

### SPOKANE'S SIDE OF RATE FIGHT

#### Wants Economic Advantages to Offset Natural Disadvantages.

### BROOKS ADAMS' ARGUMENT

#### Maintains That Hill Broke Promise and Railroads Now Have Eastern Washington Metropolis at Their Mercy.

SPOKANE, Wash., June 23.—(Special.)—"Had James J. Hill in the Northwest remained the agent of the Government, entrusted with the administration of a great public work, he would have been a benefactor to his country and his age; as a sovereign he has proved a greedy despot."

Brooks Adams, of Boston, counsel for the complainants in the Spokane case against the Hill and Harriman lines, charging rate discrimination, emphasizes the foregoing words in closing his brief, submitted to the Interstate Commerce Commission, for final argument at Washington, June 26.

The suit, the first instituted under the law enacted by the last Congress and which applies to every inland city in the United States under the present system of rate-making, is in the name of the city of Spokane, the Spokane Chamber of Commerce, the Spokane Jobbers' Association and the county of Spokane, petitioners and complainants, against the Northern Pacific and Great Northern, the Union Pacific, the Oregon Railroad & Navigation and the Spokane Falls & Northern Railway Companies.

#### Long List of Defendants.

Other defendants by order of the Commission are: The Canadian Pacific, Chicago, Burlington & Quincy, Chicago & North Western, Lake Shore & Michigan Southern, New York Central & Hudson River, Pittsburg, Fort Wayne & Chicago, Pennsylvania, New York, New Haven & Hartford, and the Boston & Maine Railway Companies. The Pacific Coast Jobbers & Manufacturers' Association, Portland Chamber of Commerce, Merchants' Protective Association of Astoria and the Tacoma Traffic Association are intervenors.

The specific charge is that upon practically all the interstate and transcontinental traffic transported from points east of the State of Washington to the city of Spokane the rates are equal to those made by the Spokane, Portland and Portland, with difference in haulage of from 33 to 63 miles added plus an arbitrary rate back to Spokane. This means, according to figures from the railway companies' published tariffs, that the people of Spokane are forced to pay about \$2,000,000 a year more for their freight transportation than could be charged if the rates were equalized with those of the coast terminals.

#### Railroads Linked to Sovereignty.

Mr. Adams contends that when, in 1906, Congress empowered the Commission to fix reasonable railway rates, thereby reversing the construction which the Supreme Court in the *Illinois* case had given to the statute of 1887, regulating commerce, it was generally conceded that the United States had entered upon a new era, adding:

The act of 1906 should be construed in the light of the force that made it, and to comprehend the era we have entered we must seek the causes which produced the movement of which this act is the effect. Reduced to its last analysis, I apprehend that the struggle, whose first phase terminated with the *Illinois* case, and which June 23, 1906, touches the possession of the National sovereignty, for I take it to be demonstrable that he who controls a nation's highway is that nation's ruler. If I suppose it will hardly be disputed that prior to 1906 the American people, in their corporate capacity, did not control their railways, and that the control of these highways rested with a somewhat narrow class of capitalists.

Following a lengthy exposition that sovereignty is identical with the control of the National highways, Mr. Adams shows that by an almost unbroken line of decisions by the foremost jurists of America, beginning with that of Judge Shaw in 1842 in the case of the inhabitants of Worcester against the Western Railroad, has established that the railway corporation in the United States is an agent employed by the Government to construct and operate a public work in the nature of a railway.

#### Great Northern Opening Wedge.

Beginning with the entrance of the Great Northern into the Northwest in 1892, when Mr. Hill, president of the company, promised the people of Spokane that if they would donate a right of way designated by him, his company would in turn give freight rates equal to or better than those of Puget Sound. Mr. Adams shows that the purchase of the Northern Pacific and the Burlington systems, which, he declares, followed in the wake of a long line of conspiracies to monopolize the transportation system of the Northwest, which has since riveted the attention of the entire United States. He then shows that, beginning with the purchase of the \$20,000,000 capital stock in 1893, this has been increased until at the present time there is \$100,000,000 authorized capital stock, of which \$48,540,000 is paid up. Of the total, \$48,500,000 is in property or real estate and \$10,000,000 in other stocks. The brief adds:

The Great Northern has, through stock purchases, actually divided approximately 30 per cent annually during the last 12 years, and therefore it follows not only that the judgment of Wall Street is justified, but that something approaching \$20,000,000 of annual surplus is proved. The Northern Pacific shows an apparent surplus of \$11,735,982, or 7.57 per cent on a capital stock of \$153,000,000, in addition to 7 per cent dividends, amounting to \$10,850,000, for the year ended June 30, 1906. To this surplus must be added \$3,800,000 of overcharge from income to maintenance. The Burlington's surplus is given at \$19,261,000, or 84.637 per cent for the three systems.

#### Financial Reports Inconsistent.

Mr. Adams says he is convinced the financial reports of the railroads have been drawn up with the purpose of concealing profits, and that his estimate of \$4,000,000 probably falls below the real figures. However, it serves to suggest what the exercise of the power of arbitrary taxation means in the hands of irresponsible individuals. This country pays annually upward of \$4,000,000 of tribute more than it lawfully should, to those who have reduced it to servitude. He adds:

The income which the Great Northern claims a right to collect was reckoned upon a valuation, made by the officials, an unduly inflated that the figures of its quantities did not square with the official report sent to the Government. The valuation probably was 40 per cent too high. To manufacture their deficit they took \$3,400,000 of the public money lying in their hands as a trustee and converted this to their own use by investing it in their plant after due al-

lowance for depreciation had been satisfied. Mr. Adams continues the argument by saying that to appreciate the significance of the conflict between the people of Spokane and the railway companies, which has now lasted more than 20 years, the geographical conditions that have caused it, must be kept before the mind. Spokane has been the focus of a struggle for sovereignty since it became a town, because it is the key to the highway system of the Northwest. A generation ago the eastern railway system ended at the Missouri River, St. Paul being its northern point of convergence. Between St. Paul and the Pacific Ocean stretched a region of 500 miles of land by 400 broad, then mostly a wilderness, but which, when peopled, might be supplied either from the Middle States by overland caravans or by ships touching at the Coast. The brief continues:

#### Spokane Key to Interior.

Therefore, as the railroads were built westward, the problem presented to the railroad manager was to narrow the area trading by sea and broaden the area trading overland, since the inhabitants of the latter region would be tributary to him. They would even be under servitude to him could he cut them off altogether from the ocean and consolidate a monopoly of highways on land.

To defend as large a region as possible against inroads from the sea was therefore the first objective, and this could be done if a point could be found where the movement east from the coast could be checked. Spokane was that point of convergence. They set upon Spokane, they reduced Spokane to servitude, and with Spokane all the vast territory as far east as St. Paul. They hold it under servitude still. Nevertheless, Spokane has never ceased to rebel. She is asking for the rights of American citizenship now.

Situated 400 miles from the coast, on the western slope of the Rocky Mountains, Spokane is the converging point of all the highways which traverse the region between the Rocky and the Cascade ranges. Accordingly, it is the natural capital of this territory, and should be a great distributing and industrial center. Whoever holds Spokane, holds the key to the Northwest. From the outset the railway managers understood the strategic importance of Spokane, and entrenched themselves there, making Spokane, as it were, the apex of a sort of mountain of railway rates.

The brief closes with these words: "No man of genius, as his whole life has shown; but even genius has limitations, and Mr. Hill's limitation is an inability to comprehend that the American citizen has a right to be treated with respect. We have yet to see whether Mr. Hill has erred in his estimate of his power to maintain his sovereignty."

#### WAR TALK ALL POLITICS

#### MERELY ATTACK ON MINISTRY BY THE OPPOSITION.

Actual Hostilities With the United States Not Even Dreamed of by the People of Japan.

TOKIO, June 23.—Public excitement over the American question has almost passed away, but agitation is still going on. It is mostly the work of the politicians of the opposition, who are employing the question as a weapon of attack upon the Ministry. The Progressives and a coterie of politicians called the "Daigo Club," will likely join hands in a combined attack on the Ministry over the American question, their principal aim being to strengthen their respective positions in the coming election of local assemblies and also in the general election next year.

Their principal watchword is the diplomatic impotency of the Salonji Cabinet, which has resulted, they say, in suffering to competitors in America and in inability to receive treatment worthy of the subjects of a first-class power.

It is difficult to forecast how far they can succeed in stirring up the public, but whatever attempts are made in the way of agitation, actual hostilities with the United States are not even dreamed of. The war talk in the press of the American press is totally ignored here.

#### GUNS BOOM ROYAL SALUTE

#### Prince Fushimi Is Being Entertained by the People of Victoria.

VICTORIA, B. C., June 23.—While a battery of field guns roared a royal salute of 21 guns, Prince Fushimi, who ranks next to the Emperor at the Japanese court, arrived here at 2:30 P. M. on board the steamer Princess Victoria. He was met by Lieutenant-Governor Dunsmuir and members of the civil and provincial government, and a guard of honor from the local militia saluted the visitor and his suite.

The city is profusely decorated and public buildings will be illuminated in honor of the Japanese Prince. He is the guest of Lieutenant-Governor Dunsmuir, and will be entertained tomorrow at an official dinner and ball at the Government House, and on Tuesday will start for Japan on board the British cruiser Monmouth.

It was originally intended that the Prince and his suite should sail from Seattle by the steamer Minnesota, but King Edward, through the admiralty, ordered the cruiser Monmouth detached from the China squadron and sent to Victoria to take the Prince home.

On landing from the steamer Princess Victoria the Prince was presented with a bouquet by little Japanese girl, Miss Togo, daughter of a Seattle merchant.

#### WILL ASK THAT RIOTS CEASE

#### Japanese Commercial Bodies See a Menace to Commercial Relations.

TOKIO, June 23.—An informal meeting was held this afternoon by the delegates from the Chambers of Commerce of Tokyo, Osaka, Kobe, Kyoto and Yokohama. A resolution was drafted indicating the grave danger facing the commercial relations of the United States and Japan, owing to the anti-Japanese sentiment of the Pacific Coast. The necessity of resorting to speedy measures to remove this objection to the development of trade relations, was pointed out. At the next meeting to be held within a few days, the resolution will be given official form and then wired to the principal Chambers of Commerce in the United States asking their co-operation.

#### Financial Outlook Favorable.

TOKIO, June 23.—Yoshiro Sakatani, Minister of Finance, addressed the Economic Society today, describing the budgetary financial outlook as most favorable.

#### A Fair, Fast Skin Secured Using Satin Skin Cream and Face Powder.

### The Rug Sale

Oriental Rugs of rare richness and beauty, on sale and display this week. A beautiful collection of all the best weaves. Fanciers of rich floor coverings should investigate. Costs nothing to admire, you know.

### AGENTS FOR LADIES' HOME JOURNAL PATTERNS

# OLDS WORTMAN & KING

FIFTH STREET WASHINGTON STREET SIXTH STREET  
Khaki Suiting Sold at the Linen Counter

### Mail Orders

Promptly and carefully filled. Out-of-town customers invited to share in all the savings, and orders will have special attention. Any article on special sale sent at sale price, even tho' ordered at regular price.

# MAKE TRACKS FOR THIS SHOE SALE

## Men's and Women's Shoes in a Whirlwind Sale

TODAY, TUESDAY AND WEDNESDAY

A reasonable sale, for the shoes offered are Summer styles. A sale that will appeal to the men and women who look well to the comfort and looks of their feet. A sale full of tremendous values and it lasts THREE DAYS ONLY. BE HERE THE FIRST DAY.

**MEN'S SHOES—Lot No. 1.** From well-known makers, lines that we are discontinuing and close out for much less than the regular value. Represented are styles from Slater & Morrill, McDonald & Kiley, J. E. Tibbets, and Florshiem & Co. Shoes in many styles, oxfords and high shoes; come in patent leather or dull finish, and worth to \$6.00 the pair; special..... **\$3.89**

**MEN'S, MAILMEN'S AND POLICEMEN'S SHOES—**Seven styles, shoes worth \$5.00 at regular times; special for this sale..... **\$3.89**

**MEN'S SHOES—Lot No. 2,** and in this lot we put all of our regular \$3.50 and \$4.00 shoes. Select any shoe or oxford in our men's stock that sell regularly for \$3.50 or \$4.00, and 'twill cost you **\$3.19**

This includes tan, patent leather and black leathers, and all sizes and lasts.

**MEN'S SHOES—Lot 3,** takes in all styles of high or low-cut shoes, patent or dull finish leathers, values that bring \$3.00 to \$3.50 regularly. Very special for three days..... **\$2.69**

**MEN'S SHOES—Lot 4** includes any man's shoe in the store that sells regularly for \$2.50; take your pick of any \$2.50 of the regular \$2.50 shoes for **\$1.98**

**WOMEN'S SHOE SPECIAL—**One thousand pairs of white canvas oxfords, in two different styles; one is in a plain toe, with medium heel and light soles; the other is a Blucher cut, with tip. Any and all sizes, and very popular for **\$1.39** shoes, worth \$1.75 pair, for **\$1.39**

**WOMEN'S SHOES—Lot 1** is divided into two parts—one part the patent leathers and the other the dull leathers and suede-finish shoes. The patent leathers we sell are making a reputation for us; seldom has a pair come back or a complaint. The dull leathers include gunmetal calf, royal kid, vici kid and demi-patents, as well as suede leathers in many colors. All the

good styles of lasts, light or heavy soles, high or low heels, and anything wanted in shoes to be found in this lot; values to \$5.00 the pair; choice..... **\$3.89**

**WOMEN'S SHOES—Lot 2, Women's Popular Price Oxfords,** in all leathers and styles, regular \$3.50 and \$4.00 grades. Patent leathers, gunmetal calf, demi-patent and kid leathers. Come in button and lace styles; with light or heavy-weight soles. Garden ties and pumps are also to be found in this lot. There are some pretty colored leather shoes here, too—brown, tan, pink, blue, green and red. There are also canvas shoes of sea island cotton, values to \$5.00 the pair; choice..... **\$3.19**

**WOMEN'S SHOES—Lot 3** gives you choice of any tan or brown high shoe in the store for \$3.19. Fine assortment; button or lace; come in brown, tan, champagne, etc.; light or heavy soles; regularly worth \$3.50 to \$5.00; special..... **\$3.19**

**WOMEN'S SHOES—Lot 4, Women's regular \$3.00 shoes,** with several lines of regu-

lar \$3.50 shoes added. Wide choice as to styles and leathers; light or heavy soles; patent or black leather, also tan leather or white canvas. Oxfords that sell from \$3.00 to \$3.50; special..... **\$2.69**

**WOMEN'S SHOES—Lot 5, White Canvas Oxfords—**A lot that runs in value to \$3.50. Come with light or heavy soles, high or medium heels, and in Gibson, Grecian or Blucher cut.

**WOMEN'S SHOES—Lot 6, low Shoes,** in patent and kid leathers, button or lace styles; four-button or with large eyelets for ribbon ties; many styles, all patent, all dull leather; patent leather with dull top. As good \$3.00 shoes as you can find. Choice, the pair, **\$1.98** at..... **\$1.98**

**GARDEN TIES AND PUMPS; ALSO CANVAS SHOES,** in colors, such as brown, tan, reseda, green and gray. Have covered or leather heels, and heavy or light soles. Anything right in canvas shoes, worth up to \$3.50, at this special sale price..... **\$1.98**



# NOW A SUIT SALE

## That OUTSHINES ALL OTHERS At \$10.98

On sale today and tomorrow. New models, every one of them. A splendid assortment, picked up by our Miss Bernard in New York while on her way to Europe. Suits that, were they bought at the regular prices, we should have to ask as high as \$48.50 for. Some are sample suits that the traveling salesmen have used during the season (the garments that have the greatest care in making); some are surplus garments and some are cancellations, or goods that were ordered by other merchants and orders were cancelled.

We took an immense number of them. A large manufacturer had them on his hands and we got them at our own price. Made an offer for the entire lot, and when we told the maker that the offer was CASH, he let us make the price. That's why we took so many at this time of the year—got them for so little that we knew we could sell all we could get.

And now, beginning this morning and continuing till tomorrow night at 6 (if the suits last that long at this remarkably low price), we'll sell these splendid suits for the lowest price such good suits have ever brought. All good styles; Eton, Prince Chap and Jacket models. All new garments. None on approval, none laid aside on part payment, and none sent out on phone orders. First comers have large assortment to choose from..... **\$10.98**

### 6 KILLED; 40 HURT

#### Fast Passenger Crashes Into Rear of Work Train.

### ONE OF INJURED MAY DIE

#### Workman Rescued From Perilous Position Beneath Wreck After an Hour and a Half—Three Versus as a Cause of Disaster.

### HARTFORD, Conn., June 23.—

Six workmen were killed and 40 were injured when a passenger train on the Highland division of the New York, New Haven & Hartford Railroad crashed into the rear of a work train that was backing into the city from New Britain tonight at the Sigourney-street crossing. Of the injured, two probably will die.

In one instance, it took an hour and a half to rescue a workman, who was pinned beneath the trucks. His head was hanging down backward and he suffered severely, but the rescuers encouraged him while doctors reached between the framework, which held him a prisoner and treated the wounds on his face and head.

There are three unofficial versions of the cause of the wreck. One is that the passenger train from New Britain

### SALEM HAIL WAS HEAVY

#### Banks of Ice Found Along the Road Next Day After the Storm.

### Seattle Student Drowns.

SEATTLE, Wash., June 23.—The body of Gus Schoening, a student at the Washington University, who left Seattle for California June 6, was found floating in the bay today. Schoening was taking a course in mechanical engineering. It is said that he was a sufferer from paresis. The young man was born in Germany.

Now That the Cat Has Gone.

Kansas City Star.

Now that General Kuroki has gone, Secretary Taft makes no secret of the fact that the United States Army is weak and ought to be enlarged 150 per cent.

### DEFIES THE POLICE FORCE

#### VANCOUVER MAN FINDS DRY TOWN NO OBSTACLE.

### BOISE, Idaho, June 23.—

Mr. Ballinger said this evening: "No, my visit in the West officially is not significant in any way. The policy of the General Land Office now is to simplify the methods as much as possible in all departments. My inspection is for the purpose of finding out the needs and requirements of the various offices, and to learn of any changes that can be installed to simplify the work, and to cut out here and there some of the old-fashioned, impracticable red-tape rules. We are determined as fast as possible to open lands for settlement, and to that end we want to install methods that will make things

### INSPECTING WESTERN LAND OFFICES

#### His Way to Home in Seattle.

### BOISE, Idaho, June 23.—

Mr. Ballinger, Commissioner of the General Land Office, arrived in Boise today for a short visit. He will leave tomorrow afternoon for Spokane. He is accompanied by his private secretary, D. M. Carr.

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### COMMITTEE ON REGULATIONS FOR SALEM CHERRY FAIR ANNOUNCES PLANS.

#### SALEM, Ore., June 23.—(Special.)—The committee on rules for the Salem Cherry Fair has announced the following rules governing entries and exhibits at the fair, to be held here July 10, 11 and 12:

### RULES ARE NOW MADE PUBLIC

1. A plate of cherries or berries should contain one pound. Stems must be left on the cherries intact.
  2. Carton exhibits must be entered and judged separate from the regular ten-pound box.
  3. All fruit entered for prizes must be correctly labeled must be in the hands of the exhibitor, and must be ready for the opening day.
  4. In collecting a duplicate of varieties will not be permitted.
  5. Exhibitors must file with the secretary, on or before the first day of the fair, the name of exhibitor with complete list of varieties entered by him.
  6. Entry cards furnished by the secretary must be placed with all exhibits for the guidance of the judges.
  7. All exhibits must be free from any name or address, anything that would indicate where the fruit was grown or packed, until after the awards are made.
  8. All articles placed upon the tables for exhibition must remain in charge of the exhibit committee, and cannot be removed before the close of the fair without the express permission of the committee.
  9. Three judges must be appointed who shall judge all exhibits and in all cases their awards shall be final. No judge shall be allowed to enter fruit in competition.
  10. In plate exhibits judges shall consider size, shape, color, freedom from blemishes, care in arrangement.
  11. In commercial exhibits judges shall take into consideration size, color, freedom from blemishes, and neatness of pack.
  12. Each box of fruit receiving a premium must be given to the donor of the cup.
- Hood's Gynecaria brings back health and gives strength after serious illness.