken by England in violation of international law to stop neutral sea commerce with Germany:

"Since the beginning of the present war Great Britain has carried on a mercantile warfare against Germany in a way that defies all the principles of international law. It is true the British government has announced in a number of decrees that the London declaration concerning naval warfare is binding on its naval forces but in realty it has renounced the declaration in its most important particulars, although its own delegates at the London conference on naval warfare had recognized its conclusions to be valid as to international law. The British government has put a new set of articles in the list of contraband which are not so, or at most are only indirectly useful for military purposes and therefore according to the London declaration as well as according to the universally recognized rules of international law may not be designated as contraband.

All Contraband Called Absolute.

"It has further actually abolished the distinction between absolute and relative contraband, inasmuch as it has subjected to seizure all articles of contraband intended for Germany without reference to the harbor in which they were to be unloaded or to the hostile or peaceful use they are to be put.

"Great Britain does not even hesitate to violate the Paris declaration, as her naval forces have seized on neutral ships German property that was not contraband, in violation of her own decrees concerning the London declaration.

"Further, she has, through her naval forces, taken from neutral ships numerous Germans liable to military service and has made of them prisoners of war.

Has Blockaded Neutral Coastr.

"Finally she has declared the entire North sea to be an area of war and if she has not made impossible the passage of neutral shipping through the sea between Scotland and Norway, she has made it so difficult and so dangerous that she has to a certain extent effected a blockade of neutral coasts and neutral ports in violation of an international law.

"All these measures have the obvious purpose, through the illegal paralyzing of legitimate neutral commerce, not only of striking at the German military strength, but also at the economic life of Germany and finally through starvation, of dooming the entire population of Germany to destruction.

"The neutral powers generally have acquiesced in the steps taken by the British government. Especially they have not succeeded in inducing the British government to restore the German individuals and property seized in violation of international law. In certain directions they also have aided the British measures which are irreconcilable with the freedom of the sea in that they have obviously under the pressure of England, hindered by export and transit embargoes the transit of wares for peaceful purposes to Germany.

Neutrals Have Acquiesced.

"The German government in vain has called the attention of neutral powers to the fact that it must face the question of whether it can longer persevere in its hitherto strict observance of the London declaration if Great Britain is to continue her course and the neutral powers are to continue to acquiesce in these violations of neutrality to the detriment of Germany.

"For her violations of international law Great Britain pleads the vital interests which the British empire has at stake and the neutral powers seem to satisfy themselves with the theoretical protest.

"Therefore, in fact they accept the vital interests of belligerents as sufficient excuse for every method of warfare.

"Germany must now appeal to these same vital interests. To its regret it therefore sees itself forced to take military measures aimed at England in retaliation against the English procedure.

Designates Area of War.

"Just as England has designated the area between Scotland and Norway as an area of war, so Germany now declares all the waters surrounding Great Britain and Ireland, including the entire English channel, as an area of war and will thus proceed against the shipping of the enemy for this purpose beginning February 18, 1915.

"It will endeavor to destroy every merchant ship of the enemy that is found in this area of war without its always being possible to avert the peril that thus threatens persons and cargoes.

"Neutrals are therefore warned against further entrusting crafts, passengers and wares to such ships. Their attention is also called to the fact that it is advisable for their ships to avoid entering this area, for even though the German naval forces have instructions to avoid violence to neutral ships in-sofar as they are recognizable in view of the misuse of neutral flags ordered by the British government and the contingencies of naval warfare, their becoming victims of torpedoes directed against ships of the enemy cannot always be avoided.

What Germany Expects.

"It is specifically noted that shipping north of the Shetland Islands in the eastern area of the North Sea, and in a strip of at least 30 sea miles in width along the Netherlands coast is not imperiled.

"The German government gives such early notice of these measures so that hostile as well as neutral ships may have time accordingly to adapt their plans for landing at ports in this area of war.

"Germany may expect that the neutral powers will show no less consideration for the vital interests of Germany than for those of England and will aid in keeping their citizens and the property of the latter from this area.

"More particularly is this to be expected as it must be to the interest of the neutral powers to see that destructive war is ended as soon as possible."

MILLIONAIRES EAGER TO SECURE WITNESS FEES FOR TESTIMONY

(Continued From Page One.)

ing and the outbreak of the European war."

Discussing this afterward, Dr. Allen said:

How Was Peace Fund Used?

"I have no special object in view but it would seem to me to be worth while inquiring, in view of all the facts, into the manner in which that great fund was used, inasmuch as almost five years elapsed between the time that it was established and the outbreak of the war."

In a letter to the commission today, Samuel Untermeyer reiterated his statement—denied on the witness stand before the federal industrial commission by Jacob Schiff and J. P. Morgan—that "Potential and eventual control of the majority of the great railroad systems of this country is under the domination of two great banking houses in the city of New York and their allies and associates."

Mr. Untermeyer said in part:

"There are 56 railroad systems in the United States of over 1000 miles in length each. These great systems together own 203,835 out of 253,303 miles of railroad in the country that are represented in all by 290 railroad companies. There have been 81,551 miles of road reorganized since 1890 in insolvency proceedings, of which I find that over 50,000 miles was accomplished under the direction of these two banking houses."

The two banking houses referred to are J. P. Morgan and Kuhn, Loeb & Co.

Takes Shot at Morgan.

"There is now 43,299 miles in the hands of receivers." Mr. Untermeyer continued, "or otherwise undergoing reorganization, readjustment or change of management, of which I find that 31,000 miles and upward are headed for like control."

He takes this shot at the Morgans:

"The domination of these same interests and their associates (the Morgan-Baker interests) over the coal industries of the country and especially in the anthracite region, is still more impressive than is their control over the railroads. They have been potent factors in the ultimate decision of the policy to be pursued with respect to every great general coal and railroad strike for the past 10 years. The remedy for this increasing banking domination lies in more effective public control, a better form of representation for stockholders and in paying directors adequately and holding them to a higher degree of responsibility."

FEBRUARY 7th

The Oregon Journal
Loew's Empress Theatre Coupon

Present this COUPON at the BOX OFFICE of LOEW'S EMPRESS THEATRE. It is worth 10c when purchasing a ticket for any evening performance, except Saturday or Sunday, and 5c when purchasing a matinee ticket on any day except Saturday or Sunday. This coupon will not be honored after Friday, February 12th.

American Bank for South Americans

New York, Feb. 6.—Eleven employes of the National City bank sailed today for Rio de Janeiro on the Lampen & Holt liner Verdi, to establish the second South American branch of the National City bank, to be the first of its kind in Brazil.

Permission for the establishment of this branch was given by the federal reserve bank.

For mission work in rural England, an automobile has been equipped with an altar and other fittings and duly consecrated by church authorities.

HERO OF LIEGE DYING IN GERMAN PRISON IS GOAD FOR BELGIANS

General Leman, Governor of Liege, Writes of His Hope to Die on His Own Soil.

"REMEMBER LEMAN" CRY

It Is Unlikely Dying General's Hope for Exchange Can Be Carried Out, But Comrades Hope for Revenge.

By William Philips Sims, United Press Staff Correspondent.

Paris, Feb. 6.—The man who saved Paris is dying in a German prison camp. The one hope of his last days is that he may be exchanged so that when death does come he can meet it on the soil of his home land, even though that soil is only a strip. He is General Laman, governor of Liege, captured on August 14, last, when Fort Loncin, in which he had taken refuge, was demolished by the German "Black Marias."

Although the German military authorities admit it was his heroic defense of the Liege fortifications that disarranged their plans and permitted the massing of troops south of the Marns to save Paris, they have shown him none of the courtesies ordinarily extended to a valiant wounded foe.

Today a high staff officer of the Belgian army, one of King Albert's personal aides, showed me a letter from the general which was smuggled through the German lines. There was no trace of surrender in it.

Still Hopes for Exchange.

The general simply recited his condition and expressed the hope that he may be finally exchanged under the proposals which are now being circulated by the vatican.

"I am wounded unto death," he wrote. "The damage done to my foot when we lost the last of our defenses at Liege cannot be repaired. I have had two operations performed. The last removed most of the foot. Yet, a blood-poisoned condition continues. I am also suffering from diabetes and other complications which make it impossible for me to leave my bed.

"Of course, I am not despairing. The fact that I am certain to die does not depress me. I am a soldier of Belgium. I am satisfied that I have done my duty. Yet, I hear that there is a chance that the plan suggested by his holiness for the exchange of the worthless among the prisoners—those so maimed that they will never again be worth anything for 'cannon fodder'—will be carried to fruition. If so, I hope that you will not forget poor old Leman when the exchange begins.

Longs for Friendly Face.

"I cannot sleep at night when I think of the possibility of dying on the enemy's territory, without a single friend to sooth my last hours, or close my eyes for the last time. I would like to have friendly faces about me when I pass on, even though I were compelled to die in a field hospital or in one of our own trenches.

"But do not forget poor old Leman."

The appeal of the veteran general, one of the idols of the remnants of the Belgian fighting force, has been quietly circulated throughout the army. The effect is apparent in the determination with which the Belgian forces, now back on the very front of the firing line, carry out their assaults against the Germans.

"Remember Leman and Liege," is a slogan that has been used with telling effect in the fighting in the north during the last few days. I was told by a number of the officers at general staff headquarters that every inch of the ground recovered by the Belgians since they returned to face the brunt of the enemy's assaults in the north, was a tribute to the reverence in which Leman is held by their men. It is realized that he will probably die where he is; that the suggestions of exchange will never be carried out fully and his comrades-in-arms intend to revenge him as much as possible.

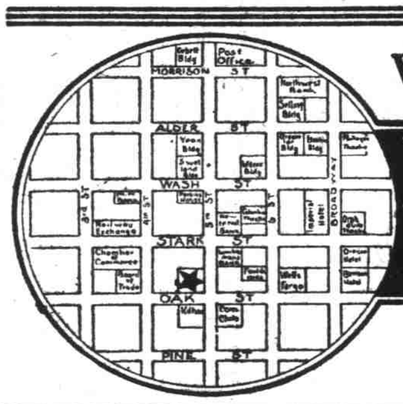
Americans Invite Dumont for Visit

Aero Club Wants Famous Frenchman to Popularize Aeronautics in This Country.

New York, Feb. 6.—Santos Dumont, the first man to successfully fly a dirigible airship and one of the pioneers in aviation, has been officially asked to come to this country and aid in the movement to popularize aeronautics by the Aero Club of America. Mr. Dumont is at present in Paris.

If he should accept the request, Mr. Dumont will serve on the same committee as Rear Admiral Peary and President Manuel Estrada Cabrera, of Guatemala. The scope of this committee's work includes North, South and Central America. Its chief work is in establishing stations on the American continent and paving the way for development of those South American countries which have little railroad communication, by means of aeroplanes and dirigibles.

To keep cinders and dust from entering car windows is the purpose of a recently patented device that catches and diverts them downward.



We're Not Quitting—We're Growing

EDWARDS Moves May First

TO FIFTH AND OAK STREETS

Get This Firmly in Your Mind---!!!

Between Now and the First Day of May Furniture Prices Will Be Cut to the Bone Throughout the Whole of This Big Store

9x12 Reversible Rugs at $4.75

Here's a big regular value at $9.00. At the price we are making—$4.75—it is unmatchable. Beautiful patterns suited to dining-room and bedroom.

Spring Is Coming and You Can't Stop It

Get ready for it! Take advantage of the Removal Prices. When Spring comes it will find you with all those necessary and wanted things of housecleaning time, and you will have made immense savings on your purchases.

Massive Brass Bed $10

An Unsurpassed Value

Here is the greatest Brass Bed value ever offered in Portland. Elegant satin finish. Guaranteed lacquer. Two-inch continuous post. Five fillers head and foot. Ball-bearing castors. You regularly pay $18.00 to $20.00 for this.

Childs' Mission Rocker $1.98

Here is comfort and pride for any little one up to 12 years. It is built on straight, strong, purely mission lines. It will outlast the toughest youngster. The rocker is exactly as we have it pictured.

Other Childs' Rockers as Low as 60c

THREE ROOMS of ELEGANT FURNITURE $15 CASH--and Small Monthly Payments

$1.25 Velvet Carpet Removal Price, Per Yd., Laid 95c

$1.25 Inlaid Linoleum, Removal Price, per Yd., Laid 95c

$59.40 DINING SET

TABLE—42-in., solid oak, six-foot extension. Exactly as shown. At.. $15.00

CHAIRS—Four, of heavy oak, built to exactly match the table. Now at $9.40

BUFFET—Large and handsomely designed. In mirror or heavy plate $21.00

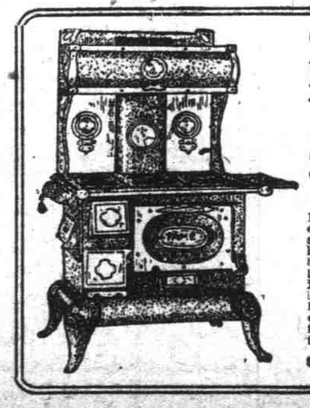
RUG—Genuine Brussels. You may choose from the many patterns. 9x10-6, now $14.00

THIS KITCHEN $23.00

Gas Range, New Process—Four burners, broiler and ovens. This price includes connections $16.50
Chairs—Two "Craft" style, of fine hardwood. The two for $3.00
Table—"Kitchen Treasure," with bins, drawer and molding boards. Strength and quality $3.50

$56.60 BED ROOM

Bed—Brass, handsome and massive, full size, well designed. On sale at $10.00
Dresser—Of Colonial oak, just as shown Large, roomy . $17.50
Stand—Of Mission design. Nicely made and finished $3.10
Chair—Of small bedroom design. On sale now at $2.50
Spring—All steel. Link fabric. Life-time guarantee $5.50
Mattress—Combination felt. Art covering. Well tufted and stitched. On sale at $7.50
RUG—Craftsman. 8.3x10.6, in popular browns, blues or greens. On sale at $10.50



Our Big Range Value $29.25

Electrically welded, non-rusting steel body. Has large flues. Asbestos lined. Has large firebox with duplex grate. Top is jointed, with loose plates. Nickeled parts highly finished and easy to keep clean.

$1 PER WEEK BUYS IT.

A GOOD PLACE TO TRADE

EDWARDS CO

185-191 FIRST ST.