

POINT OF VIEW ON FREEDOM OF SEAS SHIFTS WITH WAR

Nation That Is Neutral Has Different Interests to Serve Than One That Is Belligerent.

U. S. HAS EXPERIENCED BOTH

Widest Meaning of Term Would Abolish Blockade of Coast and Keep Trade Ports Open.

By J. W. T. Mason
New York, Nov. 29.—Frankness in discussing freedom of the seas is difficult to secure because every nation with a powerful navy has one set of interests to serve when it is a belligerent and another set when it is a neutral.

The widest meaning of freedom of the seas is that all blockades shall be abolished so that neutrals shall not be prevented in any way from trading with belligerent powers that have sea-ports. If this principle had been enforced during the present war, America and the allies could not have prevented Germany from getting whatever food supplies she desired from the South American and other neutral countries by direct trade.

Various Definitions Offered
A less inclusive meaning of freedom of the seas is that while blockade of a belligerent nation is permissible, no interference shall be allowed with the ocean commerce of any country bordering the belligerent nation. Had this rule been operative during the war, America and the allies could not have prevented Scandinavia from acting as Germany's agents and importing for Germany's use whatever foodstuffs Ger-

many could buy in South America and elsewhere.

America has had the unique experience of having been a neutral and a belligerent in the present war and so has been able to consider the two viewpoints. As a neutral, the American government was opposed to any interference with the desires of American traders to sell their products to Holland and Scandinavia. But, immediately the United States became a belligerent, American public opinion would not have permitted its government to recognize the freedom of the seas to the end that the neutral world could have fed Germany through Dutch and Scandinavian ports.

Policy Would Be Costly
Had this been done the war would undoubtedly have prolonged to the great destruction of America's young manhood and financial strength.

If war is abolished, freedom of the seas will come automatically. Otherwise, freedom of the seas has this triple character:
It is always a splendid principle for nations with weak navies, like Germany, that cannot hope to blockade their enemy's coast; it is a handicap for nations with great navies, like America and Great Britain, when they are engaged in war with an enemy that possesses a coast line; it is financially advantageous to exporting nations like America and Great Britain when they are neutral when a great war is being fought.

The ultimate question is whether financial advantage during a period of neutrality outweighs the possibility of defeat when the war comes home.

Murphy Asks to Be Relieved on Dec. 1

Salem, Nov. 29.—Warden Charles A. Murphy of the penitentiary has requested Governor Withycombe to relieve him of his duties at the prison on December 1, and the governor has informed him that this will be done if arrangements can be made. It is understood the governor will place Deputy Warden Burns in charge until Robert L. Stevens, newly appointed warden, arrives. Warden Murphy desires to step out of office the first of the month, as he says he has other business affairs awaiting him.

SEATTLE OFFICERS WATCH VESSEL WITH 100 CASES WHISKEY

Liquor Is Stored Behind False Partitions in Hold; Crew Under Arrest.

Seattle, Nov. 29.—(I. N. S.)—The steam schooner F. S. Loop, owned by the Loop Lumber company of San Francisco, with a cargo of 100 cases of whiskey, is watched over here today by a provost guard and 17 officers and members of the crew are under arrest.
The seizure came last night when the steamer docked here after being trailed three days by the United States revenue cutter "Scout." The revenue cutter, commanded by Captain Ben Lichtenberg and carrying a party of department of justice officers, waited off the entrance to Puget Sound for the Loop to appear. The department of justice had watched the loading of the whiskey at San Francisco.
When the Loop came in sight the Scout took up the trail and followed the schooner into this port. Within a few minutes after the Loop docked federal officers with the original plans of the schooner, boarded the vessel, and knocking away a number of false partitions found the liquor. The false partitions were carefully painted and apparently were a permanent part of the craft.

The chief engineer and two assistants were left aboard. The entire ship's company, it is expected, will be charged with violation of the Reed federal prohibition act.
The Loop was commanded by Captain L. Matson; John Ellison was first mate and George Cherdolev second mate.

Quinine That Does Not Affect Head Because of its tone and laxative effect, LAXATIVE BROMO QUININE (Tablets) can be taken by anyone without causing nervousness or ringing in the head. There is only one "Bromo Quinine." E. W. GROVE'S signature on the box. 30c.—Ad.

TELLS DETAILS OF LOSS OF PORTLAND BUILT SHIP



Lieutenant Arthur B. Cartright

SURVIVOR OF U. S. S. WESTGATE IS HERE

(Continued From Page One)

above the roar, the crashing of the deck load as it was torn loose and splintered like frail cigar-boxes. Before I could pass the word to the crew forward to stand by their boats, the captain blew 'abandon ship' and I will never forget how I felt when I heard that siren screaming. I knew we had to go, expected it, but 'abandon ship' on a siren, on an inky, black night, when you're wondering which way she will founder, and if the small boats can weather the sea, and where you'll go when clear of the ship, not knowing whether the ship that has rammed you is still afloat or not and the water is around your feet on the main deck, is an uncanny feeling.

Lifeboat Is Captized

"I helped the boys pull off safely after a little trouble with boat No. 4 and then crossed to No. 4 and found they were having a little trouble. Then by the small electric flashlights that we all had I found that all but boat No. 1 were safely away, so, sliding down a rope, we pushed off in that one. I had attempted to cut the life raft away and had lost my knife after two slashings. The water was full of wreckage, boxes, crates, lumber and all kinds of trash, and then we heard calls for help. 'The white water and phosphorous showed where the seas were breaking over the ship, and we began to pull into the wreckage to pick up men whom we afterward learned had been washed over the sunken portion of the ship in No. 6 boat, which had been caught on one of the lookout towers and capized. Four of our boys were lost by this accident. 'Then suddenly, as the lights of the Westgate disappeared, we saw new lights ahead and I'll bet the star of Bethlehem didn't look any better to the shepherds than those lights looked to us. We were soaked with rain, from the waves as they broke over our little boat, some of the boys were deathly sick from the awful bouncing around and we were fanned to freezing by the wind, and then—we heard more cries for help, voices of our pals, shipmates, fine fellows from good families, brothers of ours, and Americans. 'Did you ever hear a man call for help? You know you'd just naturally go to answer a woman's call without registering an impression of the call for help, but the voice of a man, a familiar voice of a strong powerful man, who is perfectly at home in the water, calling for help—I'll never forget it. We found him, swimming about in the water with a broken leg. We found two others near him fighting their way to his aid with loose boards, but they would have been too late.

Visits Ranch in Oregon
'Then, hearing no more cries, we headed for the lights again, and after some hours we were taken aboard the American. Her men manned our lifeboats and searched the wreckage for more men, but found none, and as the water in the hold of the American was gaining, we headed for Halifax at top speed.

Since the loss of the Westgate, Lieutenant Cartright has been stationed at Bush Terminal, in the division of ordnance, gunnery and military efficiency, at Brooklyn. He has been ordered to Seattle to resume his duties and, while in Oregon, has visited his ranch at Richmond. While here he has been a guest of Mr. and Mrs. S. W. King of 230 King street.

"FREEDOM OF SEAS" GREATEST PROBLEM

(Continued From Page One)

private owners and transit companies.

By Bernard Shaw
Freedom of the seas means that if you seize contraband of war you pay for it and all incidental damage; all that all nations have internationally guaranteed the right of way over all indispensable marine highways.

By Lieutenant Colonel Replington
Famous Military Critic
I have not the slightest idea of what freedom of the seas means, nor have I met anyone who can tell me.

By A. H. Pollen
Distinguished Naval Critic
Germany was defeated largely because at the last she was effectively besieged by sea. Had neutrals been free to supply her, the war might have continued another year. Had all supplies, especially from America, been stopped from the first, it would have been over long ago. Non-combatant trading with Germans has cost Europe and America millions of lives and \$50,000,000,000. If this is freedom of the seas, it has been a costly luxury.

By Archibald Hurd
Naval Critic of recent events have shown effective freedom of the seas, as of the world, demands maintenance of ancient sea rights which have repeatedly proved to be the salvation of civilization. Philip II of Spain, Napoleon and the Kaiser were defeated and the American Union was saved thereby in the civil war. Abolition of the blockade and of contraband would reduce the value of sea power 15 per cent, because it would enable great continental armies to be sustained almost indefinitely. The seas control

the land and so-called freedom of the seas means military autocracy by land.

By A. G. Gardiner
Editor of the Daily News
Freedom of the seas is universal and unqualified in peace times. In case of dispute between nations, if one nation rejects arbitration and the decision of the league of nations, and declares war, it will be denied use of the seas, while its opponent will have such use safeguarded.

By Col. J. C. Wedgwood, M. P.
Freedom of the seas means abolition of the right of capture or destruction of private property at sea in war time and no discrimination at ports between the different flags in peace time. Submarines alter the old situation, but, always as a liberal, I support President Wilson.

By Ralph D. Blumenfeld
Editor of the Daily Express
Until you abolish war, there can be no such thing as freedom of the seas.

By John St. Lee Strachey
Editor of the Spectator
Freedom of the seas means a sea freed, by vigilant policing, from thieves and murderers, just as freedom of transport means a road free from similar pests. An example is the action by the United States in the civil war, and by Great Britain plus America now. The German version of freedom of the seas means sinking without trace.

By General F. B. Maurice
Former British Director of Operations
The difficulty in freedom of the seas lies in its application to war. There is no restriction of navigation in peace. It has been suggested that it will be impossible to legislate satisfactorily for war, in which the unexpected is the rule. The methods of warfare change rapidly with mechanical developments. Therefore no government is willing to bind its country indefinitely.

ST. ANDREWS DAY TO BE CELEBRATED WITH DINNER AND PROGRAM

Event to Be Held Saturday Evening at Portland Hotel Expected to Be Society's Best.

The annual St. Andrews day celebration, which will be held under the auspices of the St. Andrews Society of Oregon at the Portland hotel Saturday, is expected to be one of the best in the history of the society.

After a Scottish dinner the following program will be given:
Introduction of officers, W. G. McPherson, retiring president; response, A. G. Findlay, president, "The President of the United States"; "King George"; "The Day an' a' Who Honor It"; W. R. MacKenzie, song, "Afton Water"; Harold Hurlbut, "The Beaver State"; Governor James Withycombe; dance, Highland Fling, Miss Elsie Johnston; "Scotland's Part in the Great World War"; Rev. E. V. Shaylor, song, "Where Hath Scotland Found Her Fame"; W. T. Crowther; "The Rose City"; Mayor George L. Baker; bagpipe selections, Pipe-Major J. H. MacDonald; "The Allied Armies and Navies"; Major T. A. Mills, U. S. A.; song, "Wi' a Hundred Pipers an' a'"; Harold Hurlbut; "The Press"; Dr. C. H. Chapman; "The Ladies"; A. H. Birrell, song, "Green Grow the Rashes, O"; F. T. Crowther; "Auld Lang Syne."

Reservation may be made from the committee in charge: A. G. Brown, James Cormack, K. K. Baxter and A. G. Findlay. Friends of the society may join in the festivities.

Steamer Jethou in Collision
New York, Nov. 29.—The Norwegian steamer Jethou collided with an unidentified ship in a dense fog in the narrows early Thursday. A hole thirty feet long and extending from the water line to the main deck was torn in the Jethou's port side, but she made her way into dock.
A recuperative diet in influenza. Horlick's Malted Milk, very digestible.—Adv.

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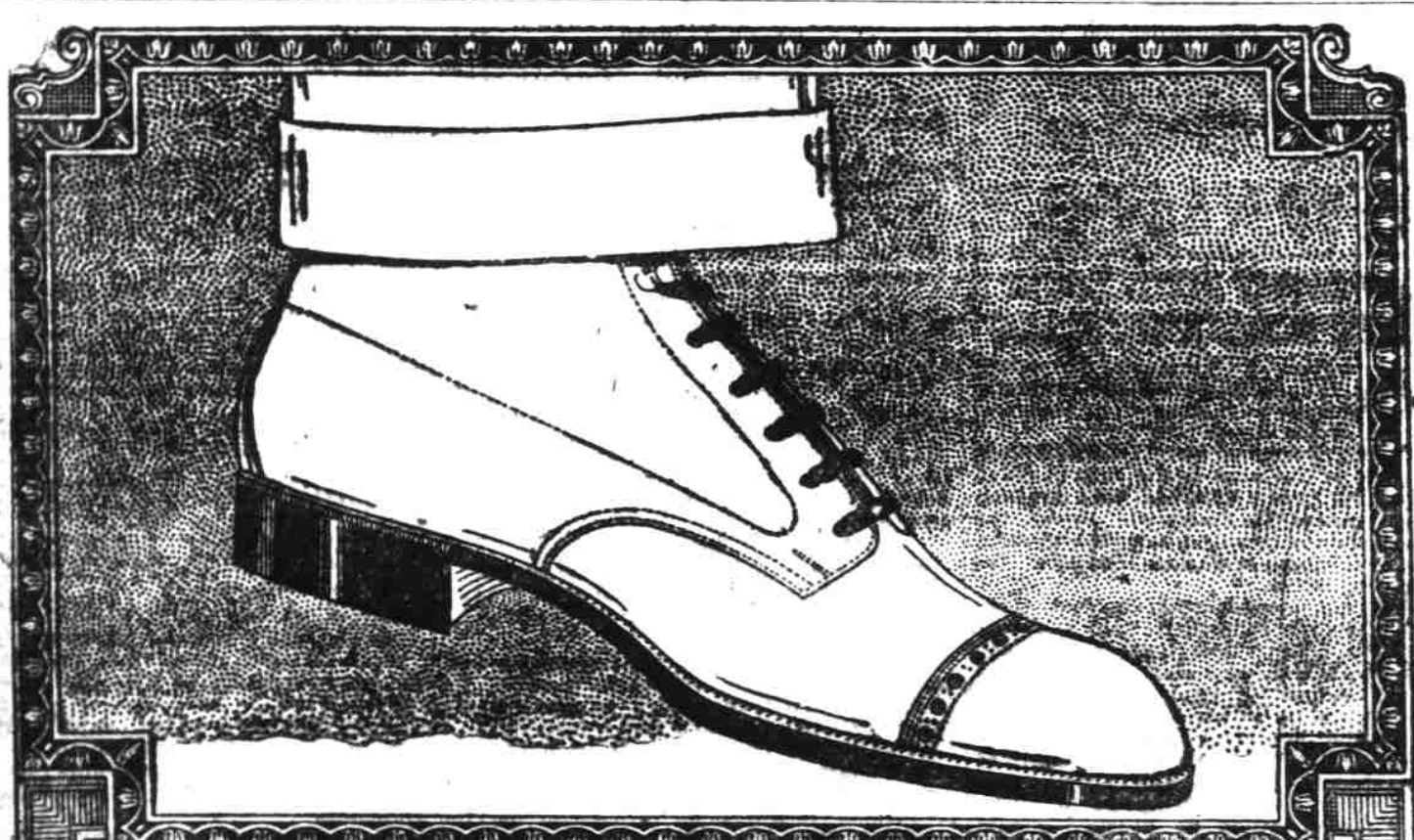
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Victor Records for December

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