

ELKINS SPEAKS IN SELF-VINDICATION

Wants the Rate Bill Made Stronger Instead of Weaker, He Says.

TRUE FRIEND OF PEOPLE

Disputes Tillman's Claim to Title. Says Connections and Car Distribution Need Regulation. Invalid Points of Bill.

WASHINGTON, April 6.—In making an effort today to get the Senate to agree upon a date for taking a vote on the railroad rate bill, Tillman made the important statement that one week more probably would exhaust the general debate. He failed, however, to secure the consent of Aldrich, who said that he would not be willing to agree to vote on the bill until it was more nearly perfected than it now is.

During the day there were three speeches on the rate bill. The first of these was made by Tillman, who, while expressing the opinion that the situation demands legislation, indicated many defects in the pending bill. Gamble followed in support of the bill, and Keen closed in opposition. Elkens was frequently interrupted, and several spirited colloquies marked the progress of his remarks. No Senator being prepared to speak tomorrow, the Senate adjourned until Monday.

Elkins Denies Self-Interest.

The routine business occupied the Senate a very few minutes today. Elkens announced at the outset his desire to secure legislation that would secure to the people "a prompt and adequate remedy for the evils, injustice, abuses and wrongs of every kind practiced by railroads, or in any way growing out of their operation," but he said that, while he favors the present bill, he "wants to make it better and stronger." He went on:

Bill Does Not Go Far Enough.

He declared his principal objection to the House bill that it does not go far enough in remedying evils, and expressed the opinion that, if enacted into law, it would prove a general disappointment. He said that he was in hearty accord with the President on the subject of rate legislation, and then indicated the respects in which, according to his opinion, the bill falls short in accomplishing all that

should be accomplished by railroad legislation. Among the shortcomings were the following: Prohibition against railroads producing willful or shipchance their own coal and other like articles in competition with other owners; a requirement that switches shall be built where needed to accommodate business; a requirement compelling interstate roads to make connections with connecting lines, and a requirement for the fair and just distribution of cars among shippers.

Shippers Cannot Afford to Sue.

Commenting on these omissions, Elkens made reply to the contention that they could be covered by state legislation. He said:

In the State of West Virginia and nearly all the states there has been legislation on these subjects, but for many reasons the law is not invoked. Now, in the first place, a shipper, single-handed and alone, cannot afford to sue a great interstate railroad; in doing so he is bound to incur large expenditures, great delay and is sure to incur the hostility of the great through line, which may work irreparable injury to his interests.

He then spoke of the great improbability that additional trunk lines will secure admission to the great cities, and continued:

"The people must therefore, in the future, depend largely for the further development of the country and continued increase in business of short lines of railroads, reaching rich sections." Illustrating his point by citing the conditions in his own state, he then said:

Compel Lines to Connect.

"The people must therefore, in the future, depend largely for the further development of the country and continued increase in business of short lines of railroads, reaching rich sections." Illustrating his point by citing the conditions in his own state, he then said:

As matters now stand, it is in the power of the great through lines to largely prevent the building of branch or lateral lines or to utterly crush them out when built or make them unprofitable. If there is not a provision in this bill compelling connections and fair treatment to short lines, the certain result will be that people who have made investments in land will lose their money, fewer railroads will be built, and there will be less business and less development of the resources of the country.

He expressed the conviction that "there should be a definite provision in the bill denying the power to a Commission to confer between localities on divergent lines."

Unconstitutional on Two Points.

After considering the question of court review at some length, Elkens announced his conclusion in the following words:

First—That any legislation attempting to alter upon the Interstate Commerce Commission the power to fix rates will be unconstitutional, unless it prescribes the standard of charges which shall control and requires the Commission to conform thereto in fixing rates.

Second—That any legislation attempting to fix rates would be unconstitutional since practical effect be to deny to common carriers the right to invade and obtain in due time the protection of the courts from being compelled to support persons or property at rates which violate the carriers' constitutional rights.

He declared that the pending bill

works a clear delegation of the Congressional power to fix rates and added:

"It would seem, therefore, necessarily to follow that the provisions of the bill conferring rate-fixing powers upon the commission are unconstitutional." Elkens entered upon a long argument to show that no procedure is possible under the bill whereby the carrier may initiate any proceeding in which it can obtain adequate relief against any order of the commission.

Who Is People's True Friend.

Tillman was among the Senators who participated in this controversy. During its progress, Elkens referred to the pending bill as Tillman's bill. Tillman earnestly disavowed responsibility for the measure and Elkens responded: "You have got it fastened on you with an iron grip, and you are in a effort to secure a reasonable rate bill," and after he had enlarged somewhat upon his attitude, Elkens replied that Tillman had fastened it upon his responsibility to the public. He said that his antagonist acted as if he thought he carried the people in his vest pocket and he must take them out every morning to assure them of his continued protection.

"Oh," responded Tillman, "I hope the Senator is not disgruntled because some petitions have been sent me from his state concerning railroad conditions."

Elkins declared that he was not in the least troubled over the matter of the petitions, but added that he did feel disposed to protest against Tillman's attitude as the only friend of the people. He wanted the friends of the people to know that he was not a mere ally of the railroads.

Elkins took occasion to say that he had meant merely as a jest his remark of an hour before that the handling of the rate bill was a disgrace to anyone.

"I accept the apology," said Tillman. When Elkens had concluded, Gamble, of South Dakota, spoke in favor of the bill, predicting that a failure to legislate would result in Government ownership of the railroads.

Keen also spoke, declaring that Congress should not exceed the authority granted by the Constitution in dealing with the question of commerce between the states. He declared that the pending bill transcends this authority, in that it provides for regulation of commerce by the Interstate Commerce Commission.

"Congress prescribes nothing, orders nothing," he said. "It delegates its own authority and, as this is not authorized, the attempt necessarily will be futile."

Tillman made another ineffectual effort to secure an agreement upon a time for taking a vote on the bill. He said that, so far as he had been able to learn, the set speeches would be exhausted by the end of next week.

Aldrich objected, saying that it was necessary to consider amendments and expressed the hope that the measure would be amended so that he and Tillman might unite in the support of it.

The following bills were passed:

Authorizing the disposition of Government property in Hawaii.

Incorporating the Archaeological Institute of America.

Authorizing a cable from Key West, Fla., to Guantanamo, Cuba, and thence to the Isthmus of Panama for Governmental and commercial business at a cost of \$27,000.

Authorizing appeals to Circuit Courts of Appeals from interlocutory orders of Circuit Courts in cases involving constitutional questions.

At 4:53 P. M. the Senate went into

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executive session and at 5 P. M. adjourned until Monday.

INQUIRY INTO COAL MONOPOLY

Interstate Commission Will Begin Work Next Tuesday.

WASHINGTON, April 6.—The first hearing of the Interstate Commerce Commission in its coal and oil investigation under the recent resolution of Congress, will be held in the United States Court rooms in Philadelphia, Tuesday, April 10, in speaking of the investigation, Chairman Knapp said:

We are taking up first what may be called the Eastern bituminous situation. The preliminary hearing at Philadelphia is mainly to ascertain methods of the Pennsylvania and Philadelphia & Reading lines, including as a special subject of inquiry the system of car distribution and the operation and effect of this system on these lines.

ECONOMY IN PRINTING OFFICE

Hundred Printers Discharged, and Work to be Reorganized.

WASHINGTON, April 6.—One hundred printers were discharged today by Public Printer Stillings, the reasons assigned being the lack of work. It is expected that as a result of the present agitation for a reduction in the amount of Government printing work a number of others shortly will be dropped. The Public Printer has also accepted the resignation of Patrick Byrne, former chief of the bindery.

With a view to bringing about a further saving, Mr. Stillings is about to effect a complete reorganization of the mechanical work of the office.

Shall Canal Be Fortified?

WASHINGTON, April 6.—A plan for the fortification of the Panama Canal, drawn by the General Staff of the Army, which believes the fortifications necessary, has been placed before Secretary Taft. The Canal Commission thinks no fortifications

Lipman, Wolfe & Co. 25 Entry Salespeople Wanted. \$3-\$3.50 Lingerie Waists \$1.98. Two hundred new Lingerie Waists elaborately embroidered and trimmed with Valenciennes Lace Insertion. Long and elbow sleeves. Lace collars and sleeves. Phenomenal Bargains at \$1.98.

\$2.50 Misses' and Children's Hats \$1.75. The popular Sailor for misses and children; made of fine quality Jap straw braid, trimmed with white, navy, red and plaid silk; real value \$2.50, special at \$1.75. \$5.00 Trimmed Hats \$3.95. A vast assortment, including every wanted style and shape; trimmed with all the new flowers, ribbons, quills, etc.; color range, complete, at \$3.95. At the Millinery Sundry Counter.

Easter Display Infant's and Children's Dresses, Coats, Bonnets. All the newest, latest and daintiest styles just received. Prices to suit all. Infants' French, Revere and Poke Bonnets, embroidery, lace and insertion trimmings, prices 35c, 50c, 75c, \$1.00, \$1.25 to \$2.25. Infants' Hats, 35c, 50c, 75c, \$1.35, \$2.00 to \$12.00. P. K. Coats and Reefers, embroidery and insertion trimmed, prices \$1.50 to \$6.00. Infants' white Dresses, lace, insertion, embroidery and ribbon trimming, \$1.00, \$2.00, \$3.00 to \$9.50.

Stamped Shirtwaists \$1.25 Stamped Shirtwaists Special 97c. A beautiful line of new Stamped Shirtwaists—newest and most attractive designs of eyelet, shadow or French embroidery, with lace effect, stamped on fine quality India linen, full three yards long.—Art Embroidery Dept., Second Floor. CHILDREN'S COLORED DRESSES. In chambray, lawn, percale, newest styles, sizes 2 to 6 years, prices 75c to \$2.75.

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Morning Oregonian. Coupon Free Yellowstone Park Trip (NATION'S WONDERLAND) ALONG THE COLUMBIA RIVER, THROUGH BOISE AND SALT LAKE, VIA O. R. & N. One Vote for... THIS COUPON MUST BE VOTED ON OR BEFORE APRIL 14, 1906

DAVIS-PATTERSON CO. 343 WASHINGTON STREET. Extends to one and all a cordial invitation to attend the opening this morning at 9 o'clock sharp of the latest up-to-date NEW GOODS AT NEW PRICES IN LADIES' FURNISHING GOODS. The following opening sale bargains are the best ever offered:

15c to 8c Torchon Lace 3c. 6000 yards cotton Torchon Lace and Insertion to match; latest designs. 50c dozen Val Laces 25c. 1000 pieces Val. Lace and Insertion, in a large variety of patterns. \$8.50 to \$7.50 Robes \$4.95. 75 ladies' lace-trimmed and embroidery-trimmed Robes; none but the latest styles, at the lowest prices ever offered. 35c to 25c All Silk Ribbons 14c. 10,000 yards 5-inch all-silk tafeta Ribbons; some plain colors, all shades; some polka dot, combination colors; some fancy stripes—the greatest Ribbon bargains ever offered by any house west of New York. 35c Hose Supporters 19c. 1500 pairs ladies' Hose Supporters, all styles, all colors, all staples, well-known brands. 50c Hosiery 39c. 1000 pairs ladies' newest styles in fancy Hosiery, embroidered and lace effects, gray, black, Alice blue, navy, cardinal, heliotrope, myrtle, etc. 35c Belts 19c. 600 ladies' white Embroidered Belts, with gilt buckles; also children's Buster Brown belts. \$1.75 to \$1.50 Hand Bags 95c. 300 ladies' Handbags, all the latest styles, gunmetal and gilt trimmings; Vienna and fancy handles, in black, brown, green, navy and white. 65c to 50c Ribbed Vests 39c. 1500 ladies' ribbed Lisle Vests, H. U. L. S. and L. U. U. S.; also lace-trimmed Drawers. \$8.50 to \$6.50 Suit Cases \$4.95. 65 leather and Jap straw Suitcases, extra heavy corners, canvas-lined, with double brass catches and locks; swing handles. \$2.00 to \$1.50 Hats and Caps 95c. 500 misses', children's and infants' Hats and Bonnets, and the newest Easter styles; fancy chiffon Hats and pretty embroidered and lace-trimmed Caps.

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