## THE MORNING OREGONIAN, WEDNESDAY, APRIL 11, 1900.

# OCEAN MAKES RATES Continued from First Page.) West that the East and Middle West have to Portland. Take wood pulp, for exam-ple. The rate on this article from St. Paul to Tokohama is the same as from St. Paul to Portland. Questioned from First Page.)

Question by Mr. Pillsbury: Do you hink this Eastern compatition in Do you

think this Eastern competition is anything but a question of rates? A. I never thought it was anything else. Q. Have profits increased or done les.

Q. Have profits increased or decreased in the past four or five years?

They have materially decreased,

across the Pacific absorbs the rail rate or the rail rate absorbs the water rate. I understood at the time I looked into the

matter of Oriental business that the rate on whisky from Portland to Japan was

Q. Can you ship goods from Cincinnati

What is the difference between the

Q. Will the goods handled by you stand

uired to answer the question.

Favors American Goods

nnati to Portland?

A.

representing Middle West firms, who go through the country taking orders. These firms have no houses established on the Pacific Coast. They pay no taxes and are in no wise identified with the business in-terests of the Coast. We have felt their competition since 1892 or 1893, more than ever before."

of affairs? A. Tea. But the steamship company to which we complained answered that it had to meet water competition from Eu-rope via the gues canal. We recognized the force of the water-competition argu-ment, and submitted with good grace. Water competition is the controlling factor in making rates

Mr. Biles here explained the effect of Mr. Blies here explained the effect of water competition on raises to Willamette Valley points, Astoria and The Dalles. Continuing, he said: "We have no water competition toward Tacoma. Therefore its costs us as much to ship 100 miles toward Tacoma as the freight rate from San Francisco to Portland amounts to." Q. What is your opinion of graded rates?

Why? Owing to the competition which the rates? A. I cannot see how they can be ap-plied. Water competition effectually pre-vents the adoption of graded rates. When a vessel, loaded with cargo is once at see, board with cargo is once at see, A. Owing to the competition to put up Middle West has been enabled to put up through favoring rates from the railroads. In reply to a question by Mr. Pilisbury, In reply to a question by Mr. Pilisbury, a vessel, loaded with cargo is once at sea, it costs but little more to send her 10,000 miles than 5000 miles. Cost of loading and unloading are the chief items of expense. Q. If you are forced to use the water In reply to a question by Mr. Philsbury, Mr. Van Schuyver remarked that freight rates from Portland to Hong Kong were higher than from Middle West points to the same place. Commissioner Clements evinced great interest in this aspect of the subject, and closely questioned Mr. Van Schuyver regarding his knowledge of the situation. Mr. Van Schuyver said: "I have been told that Chicago or Peorla can deliver whisky and spirits in the Ori-

A. Yes, We would just the user is used in which foreign countries? A. Yes, We would in that event buy in England, Belgium and France many ar-ticles now purchased in America. Q. Can you buy on the Atlantic Coast all the articles are you for the Matin can deliver whisky and spirits in the Ori-ent for the same price that they are laid down in Portland. Either the water rate

all the articles you get in the Middle A. All except one-linseed oil-and that

is not being produced on the Pacific Coast, The St. Paul agreement has st millated the manufacture of linseed oil on the const.

S5 cents per 100 pounds, which was the same as the rate on whisky from the Mid-dle West to Portland. If we attempt to do business with the Orient we will have Q. Is not the fact that the Middle West is a near base of supplies of some mo-ment to you in your business? A. No. We can get goods from Chicago A. No. We can get goods from Chicago and St. Louis in 12 days, and from New York in 15 days. The difference in time is of no particular consequence.

# Question by Mr. Herrin-If the rate from Chicago or St. Louis were reduced f cents below the New York rate, what is your opinion of the effect; as a merchant, without regard to your opinion of railroads?

roads? A.-The effect would be to give the local-ity getting this rate a monopoly of the business. Sooner or later it would have a monopoly and we would get nothing. At the present time most of the commodities of the Middle West are in the hands of combinations that put you in the position of buying from one institution. This rule does not apply to the Atlantic seaboard. Mr. Christy now took Mr. Biles in hand for cross-examination.

for cross-examination. Q.-What waiter rate from New York would equalize a \$1 all-rail route, taking into consideration the disadvantage of water transportation? Mr. Biles said he could not answer the

The winess was, therefore not built age. The winess was, therefore not worked to another the suggestion of the fact that shipment by sea adds age to whisky, and that whisky improves with age. The winess was, therefore not question without considerable close figur-ing on interest, insurance and risk of damage. Q .- What was the effect upon your busi-

ness of the differentials put into effect in May, 1809?

in May, 1899? A.-They unduly cut up, the small coun-try trade. The low differentials gave East-ern jobbers an idea that they could do business here, and they sent out traveling men. They get some orders and make it expensive to us to get business. The purchaser is not ahead in the deal, but the Coast jobbers are out of pocket. Q.-Are the St. Paul differentials favor-able or hostile to your interests? A.-Favorable to the Middle West jobber and hostile to the Pacific Coast jobber.

able or hostile to your interests? A.-Favorable to the Middle West jobber and hostile to the Pacific Coast jobber. For this reason we have been diverting trade from the railroads that adopted the St. Paul differentials. We consider the St. Paul action the entering wedge of the railroads for further reductions in differ-entials. It is not so much what has have A. About one-half are made in the Middle West and the other half on the At lantic seaboard. Five years ago we bought but little from the Middle West. Of late, our purchases in the Middle West have entials. It is not so much what has been done as what might be done. We consider the St. Paul differentials entirely unfair our purchases in the Aliddie West have been considerable. One reason for this was that we adopted a plan of buying American-made goods. So long as the con-ditions were nearly equal, we favored the Middle West. Q. Has your firm bought goods from Furgored

to the Pacific Coast. Q .- Do not the differentials sharpen com-petition and reduce cost to the retailer A.-On the contrary, the retailer pays

A.-On the contrary, the retailer pays a higher price. If the trade is too much cut up the result will be that one strong house will work the field at a loss until it can we buy glass, cement, dry colors A. We buy glass, cement, dry colors and a few other articles from Antwerp, Hamburg and the English ports. The ships come direct to Portland, and return to get control, when it will raise prices and recoup its losses; or else two houses work-ing the field will have to put up prices in Europe with cargoes of wheat and flour. After we began buying from the Middle order to make a profit. Overc petition

dency to force his company to in its shipments by water.

# Effect on Drug Tre

L. Blumauer, president of the Blumauer Frank Drug Company, was the first with ness called at the afternoon session. He was questioned generally by Mr. Pillsbur-regarding the conditions prevailing in the wholesale drug business prior, to the time that the Milwaukee and the St. Pau wholesale drug business prior, to the time that the Milwaukee and the St. Paul regulations were put in force, and what would be the effect of reducing the differ-ential between carload and less than car-load lots of such goods. Under the Mil-waukee tariff, he said, carload lots were 97 cents a hundred, and less than carload lots 91 25. Since the St. Paul regulation went into effect, carloads were 91 25, and the differential on less than carload lots less in proportion than before. The result had been that competition with Middle West jobbers had increased much and profits were being cut down. Witness said said in some cases the margin of profit had been reduced to a mere triffe, say 6 or 7 cents. In earlier days his firm could reach out into Idaho and that sec-tion of the country, but now could not pass Baker City. Some goods were soid in Bokse City, but it could only be done by giving the freight of 50 cents, which took all profit.

Mr. Pillsbury emphasized the necessity

af allowing Pacific Coast jobbers the choice of more than one buying market, by asking witness what was the effect in this regard of being forced almost ex-clusively to water transportation, for goods received.

goods received. Mr. Blumauer answered that he now purchased extensively in the Middle West. Chemicals were bought at St. Louis, crude goods at Chicago, and most of the class known as notions came from the Middle West. If the differential were reduced so her that mater incompetition would have low that water transportation would have to be resorted to by Pacific Coast jobbers, about all Mr. Blumauer's goods would have to come from or near the Atlantic scaboard, where ships could reach them. Thus the Atlantic scaboard would be the only builds market method would be the nois the Atlantic season would be the only buying market practically open to the Coast. At the present time, Mr. Blu-mauer said, from \$ to 10 per cent of goods received by his firm was shipped on the water, aside from those received direct from Europe. Before the tariff of 1838, at Milwaukee, where the differential was made larger, Mr. Blumauer said the per cent received by water was about double,

cent received by water was about double, or approximately 20. Regarding assorted carloads, of which regulation in force complaint has been made, Mr. Blumauer said there were but few classes of goods received by his firm which could not be shipped in one car. Cross-examination by Mr. Christie was not bright for the Pacific Coast view of the question. The line adopted by the the question. The line adopted by the lawyer is outlined in the first two ques-

Q .- Your interests are better served by a wide differential, rather than low car-load rates?

A.-Yes, sir; a fair differential. W want a differential of 40 to 50 cents, S that we can compete with the East. Q.-I would like to know in what direction tion does the consumer's interests lie. Who is aided by a high carload rate? You want a big differential, whether prices are high or low. Does freight enter into the cost of goods you sell here on the Coast? Mr. Blumauer said that his firm sold a

Eastern prices, with freight added, where-upon his questioner wanted to know if changes of freight rate did not affect the consumer. This was answered by the statement that the cent or two of differ-ence of the price to the retailer did not ence of the price to the retailer du not affect the consumer, as the retailer's mar-gin was sufficient that he did not vary for such fluctuations. Mr. Blumauer's explanation of the effects of being driven to water transportation for goods re-ceived was that it demoralized the business to depend solely upon this method.

#### Tacoma Hardware Man.

Frederick Mottet, of the hardware fit of Hunt & Mottet Company, Tacoma, fol-lowed on the stand, and was questioned along the same lines. Mr. Mottet ex-plained that the goods handled by his firm were affected by the reduction of differential at St. Paul in 1898. The differ-ential on hardware had before been made ential on hardware had before been made about 50 cents at Milwaukee, which figure Mr. Mottet thought very reasonable and just. He repeated Mr. Blumauer's experi-ence of increasing competition with Mid-die West jobbers since the St. Paul tariff and loss of much territory. Receipts by water transportation had been largely in-

his own expense. There was but little to do in passing upon and checking up the bills of lading. In less than carload lots DAILY METEOROLOGICAL PORTLAND, April 10.-6 P. M. temperature, 60; minimum temperature, 60; river reading at 11 Å. M. 10.0 freet; change in the last 34 hours, 1.2 feet; total precipitation, F. M. to 5 P. M. 0.00; total precipitation from Sept 1, 1896, 31.81 inches; normal pre-cipitation from Sept 1, 1896, 30.44 inches; defi-ciency, 7.65 inches; total sunshine April & 9:30; possible sunshine April 6, 18:16.

bills of lading: In less than carload lots the freight always passed through the company's warehouse. By computation, it had been seen that there was an average of from 35 to 60 consignees represented in each less-than-carload car, and the cleri-cal work in delivering this was equal to that of about 35 or 40 carload cars. Quite valuable information was given by Mr. Glover as to the relative quantity of goods hauled in each car, where it was in carload lots or less than carload lots. During the last six months of 1859 the carload lots averaged 14.5 tons per car, while the less-than-carload lots averaged only 7.2 tons per car. This stalement was apparently felt by the Middle West, for on cross-examination there were many WEATHER STNOPSIS. The barometer is failing, the temperature is rising and clouds are gathering over Western Oregon and Western Washington, indicating the approach of a storm from the ocean, that will make its influence felt Wednesday by showers and brisk to high southerly winds along the North Pacific Coast. They will extend inland as far as the Cascade Mountains. East of this range the indications point to still another fail day, with no decided change in temperature. Sharp frosts occurred Tuesday morning in Oregon and Washington. on cross-examination there were man questions asked on the point. The earn ings of the O. R. & N. for transcontinent Dregon and Washington. ings of the O. R. & N. for transcontinent-al business averaged \$288 per car for car-load lots, and \$20 per car for less than carload lots. This was with the average tonnage bifore given, and had the purpose of il ustraing the natural costlines of handling the smaller quantities. On East-bound local fright, the average earnings

Showers; southerly winds. Eastern Oregon, Eastern Washington and Northern Idaho-Increasing cloudiness; southof the company were \$102 per car in car-load lots, and \$50 per car in less-than-carerly winds. Southern Idaho-Fair; probably warmer load lots. Mr. Glover explained that less than carloads shipped out from here averastern portion; southerly winds. Portland and vicinity-Showers; winds shift ing to southerly.

aged about two tons less quantity than transcontinental received from the East. Mr. G over admitted on cross-examination that there were a great many classes of goods a nt to the Coast, such as hats, MARQUAM GRAND-CAL HEILIG, Mgr. MARQUAM GRAND-CAL HEILIG, Mgr. Two nights and Saturday Matines, Friday and Saturday, April 13 and 14, Mark Twain's Pow-erful Play, "PUDD'NHEAD WILSON," dram-atized by Prank Mayo, and presented by Mrs. Edwin Mayo's original company with that sterling American actor, MR. BURK Mo-INTOSH, direction Wm. Warmington. PRICES-Lower floor, except last 3 rows \$1; balcony, second 3 rows, 56; balcony, first 3 rows \$1; balcony, second 3 rows, 75c; balcony, for \$1; children to all parts of the house, 50c. Seats now on sale. etc., on which there were no carload rates. Then he defended his statement that cars with less than carload freight could not

be loaded more than about 50 per cent as heavily as where they were loaded in carload quantities. The different destina-tion of less-than-carload lots, the varying quality of goods, and the natural fraility of certain grades, were mentioned as reasons. Mr. Christle assumed that as reasons. Mr. Christie assumed that there was a large quantity of goods to be shipped from Chicago in less than carload lots, and wanted to know if enough nails, castings, hardware or dry goods could not CORDRAY'S THEATERcastings, hardware or dry goods could not be taken out to fill a car or more with each grade, and thus load it as heavily as if the goods had been started in carload lots. Mr. Glover maintained that if an attempt was made to fill a car with one grade, it would be found that the destinations were different, which, added to the above reasons, would make it absolutely impracticable to load heavier on the average than he had indicated. Numerous

questions were asked by the attorney and the Middle West jobbers, tending to weaken this statement, but seemingly without avail, and at the close the Commissioners asked several questions. The fact that goods coming from Chicago or SL Louis and other Middle West centers

had common transfer points, such as the Missouri River, did not alter Mr. Glover's position, which, he said, was based or actual experience. Witness said about 25 per cent of trans

continental freight-which meant from be-yond the 77th meridian-coming here was in less than carload lots, and the remainder in carload lois. Mr. Glover once said that the St. Paul regulation reducing the that the St. Paul regulation reducing the differential affected the earnings of his read, but later refused to go into details, as he had not figures. Questions relating to the policy of raliways in fixing the differentials he refused to answer, as bearing on traffic matters, while he had here called merely on the station business. been called merely on the station business of the O. R. & N. here, as shown by re-

celpts and shipments. In getting down to figures of the actual cost of handling transcontinental business at the depot, in carload and less-than-carload lots, Mr. Glover said the former av eraged from 4 to 6 cents a ton, while the latter cost from six to eight times as much, based on tonnage. In actual cost, rather than basing figures on tonnage Mr. Glover asserted that less than carload lots came as high as 60, 70 and 80 cents per ton for handling. These figures struch home, for they represented only the addi-tional cost of handling less than carload lots, and did not include the extra cost involved by hauling but 50 per cent as much in a car

much in a car. The Commission will finish its hearing this morning, probably an hour or morn before noon. The session will commence at 9 A. M., instead of 10.

W. C. T. U. Entertainment.

The Woman's Christian Temperance wards. For tomorrow-2 pounds Arbuckle Lion or Columbia coffee, 25c; flour, 60c, 6 and 70c per sack; Diamond hard-wheat flou 80c per sack. 185 Third st., near Tamhill. and musical entertainment at Hunter' Hall, this evening, April 11. The pro-gramme will be a treat to those who en-YOU CAN HEAR IT DROP! ALL BES creamery butter down to 40c and 40c; fan dairy butter, 30c and 35c; ranch eggs. 3 des 25c. Buy your goods at wholesale price save one profit. La Grande Creamery Ca., 3 Yambili st., near Third. Both phones. joy good music and elocution. Following

At 984 East Salmon st., at 10 A. M., by J. ( Currie, auctionser. MEETING NOTICES.

WEATHER SYNOPSIS.

WEATHER SYNOPSIS

Forecasts made at Portland for the 28 home ading at midnight Wednesday, April 11: Western Oregon and Western Washington

AMUSEMENTS.

ONE WEEK, COMMENCING SUNDAY.

APRIL & APRIL & MATINEE SATURDAT. THE FRANTICALLY FUNNT PARCE, "HAVE YOU SEEN SMITH?" "HAVE YOU SEEN SMITH?" "HAVE YOU SEEN SMITH?" THE FAVORITE OF FUN AND FROLIC. Regular prices-Orchestra and dress circle

AUCTION SALES TODAY.

At salesrooms, 182 First st., cor. Yamhill, a

Regular prices-Orchestra and dress be; gallery, 25c; loges, 50c and 75c.

WASHINGTON CHAPTER, NO. 18 R. A. M. Regular convocation thi (Wednesday) evening, 7:20 o'clock Masonic Hall, Burkhard building Work Royal Arch degree. By ords E. H. P. 0

PORTLAND LODGE, NO. 68, K. OF P.-igular convention this (Wednesday) evening Marquam building. Esquire Rank. Via ors welcome. E. J. JAEGER, K. of R. & S.

CORINTHIAN CHAPTER, NO. 5 O. E. S.-Stated communication the (Wednesday) evening at 8 o'clock By order W. M. MYRA H. GLINES, Sec. X

SAMARITAN LODGE, NO. 2, L O. O. F-Regular meeting this (Wednesday) evening T30 o'clock. Initiation. Visitors welcome. M. OSVOLD, Sea.

ORIENT LODGE, NO. 17, L O. O. F.-Regn lar meeting this (Wednesday) evening, corne Grand ave. and East Pine st. Initiation. Vis itors welcome. N. A. BOSSING, R. S.

ELKS' SOCIAL Thursday night. Member and visitors will get their tickets at Sig Wes theimer's, 123 Sixth et.

EDWARD HOLMAN, Undertaker, 4 and Yamhill sts. Rena Stinson, Ind assistant. Both phones No. 507.

J. P. FINLEY & SON, Undertaker Lady Assistant. 275 Third st. Tel.

Floral pieces; cut flowers. Clark Bros. 259 Morrison. Both phones.

## NEW TODAY.

HEWITT-BUTTER, BUTTER, BEST DAIR; only 35c per roll; good sweet dairy. Soc rol deviled ham, 6 cans for 25c. This devile ham is of high grade, and makes a no junch. 30 pounds dry granulated sugar, 3 with all general grocery orders of \$3 and u wards. For however, orders of \$3 and u

# Polk-A. N. Poola. Tillamook-Alva Fir NAMED PART OF TICKET Tillamook-Alva Finley. Umatilla-A. M. Elam, J. L. Vinson. Wasco-O. D. Taylor, D. Taylor, R. B. PROHIBITIONISTS HOLD & STATE

C. F. Mille, J. C. Barrett, C. L. Barrett. This finished the proceedings of the forenoon session. The body reconvened at 130 and the committee on candidates made the report previously published. Nearly all of the men whose names were men-tioned were in the hall and signified their willingness to make the race. The report was then unanimously adopted. On motios of T. C. Jory, of Salem, the delegates to the National Convention, which meets at Chicago, June 27, were empowered to fil any vacancies that may exist in their delegation. egation.

At 3 o'clock, the secretary read the min utes of the convention up to that hour; they were approved by the chairman, and as many of the delegates as desired to ge

as many of the delegates as desired to ge home were excused. The chairman of the National Commit-tee, Oliver W. Stewart, of Chicago, then made an earnest and eloquent address on the principles of the Prohibition party. Many people, not delegates, came into the hall, and the speech was listened to with careful attention by a large audience. The convention adjourned at 4 o'clock,

# "THE SCOTT COUNTRY."

## Robert Livingstone Entertains Cathedral Class

The fourth in the series of cathedral class lectures, "The Scott Country," was delivered by Robert Livingstone to a large and appreciative audience last evening at the First Presbyterian Church. The lec-ture was illustrated by an exhibition of beautiful stereopticon views that brought vividly before the eyes of those present the scenes described by the speaker. "Before the time of Scott," said the lec-turer, "Scotland was little known and selto pay the freight rate from the East to Portiand, plus the water rate from Port-Question by Commissioner Clements-What is the cost of shipping 100 pounds of goods by water from the Atlantic sea-board to Portland? A. The rates vary, according to the

supply of ships. On a package weighing between from 500 to 335 pounds, the rate from New York to Portland is from \$3 before the time of Scott, said the jec-turer, "Scotland was little known and sel-dom visited; but since he has celebrated the beauties of the Scotch lakes and moors in song and story, streams of tourists from all parts of the world pour in to view the spots his magic pen has deto 11 50. to the Atlantic seaboard, thence by sea to Portland for less than by rall from Cinorthed. A. Yes. Q. Wha

The City of Edinburgh, the birthplace The City of Edinburgh, the birthplace of the great poet, was the first place de-scribed. Pictures were shown of the au-thor's early home, the streets he passed through daily during his student days, the citadel from which he was accus-tomed to gaze down on the city and across the Firth to the Fifeshire hills beyond. In Edinburgh stands the magnificent monument erected to his memory. From the city the speaker carried the audience over hill and dale, showing pic-tures of ruined castles and abbeys, around which the tales of Scott have cast a glamor of romance. Stirling Castle, the two rates? A. By rall to the Atlantic seaboard and thence by sea to Portland the freight on a barrel of whisky is \$5 50. By rail from Cincinnati to Portland the cost is \$6 a

around which the tales of Scott have can a glamor of romance. Stirling Castle, the ancient home of Scottish Kings; Loch-Katrin, beautiful Ellen's Isle, celebrated in the "Lady of the Lake," were pictured

## PERSONAL MENTION.

M. A. Miller, of Lebanon, is in the city T. C. Taylor, of Pendleton, is at the Im-

W. A. Booth, of Prineville, is at the Dark

Washington-Julian Hatch, J. M. Hun-ter, G. W. Maskel, H. S. Sturdevant, William Baxter, F. P. Morgan, E. Wella, J. W. Spangler, R. E. Courtright, S. W.

Potter. Yamhili-N. L. Wiley, J. K. Blair, H. M. Williams, J. C. Lucas, Amos A. Graves, D. A. Snyder, H. L. Boardman, A. J. Hunasker, M. Votaw, J. M. Ritten-house, Mathow Ferrell, Rev. J. F. Day, C. F. Mille, J. C. Barrett, C. L. Barrett, This dushed the proceedings of the

Delegates to the National Convention-Rev. C. R. Stevenson, Albany; Dr. E. L. Lane, Portland, J. A. Longbottom, Albany; Rev. G. G. Haley, Warrenton; Dayton Taylor, The Dalles; E. O. Miller, Portland; L. H. Amoa, Portland; F. P. Morgan, Hillsboro; A. Mo-Elam, Milton.

CONVENTION.

the Administration for the Existence of the Army Canteen.

PROHIBITION CANDIDATES.

Supreme Judgo-C. J. Bright, of Wasco. Congress - First District, W. P. Elmore Brownsville; Second District, Leslie Butley Hood River.

Hood River. Presidential Electors-N. A. Davis, Milton C. F. Mills, McMinaville; N. F. Jenkins Grant's Pass; F. R. Spaulding, Hood River. State Food and Dairy Commissioner-P. I.

Kenady. State Central Committee-L H. Amos, Chair-man; E. O. Miller, Secretary; F. McKercher,

Resolutions Were Passed Se

The State Prohibition Convention, in section yesterday in the A. O. U. W. Hall, nominated candidates for some of the of-fices, elected delegates to the National fices, elected delegates to the Nathing Convention, named a new state commit-tee, framed a platform and passed reso-lutions denouncing the Administration for the existence of the Army canteen. Per-manent organization was effected by the election of H. M. Clinton, of Portland, chairman, and C. F. Mille, of McMinn-ville secretary. Only 14 counties were chairman, and C. F. mins, or meaning ville, secretary. Only 14 counties were represented, with a delegation of 65, but enough visitors signed the membership roll of the convention in the afternoon

to bring this number up to 100. The chairman appointed the following committees, acting on suggestions from the different delegator:

the different delegator: On platform and resolutions-J. R. Park-er, Benion; Oliver Jory, Marion; C. Bright, Sherman: D. A. Sinder, Yamhill; A. M. Elon, Umatilla; O. D. Taylor, Wascot Rev. J. A. Longbottom, Linn; L. B. Han-na, Lane; Lewis Bolsiger, Morrow; F. L. Posson, Multnormah: Alba Finley, Tilla-mook; T. B. Lott, Columbia; E. B. Lock-hart, Washington; G. G. Haley, Clatsop, A. M. Pool, Polk; T. J. Cocking, Clacka-mas.

On nominations-Henry Sheak, Benton On nominations-Henry Sheak, Benton, P. L. Kennedy, Marion; Rev. J. T. Day, Yamhili; J. L. Vinson, Umatilla; Mr. White, Wasco; W. P. Elmore, Linn; S. B. Hanna, Lane; A. Wright, Morrow; A. M. Bray, Multnomah; Alba Finley, Tilla-mook; T. B. Lott, Columbia; S. W. Parker, Washington; J. L. Trumbull, Clat-cop; A. M. Pool, Polk; J. Tompkins, Clack-

mittee on enrollment was appoint A committee on enrollment was appoint ed in lieu of the usual committee on cre dentials. It was as follows:

J. S. Vinson, Umatilla: N. L. Wylays, Yamhili; J. W. Simps, Linn. The committee on order of business was d of J. T. Day, H. L. Boards

and E. T. Johnson. Rev. George W. Grannis, of McMinnville, editor of the Oregon Searchlight, made a strong appeal in behalf of his paper.

The committee on resolutions then re-ported the following platform:

ported the following platform: We, the representatives of the Prohibi-tion party of Oregon, in convention as-sembled, believing the liquor traffic to be morally, politically and financially the greatest evil resting upon our country, and realizing the absolute impossibility of se-curing the removal of this crime-breeding, poveriy-creating and soul-destroying busi-ness, except through a political party created for and pledged to this end; there-fore.

reated for and pledged to this end; there-fore. Resolved, That while there are many other reforms regarding which we hold firm convictions, and upon which we, as a party, could unanimously agree, we be-lieve it to be the part of wisdom to con-centrate our efforts upon the one issue which clearly outweighs in importance all other issues combined-the prohibition of the manufacture and sale of intoxicating liquors for beverage purpose. Resolved, That in the accomplishment of this one clearly defined purpose, we invite to party fellowship all those who on this one issue with us agree, in the full belief that the party thus created will be endowed with the requisite wisdom, pa-triotism, courage and ability to take up and spelly settie all social, financial, eco-pomic, industrial and terril orial questions that may necessant themalyes.

The testimony of Alfred F. Biles, man-ager of W. P. Fuller & Cq., wholesale dealers in paint, oils and glass, showed the temper of the Pacific Coast jobbers relative to the lowering of differentials and the resources at their command for dealing with the transcontinental rail-road. Cross-examination by Mr. Christie failed to shake Mr. Biles in any partic-ular. in the "Lady o on the canvas. Abbotsford, the home the poet loved best, and in which he spent his declining years, was shown and described in detail. The spacious entry-hall, its walls lined with antiquated weapons and armor; the magnificent drawing-room, the library, containing thousands of volumes, and the cosy study, in which were written the au-thor's best-known works, were admirably pictured. Melrose Abbey was the only Q.-By Mr. Pillsbury-How are your purchases east of the Rocky Mountains distributed?

ther's best-known works, were admirably pictured. Melrose Abbey was the only place of which Scott took a formal fare-well before his death. He dragged his feeble limbs from Abbotsford to a point commanding the spot, and took a last lingering look at the ruin he had cele-brated in the "Lay of the Last Minstrei" in the lines: If then wouldst view Melrose aright

If thou wouldst view Melrose aright Go visit it by the pale moonlight. For the gay beams of lightsome day Gild but to flout the ruins gray.

that may present themselves As a supplement to the platform, the

committee offered the following:

committee offered the following: Resolved, That the attitude of the Re-publican party toward the liquor-selling Army canteen should drive out of that party every loyal citizen who has hereto-fore voted with it. These facts should be known. The canteen does not exist in accordance with any law. Congress has not provided for it by any act of legisla-tion. On the contrary, Congress did pass a bill which the President signed, that prohibits in express terms, the sale of liquor in the Army by either soldler or civilian. As Commander-in-Chief of the Army, President McKinley could strike down aud outlaw the canteen with one order. He refuses to do so, but permits it to continue. He who votes the Republ-can ticket gives his indorsement to that policy.

can ticket gives his indorsement to that policy. Resolved, That the policy of the Ad-ministration, as indicated in its protection of the liquor business in Cuba, Puerto Rico and the Philippines, is a stain on our National honor. Our rule in these islands is a military one. It is within the power of the President to protect the help-less, defenseless mattwes of those islands from the merciless greed of the liquor power. He has refused to do so. Intoxi-cating drinks have followed the flag to the rule of the natives. The Republican party and President McKinley have in-augurated the policy, and under it the saloon thrives. We call upon liberty-lov-ing, law-abiding Republicans to join us in an expression of our opposition to that policy with our votes for the Prohibition party. Resolved. That the Democratic parts Bes

policy with our votes for the Prohibition party. Resolved, That the Democratic party and its leader, Mr. Bryan, are charged with inconsistency and lack of sincerity in that while pretending to unalterable op-position to trusts and monopolies they have not a word to say against the liquor traffic, which, through the saloon, fur-nishes the corrupt and purchaseable vote by which all unjust and dangerous com-binations and organizations entrench themselves in power. Mr. Bryan and the Democratic party desire, expect and will receive a shade of the saloon vote as a reward for their silence and betrayal of home and country to the liquor power. They should not receive the vote of one who believes the saloon to be an evil. He who thus believes owes it to his coun-try and humanity to cast a Prohibition ballot. This precipitated a warm contest. I. H.

This precipitated a warm contest. I. H Amos, in speaking on the supplementary resolutions, spoke of President McKinley as fluctuating between the proprietor of a brewery and the pastor of a church. He said: "McKinley is an excellent type of the composite politician. Take a brewet and a prescher and cast a light through

and a preacher and cast a light through them, and you have McKinley." Rev. C. E. Cline defended the Presi-dent. He said eome of the Prohibilionisti thought they had a monopoly on tem-perance. He said also that such resolu-tions as this would turn many Resulticants tions as this would turn many Republican from the party who would otherwise vot the Prohibition ticket. He then proceeded the Prohibition ticket. He then proceeded for 15 minutes to make an ingenious and elaborate defense of the Republican party. Rev. Mr. Baker, a Prohibition lecturer, followed Mr. Cline, and poured hot shot into both the Republican and Democratic camps. The resolutons were adopted, there being only one dissenting voice. The report of the committee on enroll-ment then reported the following delegates

ment then reported the following delegate present:

Benton-Henry Sheak. ' Clackamas-J. S. Forbes, J. Thompkins

Ciatsop-L. J. Turnbull. Columbia-T. B. Lott. Linn-J. S. Longbottom, Rev. W. P. Elmore, A. T. Powell, J. W. Swift, T

J. Hacklemann. Multnomah-E. L. Lane, Thomas Hans H. W. Stone, H. M. Clinton, H. H. Cro-ner, E. O. Miller, M. Buchanan, Aaron M. Bray, T. L. Kneeland, E. T. Johnson, F. L. Fapton, A. L. Kceman, N. A. Baker, George M. Weister, A. Flaid, H. V. Hay. George M. Weister, A. Field, H. V. Har

Morrow-Albert Wright. . Marion-George W. Grannis, nedy, J. A. Taylor, A. Jory. J. Ken

J. M. Church, of La Grande, is at the

Edwin Isnac, of Walla Walla, was at the Perkine yesterday

F. A. Douty and wife, of Ind are at the Perkina. rate to San Francisco? A. The rate via Panama is the same to Portland and Seattle as to San Fran-

George W. and J. B. Riddle, of Riddles are at the Imperial. Q. What has been the effect of the low-ering of the differentials by the Northern Pacific and Great Northern roads last

Mrs. M. L. Holbrook, of Chehalis, is a guest at the Portland. J. H. Robbins, of Sumpt the Imperial yesterday.

E. P. McDaniel, of Cove, was

year?

at the Perkins yesterday. H. E. Ankeny and wife, of Jac

are guests at the Portland. W. T. Wright, of Union, was amon

yesterday's arrivals at the Imperial.

J. D. Lee, Superintendent of the Peni-tentiary, registered at the Imperial yeserday.

Henry Wharson, Mrs. Wharson and Miss Wharson, tourists from London, are at the Portland.

James S. Goldsmith, manager of Schwab acher Bros & Co., Seattle, is in the city attending the sessions of the Interstate Commerce Commission.

Commerce Commission. Wakefield Baker, president of the Baker-Hamilton Company, San Francisco, and Alfred Holman, editor of the San Jose Mercury, came up from San Francisco with the Interstate Commerce Commis-elon, as guests of W. F. Herrin.

SAN FRANCISCO, April 10.-The fol-lowing Portland people registered here to-day: P. J. Holmes and C. Wanzer and wife at the Lick House. NEW YORK, April 10.-F. B. Sackett, of Jefferson, Or., is at the St. George, and C. R. Collins, of Seattle is registered at the Holland.

the Holland.

COMING ATTRACTIONS.

#### "Pudd'nhead Wilson."

In reply to questions as to whether his firm was in a combination with other firms to keep up prices or whether it had an agreement regarding freight rates with the railroads, Mr. Biles replied in the negative. He cald there is free and unre-

"Pudd'ahead Wilson." The announcement of the coming to the Marquam Grand, Friday and Saturday nights and Saturday mainee of this week of Burr McIntosh in Mark Twain's "Pudd'nhead Wilson" will awaken the interest of our best theater goers. "Pud-d'nhead Wilson" is an intensely interest-ing play. It is unique, unhackneyed, possesses remarkable value as a native drama, and is bound to hold a' superior place in the esteem and affection of the theater-going public. Mark Twain's crisp humor: his dry mannerisms and his delicate wit are reproduced along with the development of a strong plot, and the result is a wonderfuly forceful drama of cumulative and striking inter-est. There are many novel characters which make you laugh and characters which draw on your deepest sympathies, and they are such as how not how and they are such as how and the negative. He cald there is free and unre-stricted competition among local houses in his line of business. Question by Mr. Pillsbury-Can you give any idea of the amount of capital invested in the jobbing business in Portland? A. About \$6,000,000. Q. Do the jobbing-houses of Portland carry large stocks? C. Do the jobding-houses of Portland carry large stocks? A. Houses in our line, shipping by water must carry heavy stocks, for the reason that it takes a long time to get model be stocks. make you mugh and characters which draw on your deepest sympathies, and they are such as have not been seen on the stage before, but the play is not all. The fact that such a star as Mr. Mc-intosh presents this great play assures us of a superb performance. The sale of seats will begin this morning. goods. Practically we carry two stocks, one on hand and one afloat. At the pres-ent time we have 1509 tons of goods afloat. Q. If the St. Paul differentials are per-A. Larger shipments by water. Q. Could you obtain such facilities for

 G. Could you obtain such factifies for water shipments as would make you in-dependent of the railroads?
 A. Unquestionably. If we have the freight to offer we can get the ships to carry if "Suwance River" at Cordray's. "Suwance River," one of the most b "Suwance River," one of the most beau-tiful Southern idylls ever written, will be the attraction at Cordray's Theater fol-lowing "Have You Seen Smith?" Stella Mayhew, who will play the leading part, has earned for herself the reputation of being the cleverest portrayer of roles of the cheverest portrayer of roles of freight to offer we can get the single to carry it. Mr. Biles said there were a great many reasons why Pacific Coast jobbers would prefer to patronize the railroads if rates were favorable. Mr. Pillsbury now took up the Oriental trade issue with the witbeing the cleverest portrayer of roles of this character on the stage, and her work

this character on the stage, and her work has won for her unstinted praise from the press everywhere. The play is one of those simple little stories of life in the South that take hold of the audience from the start, and keeps their sympathles clear through to the end. A pleasant thread of comedy runs through the plot, and adds greatly to the entertainment. The engagement will be for a week, with the usual Saturday matinee. Water Competition Governs. Q. Have you tried to ship goods to th Orient?

A. Yes. But when we investigated w A. Its. But when we investigated we found that we could not ship to Asia any commodities that originated in the Middle West, for the reason that Hong Kong, Yokohama and Port Arthur have the same rate from the East or the Middle

has the effect of raising prices We now get glass from Indiana and West-ern Penneylvania. Formerly, we bought glass in Belgium and France.

consumer. Q.-If the Middle West were driven from this field would there be enough competi-tion among local jobbing houses to give Q. Is the rate from New York to Port-land via Panama any different than the retailers and consumers the benefit of l prices!

A.-Yes. Q.-If the Northern Pacific and Great Northern roads are satisfied that the rates they have put into effect are reasonable compensation for their services, do you think they should raise the differentials to help you?

to help you? Mr. Blies said he did not care to go into the question. Mr. Christie omitted the part of his query concerning a raise by the railroads to help Pacific Coast job-burs. To the revised question, Mr. Blies answered: "They could accomplish the same result by decreasing the carload raise."

Pacific and Great Northern roads last year? A. The tendency has been to increase shipments by water. We have increased our water shipments, because we did not consider, that the differentials made ef-fective by the Northern Pacific and Great Northern were fair. In routing our or-ders, we have endeavored, as far as, pos-eible, to avoid giving business to railroad lines that adopted these differentials. We have given the Northern Pacific no freight since the St. Paul differentials went into effect, and the Great Northern but little until lately, when we routed some freight that way because of the line's connection with the O. R. & N. We regard the O. R. & N. as a local line, and, in addition, we think it did all it could to prevent the action at St. Paul last year. Q. What would be the effect of the adoption of the St. Paul differentials by all railroads entering th's territory? A. We would ehlp exclusively by water. rates." Question by Commissioner Clements-Is It a case of too much competition? A.-Not too much competition, but unfair competition. If the Middle West jobbers will establish branch houses here and carry stocks, the same as we do, we would consider their competition legiti-mate and fair. But to establish no houses, carry no stocks, nay no taxes and do busicarry no stocks, pay no taxes and do bus-ness through traveling men, is absolutely unfair to us.

### Shippers Favor the Railroads.

A. We would ship exclusively by water. An average of 30 cents in the differential is entirely too low. W. E. Robertson, of Corbett, Failing Robertson, hardware dealers, said that his firm had increased its sh'pmen s by way of Panama, since the St. Paul agreement Q. How are retailers and consumers af-tected by differentials? A. A reasonable differential is not in went into effect, and that the tendency of the differentials was to divert purchases A. A reasonable differential is not in apy way against the interests of the re-tailer or the consumer, for the reason that we make sales on the basis of landed cost, whether the goods come by rail or water. The differential helps us, in that it keeps the interior country from being overrun with traveling men from the Mid-die West, the result of which would be that the trade would be so cut up that there would be no profit for any one. As it is, competition is keen and profits close. This competition does not affect prices, but cuts up the trade and destroys profit. In reply to questions as to whether his from the Middle West to the Atlantic sen-board. He estimated the capital invested in jobbing trade in Portland at bitween 145,000,000 and 150,000 000. Pacific Coast job-bers, he said, are compelled to carry larger stocks than those of the East doing the same amount of business for the reason that they are farther from the base of supplies. The St. Paul differentials, he declared are inequilible. supplies. The St. Paul d declared, are inequiable.

Quest on by Mr. Pillsbury-Is it the dis position of Pacific Coast jobbers to give ousiness to railroads?

business to railroads? A.-We have always been in favor of giving business to the railroads for the reasons that this course requires smaller invoctment of capital, gives quicker serv-ice, and involves less risk of damage. We will stay with the railroads if they will treat us fairly. The St. Paul agreement did not give the Pacific Coast proper con-sideration. It is an unfair advantage that the Middle West has. If the Middle West jobbers would come here and establish houses and pay taxes, we should have no

sideration. It is an unfair advantage that the Middle West has. It the Middle West jobbers would come here and establish houses and pay taxes, we should have no complaint to make. Continuing, Mr. Robertron sa'd persist-ence in the policy set forth by the St. Pauldifferent a swould send Pacific Coast jobbers back to water shipments; that the result of larger water shipments would be increased capital and stocks; that there is sufficient competition among Pa-cific Coast jobbers to protect retailers and consumers; that there is keen competition consumers; that there is keen competition in his line in this country; that the Pacific Coast, considering population and op-portunity for trade, is as thoroughly portunity for trade, is as thoroughly drummed as any section of the United

the basis of an all-rall rate of \$1 from the East would cause shipments to be made by way to Cape Horn? A.-A rate of 45 or 50 cents per 100 pounds. We have had as low a rate as 175 cents from New York. Under ordi-nary conditions, a water rate of 45 or 50cents would turn the tide. Arked about graded rates Mr. Polyter

.

creased, taking his buying market to the Atlantic seaboard, whereas much was purchased in the Middle West previously. He believed the Milwaukee differential He believed the Milwaukee differential fair to the Pacific Coast jobbers and to the railroads themselves. Demoralization of the shipping business if receipts were nearly all by water was strongly argued by the witness. Goods required from five to six months to come around on the clippers, which forced Coast jobbers to pay for them at least five months before getting them, and increased largely the amount of capital required to conduct a business. Rates, too, were irregular or business. Rates, too, were irregular on the water, which, combined with the long waits, made it hazardous to buy. Mr waits, made it hazardous to buy. Mr. Mottot said on the Coast a jobbing firm had for maintain a stock at least twice as large as a Middle West jobber, owing to the distance from source of supply, and if ,water transportation were mainly depend-ed on, this proportion would have to be enlarged, to the further detriment of the Coast jobbers. Mr. Christie attacked this witness with the same argument, that what was bene-

the same argument, that what was bene ficial to the Coast jobber was not beneficial to the Coast consumer, or, if railroad

could afford to haul carloade for a given price, although it would destroy the job-ber, it would benefit the consumer. Mr. Mottet's answers were that there was reasonable difference between carload an less than carload rates, based on actual expense to the roads, which difference, if maintained, encouraged a fair quantity of water shipments. If less than carload rates were reduced below this, it would be at the expense of the carload rates, and therefore unfair He added after one

Christie asked the significant question if any effort had been made by the company

the differential, the result being about the same to the cons

Practical Railroad Man

multitude of questions. He answered then that the spirit of content seemed to shit toward the Coast by the time he finisher

is the programme: Plano solo, "Salterelle" (Scotson Clark),

Miss Frances Sheehy. Recitation, "The Honored Dead" (H. W.

DON'T WALK: YOU CAN SAVE YOU street-car fares both ways on one roll of bu ter. Fancy greamery butter, 2 ha., 40 at 46c; dairy butter, 30c and 35c; new mi cheese, 2 ha., 25c; ranch ergs. 2 dca., 25 All goods sold at wholesale prices. La Gran. Creamery Co., 264 Yambill. Mandolin quartet, "Ameer, by the Sea" (Schubert), O. J. Reynolds, William Shee hy, Davey Polay, Professor O. L. Stout, Beditation schedel Milliam Shee Recitation, selected, Miss Nilss Baritone solo, "My Old New Hampshir Home," H. C. Shroeder.

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Miss Thoma Violin solo, selected. Recitation, "Watchin' the Speakin'" (F

FIVE LOAVES FRESH BREAD, loc. BRIN your cards for pressed matches to A. Hewit 185 Third st. Six packages for 25c. Cann hurn your fingers. E. Brooks), Miss Luckey. Guitar solo, "Fantasie American," Pro

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fessor O. L. Stout. Recitation, "The Whist'ing Regiment" (J. C. Harvey), Miss Jenkins. On improved city and farm property. R. LIVINGSTONE, 224 Stark &

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"A business man, a friend of mine, was so run down that he left his business sev-eral months, because he could not eat enough to supply the strength required to work. After spending hundreds of dollars in journeys to mineral springs for baths, in medicines, attendants, etc., with-out success, I recommended Grape-Nuts food, and at the end of 30 days he told me he never enjoyed a better appetite, was never more energetle or feit more like work than then. This change came around entirely by reason of his leaving off the ordinary food and using principally Grape-Nuts at his meals. He said he would not be without the food at a dollar a pound. "A lady friend of my wife was suffering so with dyspepsia that she was compelled to give up her work, as no food would stay on her stomach for five minutes. The doctors told her there was no hope for her ever enjoying food of any kind. She started in cn Grape-Nuts, and used nothing else for about three months, when she was compeletely cured, and ready to at-tend to ber business. She takes Grape-Nuts with her every day. She said to my wife: 'Had it not been for you and Grape-Nuts, I surely would have died. I shall never forget your kindness to me.' "In my own family we have used the food for about a year, constantly, and have all enjoyed better health since its introduction. It has done us more good than we ever expected to get from food."

W. W. Co'ton, attorney for the O. R. & N., conducted Mr. Glover's examination have all enjoyed better health since its introduction. It has done us more good than we ever expected to get from food." There is a deep, underlying reason why Grape-Nuts food cures people of dyspep-sia, and builds them up into a fine con-dition of health and strength. Certain principles are abstracted from the grains and made up into the food known as Grape-Nuts moducing a powerful con-

Asked about graded rates, Mr. Robert-son said they would have to be based upon water rates. C. D. Bruun, secretary of the Blake-Mc-Fail Company, paper dealers, said that lowering of differentials would have a ten-

and therefore unfair. He added after one question that he had been told by the traffic manager of the Great Northern that the St. Paul reduction of differen-tials on hardware, paints and oils was a mistake, immediately following which Mr. Christic eached the cleaning which Mr. Good Work by a Traveling Man.

any effort had been made by the company to correct this so-called mistake. Mr. Mottet said the proper ratio of water and transcontinental rates was: Water, 60 per cent of the rail, the present figures being from 40 to 45 per cent by water as against 60 cents to 31 by rail. This was at a time when the unusual de-mand for vessels had made water trans-portation high. Mr. Mottet later ex-pressed it as his belief that the question was whether the Middle West or the Pa-cific Coast jobber should get the benefit of the differential, the result being about the