

NEARS THE END

Grange Convention Adjourns Friday.

TRIP TO SEASIDE TODAY

Report Favoring New Commerce Law Adopted.

EXHIBITS AWARDED PRIZES

State Master Leedy Submits Report of Oregon Grange, Which Declares for Liberal Government Appropriation for Highways.

CONVENTION CLOSES FRIDAY. W. K. Thompson, of South Carolina, moved to reconsider the motion to adjourn last night, and Friday was designated for the close of the convention.

Seasons of the National Grange convention were resumed yesterday morning. The first measure which came up was the report of the committee on transportation, which was adopted. It favors a more effective Interstate Commerce Commission law.

Oregon Master's Report. State Master B. G. Leedy, of Oregon, made his report, having withheld it until this time because of its pertinence to the present session. He said:

Officers and Members of the National Grange: It affords me extreme pleasure to have the opportunity and privilege of extending to you on behalf of the true and loyal members of Oregon, a sincere and hearty welcome.

The order now commands the respect and admiration of the better class of people of the entire, and of the general public. The public press of the state is very friendly, and it now a great factor in placing the work of the order prominently before the people.

Seven new Granges have been organized during the year, and are all in a prosperous condition. We now have in good standing 16 Granges, with a membership of 1,500, showing a net gain of 500 members since last report.

We are issuing our State Grange Bulletin monthly, and one copy is sent free to each family represented in the Grange throughout the state. We consider this feature of very great importance and value in establishing system, uniformity and unity of action, which is very essential to successful and effective Grange work.

A resolution favoring the parcel post was also unanimously adopted. Many of our Granges have observed special days, and a number of successful Grange fairs were held.

We are delighted to have you with us, and are anxious to see you again during your stay with us, and when you return to your several homes, we hope you may remember this session as being both profitable and profitable to yourself and to the order in general.

Report on Life Insurance. The question of life insurance, which has been before the National Grange for two years, was brought up in a report from a special committee, which was appointed at the last session in Rochester, N. Y. A voluminous report was made submitting a plan for adoption, but it was dissected and amended to such an extent that a motion was finally carried to refer it back to the committee for revision along certain lines, the committee to report before final adjournment.

ence. We also give favorable mention to the exhibit made by Evening Star Grange, No. 27. We make a meritorious mention of the Oregon State Experimental exhibit, which shows the fertility of the soil of Oregon both for quality and variety.

The exhibition made by the Economy Fruit Jar Company is also an excellent exhibit, and your committee give it honorable mention, and we wish to give favorable mention to the display of walnuts by J. H. Brooks, of Clatsop, and the nursery display by the Russellville Nursery Company.

Your committee have never had the pleasure of judging better exhibits than those have been presented here at Portland by the States of Oregon and Washington.

At the afternoon session the legislative committee made its report. The report was adopted unanimously and 50,000 copies ordered printed for distribution in the different states.

Convention Notes. Mrs. Verma Welch Royal was at her best yesterday in vocal selections. As an encore song she sang "Three Cheers for the Red, White and Blue," and received an ovation.

C. J. Harris, City Clerk of Vancouver, sent an invitation to the National Grange to visit that place. The invitation was accepted, and 1 P. M. tomorrow was set for the hour of leaving.

W. M. Hillery, of Linn County, Oregon, sprang a surprise yesterday. He introduced Mrs. Clara H. Waldo, of Marion County, who, in turn, announced that the Granges of Linn, Polk and Marion Counties had prepared a present for each of the 12 officers of the National Grange.

Views on Transportation. National Grange Favors More Effective Interstate-Commerce Law. The report of the transportation committee which was adopted, favoring:

Laws Favored by National Grange

Extension of Rural Free Delivery, National Highway System, Pure Food Bill, Regulation of Trusts, Are Vigorously Urged.

The report of the legislative committee of the National Grange, which was adopted at a meeting in Washington in December and approved by the Interstate Commerce Commission, is now before the legislative committee of the National Grange, as follows:

First—Extension of free rural mail delivery service. The extension of this service, the establishment of which was due to Grange influence, has been accomplished as rapidly as anticipated. It is now operated over nearly 200,000 miles daily, by the employment of 25,000 carriers, reaching one-seventh of rural population of the country.

ing a more effective Interstate Commerce law, follows: Worthy Master, Brothers and Sisters: Man, from the earliest ages of which there is any account, has been noted as being a free trader, conveying his chattels, stock and other possessions. Man is a wanderer, always seeking pastures new. The inherent idea that beyond lay something better, and eagerness to get impelled transportation. From each man being his own carrier soon sprang the idea that common carriers could do the work better and cheaper.

The fundamental idea that this is a free country and that each person has rights that none may appropriate has its limitation. The public and just claims of individuals and public righting dire financial disaster to individuals and whole communities. Many such instances could be named, but we need not, because they are known to all.

The compactly new power-electricity enters into a field not covered by steam roads, as well as bidding for a share of patronage from the older carriers. In the electric era, as sought where they invade territory. They are also restricted to passenger traffic where steam roads can compel such restriction. Much freight can be carried by electric roads, and can be of great service both to shippers and trunk lines. Steam roads not only could receive freight, but they could also carry joint rates with them, and properly should do so.

We know of no financial evil so great and bearing so heavily on the people as the low freight rates to one individual or community than to another, the carriage being the same. It has passed into history how giving such rates to large corporations and the formation of one of the most terrible combinations.

representatives of our Government in foreign countries. Ninth—Construction of a ship canal from the Mississippi River to the Great Lakes, and from the Great Lakes to the Atlantic Ocean.

Recent occurrences in the combination of transportation facilities warrant the prediction that the Government may be compelled at some time in the future either to assume the ownership and control of railroads or construct this great waterway from the great North to the sea. Stupendous as this proposition may seem at present, when the production of this vast territory have increased until, as they are able to under wise irrigation laws and other means of improvement, it will appear eminently practicable, and the public sentiment created through agitation of the subject will serve a good purpose.

Tenth—Speedy construction of the isthmian canal. This great transportation problem that has been repeatedly endorsed by the National Grange for a decade of years or longer is now provided for by Congress, and an appropriation made to commence operations. The Grange is entitled to credit for aiding in promoting this matter.

Eleventh—National aid to building public highways. Your committee gave careful attention to this matter, and examined several bills introduced in Congress providing for such legislation. No bill meeting the approval of the committee, we prepared a bill upon the subject, which was introduced by Congressman Carter, of New Hampshire, and is now before the committee. The authors of all the bills introduced and an agreement was reached to support the Carter bill, with slight changes. With these changes the bill was introduced in both House and Senate, and is scheduled to come up for action early in the coming session of Congress.

This bill provides for an appropriation of \$24,000,000 for the years 1905, 1906 and 1907, to be divided among the states and territories upon a basis of population, providing an amount equal to that assigned each state and territory in proportion to the population for such purpose. The expenditure is to be made by state authorities under such rules and regulations as may be established by a National Highway Commission, to be appointed by the President. This bill should have very earnest support by the legislative committee of this organization, for public sentiment is very strong in its favor, and the benefit to rural sections of the country is unquestioned. The prospect for its enactment is encouraging.

The Great Law regulating the manufacture and sale of imitation dairy products, which was enacted through the influence of this organization, has received much strength through the recent decision of the Supreme Court declaring it illegal to use palm oil in manufacturing oleomargarine without the payment of 10 cents a pound tax. A vigorous attempt will be made by the oleomargarine interests before the next session of Congress to repeal or qualify this law, and such attempt should be promptly and vigorously met by the representatives of the agricultural and dairy interests of the country. It is suggested that such, in brief and condensed form, is the report of your legislative committee upon matters entrusted to it.

Legislative Committee National Grange.

of money, and through it power for evil, that the country, or perhaps any other, has ever known. Thanks to newspapers and magazine writers, who have spent thousands of dollars and months of hard work, the public are beginning to know some more of the crooked paths pursued by these demons of sin and their influence for bad in the public and the common carrier, not only in fact, but in the eyes of the law. To this system is openly charged stealing, lying, arson, murder and unpunished. We all know some of the details of this octopus—Standard Oil; we do not yet know how far its tentacles extend or what wickedness it has done, but we do know that all was made possible by railroad rebates of the most insidious kind.

After years of hard work, the Interstate Commerce Commission law was passed by Congress and became effective. Under that law a court was appointed, consisting from the first until this day, of men fully qualified to determine all points of law and equity arising between the public and the common carrier, not only in fact, but in the eyes of the law. The decisions in such cases, as the law stands today, the public and the common carrier, not only in fact, but in the eyes of the law, are treated as though no such court existed. The purposes of the law, acknowledged by the common carrier himself as perfectly just, because of so small as touching rates of carriage, the great and predominant source of evil to transportation questions. This court called atten-

tion that a few years ago railroad companies said that rates never could or would go any higher, and probably would be lower, and that now, instead of being lower, rates of freight have been steadily increased, by classification and otherwise. What is worse, outside of a few

fill up with flour. This cut in the rate gave this firm a decided advantage over the other shippers and they were not slow in making a protest to the Portland & Astoria management against the higher figure maintained by the regular line. It is presumed their protest was combined with a threat also to put on independent steamers. At any rate, it is understood that Mr. Schwerin has given the biggest exporters assurances that they will be protected against the \$4 Ellamy business. If the general manager of the Portland & Astoria has thus held out a carrot inducement to one or two shippers, it is difficult to see how he can refuse it to all who offer freight to the line, or how he can maintain the old rate out of San Francisco against the lower tariff from Portland. At any rate, shippers of this city regard rates as practically on a \$4 basis, and hope that considerable new business with the Orient can be worked up in consequence.

There is still some uncertainty among shipping men as to the destination of the Ellamy's cargo. At the office of Halfour, Guthrie & Co. no information whatever was forthcoming. The general opinion is that the barley and flour go to Japan, though a few cling to the idea that the steamer will ultimately try to make a Russian port. There is also more or less speculation as to how this firm will fare in its venture if the steamship company puts all other shippers on the same basis.

STEAMBOAT CAPTAINS PROTEST. Bridge Builders Notified Not to Turn Waste Material Adrift. Harbormaster Ben Higgin and Lieutenant A. A. Fries of the United States Engineer's office, yesterday waited on Superintendent Butler, of the Pacific Coast Steamer Company, and notified him that the steamer being torn out of the old Morrison street draw could not be turned adrift on the boom of the Willamette. This is doubtless an easy way of getting rid of the worthless timber, but it is dangerous for boats that have to navigate the river below the bridge. A large quantity of drift is always brought down when the river begins to rise, and steamboats have difficulty in picking a way among the debris, especially at night, when river captains were not pleased when they saw the bridge builders turning more of it loose and lodged a complaint at Major Langitt's office. Superintendent Butler said the logs and other waste timber will hereafter be corralled in a boom.

REDDONDO SLIPS IN. Coaster Reaches Her Dock Here Unheralded. Taylor, Young & Co., who operate the steamer Redondo between Portland and San Francisco, were surprised yesterday morning to find that the vessel had arrived during the night and had succeeded in discharging most of her cargo. They did not even know of her presence in the harbor until her arrival at Astoria had been reported.

Negotiating With the Fairport. It was learned yesterday that negotiations were under way for the chartering of the British ship Fairport for lumber business, and it is presumed that this means that the engagement has been made. The cable containing the information gave no further particulars. The Fairport has been in port only since the 11th. She brought general cargo from Hamburg to Meyer, Wilson & Co., which is being discharged at Columbia dock No. 1. All her cargo will be out by Friday night. Capt. Armstrong believes he will take the lumber to the West Coast.

Quarantine Regulations Amended. Customs officials have received the following circular from Assistant Secretary of the Treasury Armstrong, referring to quarantine regulations: "Under authority of the act of Congress approved August 15, 1894, it is hereby declared that the provisions of paragraph 1, United States Quarantine Regulations, approved April 1, 1893, are extended to include vessels plying between ports in British Columbia and adjacent ports in the United States."

Alaska Steamer Goes Ashore. SEATTLE, Nov. 23.—The steamer City of Seattle, bound from Juneau to Skagway, went ashore at Egegik River at 8:30

to cure cold in one day. Take Laxative Broom Quinine Tablets. All druggists refund the money if it fails to cure. W. O. Grove, Seattle, Wash.

FOUR-DOLLAR BASIS

Revolution in Trans-Pacific Freight Rates

DUE TO CHARTER OF ELLAMY

Schedule of All the Oriental Liners May Be Demoralized—Handicapped Shippers Are to Be Protected Against Tramp Steamers.

The trans-Pacific freight tariff is in a fair way to become demoralized. The Portland & Astoria and other companies operating steamers to the Orient have for several months maintained a \$4 rate on flour from this side. The steamship Ellamy, which will arrive here in a few days from Manila, was chartered by Halfour, Guthrie & Co. at \$4. She is to take a large quantity of barley and will

PROMINENT MEN WHO ARE ATTENDING NATIONAL GRANGE CONVENTION

- F. A. Derthick, Master Ohio State Grange and Member Executive Committee. Samuel H. Derby, Master Delaware State Grange. C. M. Freeman, National Grange Secretary. W. K. Thompson, Master South Carolina State Grange.

NATIONAL GRANGE FAVORS

- Extension of free rural mail delivery service. The establishment of postal savings banks. Extension of United States Senators by direct vote of the people. Constitutional amendment granting Congress right to regulate and control all corporations and combinations of wealth. Delimiting the duties of the Interstate Commerce Commission. A pure-food law. Extension of markets for farm products equally with manufactured goods. Construction of a ship canal from the Mississippi River to the Great Lakes, and from the Great Lakes to the Atlantic Ocean. Speedy construction of the isthmian canal. National aid to building public highways and carrying them at happy homes.

WILLAMETTE PRUNES FOR THE GRANGERS.

SALLEM, Or., Nov. 23.—(Special.)—The Willamette Valley Prune Association today sent a quantity of Oregon prunes in one-pound packages, to the National Grange convention. Each delegate to the convention will receive a package to take home.

LEAVE FOR THE WAR.

Japanese Reservists to Sail for Home to Enter the Army. Before the trained gladiators of Ancient Rome entered the arena, historians tell how these doughty warriors grouped themselves as they faced almost certain death, and said with one voice: "Ave Caesar, Morturi te salutant," which in modern English may be thus translated: "Hail Caesar. We who are about to die salute thee." This is all the more true of the 20 Japanese reservists from Oregon, Washington and Idaho who sail Monday for Vancouver, B. C., to again enter the Japanese army, this time to fight the Russians.

Many of these soldiers are veterans who fought in the Chinese-Japanese War, and know the country around Port Arthur as well as their own back pockets. They are mostly railroad section hands and cooks, and are small in stature, but vigorous, and full of patriotism. An American whose brother sailed Monday was seen last night, and said:

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FREE! FREE! Extraordinary Offer TO HOLIDAY SHOPPERS To make their Holiday Purchases in the Month of November. Free with \$25.00 Purchase \$7.50 worth of goods your own choice. Free with \$10.00 Purchase \$3.00 worth of goods your own choice. Free with \$5.00 Purchase \$1.50 worth of goods your own choice. Free with \$2.50 Purchase 75c. worth of goods your own choice. Free with \$1.00 Purchase 25c. worth of goods your own choice. We want you to see our Grand Holiday Display of Beautiful and Newest Creations. Elite Chinaware, Limoges China, French China, Dinner Sets, Salad Sets, Chocolate Sets, Rich Cut Glass Ornaments, Vases, Bric-a-Brac, Lamps, English Porcelain Ware, Novelties, and Dolls. Fancy Articles of Every Description. Prettiest, Daintiest and Newest Things made, Collected from the Markets of the World. Top Quality Teas, Coffees, Spices, Extracts, Baking Powder, Cocoa, Chocolates. We want you to see our very reasonable prices. We want you to come just to look. Take advantage of this very liberal offer.

CUT HERE CUT HERE CUT OUT THIS COUPON, being it to any of our stores before December 30, 1904, and receive with each purchase as stated above a very handsome present of your own selection. OREGONIAN, NOVEMBER 24, 1904. Come just to look. Bring this Coupon with you to any of our stores. NOT GOOD AFTER DECEMBER 10, 1904. CUT HERE CUT HERE

Great American Importing Tea Co. 331 Washington St., 223 First St., Portland. Oregon City Transportation Company. The boat will run in opposition to the Mascot, of the Kamm line. Norwegian Steamer Missing. SYDNEY, C. B., Nov. 23.—The Norwegian iron steamer Corosado, Captain Rosalind, 400 tons, which sailed from Marble Mountain for Chatham, N. B., November 15, with stores in missing, and it is feared that she foundered with the 15 men on board in the recent gale. Wreckage has been found. Domestic and Foreign Ports. ASTORIA, Nov. 23.—Sailed at 9:20 A. M.—Barkentine George C. Perkins. Arrived down at 2 A. M. and sailed at 10:30 A. M.—Steamer Geo. W. Eldon, for San Francisco. Sailed at 10:30 A. M.—Nov. 23.—Sailed at 5 P. M. in tow—Schooner Westcott, dismasted. Outside at 5 P. M.—A four-masted bark and a three-masted schooner. Condition of the bar at 5 P. M. moderate; wind east by north; sea choppy.

Doctors of the St. Louis Medical and Surgical Dispensary. SPECIALISTS IN DISEASES OF MEN. VARICOCELE, HYDROCELE, NERVOUS DEBILITY, BLOOD POISON, RUPTURE, KIDNEY AND URINARY DISEASES. Every man who is afflicted over it to himself and his posterity to get cured safely and positively, without leaving any blight or weakness in his system. We make no misleading statements or unbusinesslike propositions to the afflicted in order to secure their patronage. The many years of our successful practice in Portland prove that our methods of treatment are safe and certain. Call at our office or write, and if we find that you cannot be cured we will NOT accept your money UNDER ANY CONDITIONS; and if we find you are curable we will guarantee a SAFE AND POSITIVE CURE in the shortest possible time, without injurious or low with stores in missing, and it is feared that she foundered with the 15 men on board in the recent gale. Wreckage has been found.

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They act like Exercise. For the Bowels. Ten Cents. All Druggists.