

## WASHINGTON NEWS

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is no testimony against me except in the form of hearsay evidence, hearsay statements of men who are dead."

He took up in succession what he

termed the "different charges made."

As to the Archbold-Standard Oil contribution of \$100,000 Colonel Roosevelt said he knew nothing of it except the report that reached him just before he wrote his letter to Chairman Cortelyou on October 26,

1904, instructing him to accept no such contribution, or to return it if it had been accepted. He said he had been repeatedly informed that no contribution had been made.

"Cortelyou told me that," he added, "and Mr. Bliss told Mr. Loeb that and only the other day Cortelyou informed me again that he had been informed by Mr. Bliss that no such contribution had been received."

The colonel said he knew nothing of \$100,000 contributions by J. P. Morgan or George J. Gould until Mr. Morgan and George R. Sheldon testified before the committee yesterday. He knew H. C. Frick had contributed heavily. He said, and was ready to contribute again if it had been desired. Colonel Roosevelt said he had never denied that corporations gave to the 1904 campaign fund. At that time, he declared, it was not considered improper for them to contribute. He had made a rule for the national committee, he added, that no such contribution should be received from any source if it carried with it an implied or direct promise of return or favor from the administration.

President Taft discussed international peace with Pierre Loti, the retired French naval officer, telling him he would make another effort to secure arbitration with Great Britain.

## THAT ENGLISH PROTEST

From the press dispatches that have been sent out from New York an impression has been created that all England is up in arms on account of the passage of the canal bill, but as the London papers come to hand that does not seem to be the case at all. It is very evident that the thing that troubles the transportation interests the most is not free passage for American ships engaged in the coastwise trade which they say violates the Hay-Pauncefote treaty, but the section that prohibits railroad owned ships from passing through the canal at all.

Several of the London papers call attention to the fact that England can have no cause of complaint on account of the free tolls. The London Nation, which holds a very high position in the estimation of the educated class in that city, says:

"America, as a protectionist country, has stringent navigation laws. No foreign ship is allowed to engage in coastwise traffic between American ports, and, moreover, her courts have given the widest possible interpretation to the term 'coastwise traffic.'"

"This had obvious bearings on the provisions of the Hay-Pauncefote treaty. Its provisions for equality of treatment could not apply to vessels engaged in coastwise traffic and using the canal because only American vessels in fact were so engaged. If the treaty meant that American ships which enjoyed a monopoly under the navigation laws when plying round Cape Horn between the eastern and western coasts of America should lose that monopoly when they used the canal it should certainly have said so, but no one ever suggested that the treaty suspends the operation of the navigation laws when the coasting trade goes through the canal.

"The greater discrimination includes the less, and as the navigation laws exclude all but American ships from the coasting trade the grievance of discrimination in tolls upon coastwise traffic would seem to be somewhat unreal. The coasting trade is already an American monopoly, and the imposition or relaxation of dues upon it would seem to be a purely domestic affair.

"It is true that the exemption of American coastwise ships from all tolls would seem to throw an unfair burden on the overseas trade, but

provided that the burden is evenly distributed on the ships of all countries there is no discrimination within the terms of the treaty."

The railroad interests attacked this section of the treaty, although it is not the one of vital interest to them, but because the other sections opened no point of attack. After the English government has presented its protest, being forced thereto on account of Canadian pressure, that will probably end the matter.—Omaha World-Herald.



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