

HIGH PRICES AT LITTLE COST

United Railways Reaping Big Harvest From \$100,000 Gift to Bay City.

AMBITION OF LOS ANGELES

Making Capital Out of Disaster to Metropolis and Carrying on Carnival While Thousands in Bay City Are Fed by Government.

BY P. A. SINSHLEIMER.

SAN FRANCISCO, May 27.—(Special)—For the first month after the earthquake the people of San Francisco were too busy occupied with the problem of food and shelter to give attention to those questions which usually cause the greatest concern in a municipality. Now, however, there is no need of further anxiety on the score of supplies and nearly everyone remaining in San Francisco has some sort of covering at night, although in thousands of cases it is no more than a tent.

Recovering their breath, the people have first of all been confronted with the stretcher question. Prior to the earthquake the United Railroads, the corporation which owns the street railway system of the city, had asked the Supervisors for a change in their franchises permitting them to operate overhead trolleys on Market and other streets where the cable was used. This aroused bitter opposition, as it was contended that if a change were made, the underground conduits should be used.

Deadlock When Earthquake Came.

A deadlock had resulted and local capitalists had begun the formation of a company to strangle an overhead system. In the midst of the controversy came the earthquake and fire. Naturally the question was not again thought of in the face of the more pressing matters.

Reap Harvest From Good Will.

Having thus gained the good will of the people, the corporation set out to reap the harvest from the seed it had sown. It struck an overhead trolley line on Market street, put in forbidden curves without so much as asking "by your leave," and reached out for franchises on new streets. In fact for its \$100,000 gift it has secured several million dollars worth of new franchises and privileges.

Jobs Before the Legislature.

The extra session of the Legislature looms in the near distance and the desire for it is increasing as the time approaches. At first it was intended that the Legislature should amend the school tax law and possibly repeal the mortgage tax to invite outside capital, but other sections of the state have pressed their claims so vigorously that it appears that the extra session will find the San Francisco situation the smallest part of its labors.

Los Angeles Making Capital.

The attitude of Los Angeles throughout the disaster has been particularly irritating. The southern city was at great pains to inform the world that it was San Francisco and her people who had suffered and that Los Angeles did not feel the quake. Millions of printed cards with maps were sent out. Again Los Angeles at the present moment is reveling in the carnival, while thousands on the San Francisco hills are living on the bounty of the Government.

Plan to Absorb Suburbs.

The next step in the argument is, "A common water supply, a common municipality." In other words, it is proposed to absorb all of the suburban towns and form a greater Los Angeles with a population of over 600,000 people. Already plans have been drawn up which will make San Pedro a fitting harbor to take care of the trade, which for the time being San Francisco must relinquish to San Francisco at the present time has about one-half as many people as she had on the morning of April 18, or about 200,000. There is no objection here to a Greater Los Angeles, nor is there any objection to the desired water supply, but there is a serious objection to the plan to complicate the extra session called for emergency purposes.

Indications at present are that Los Angeles will have her way. She appears to be the greatest factor in the coming election, and it is the politicians who will decide the issue. On this connection reference to a recent article is not untimely. In the article, which, by the way, was written by Frederick Palmer, Governor Pardee of California was referred to as the "weak brother."

Strange Styles at Bay City.

It was formerly the custom of the people of the coast to come to San Francisco to study the styles. If the custom should continue, golf skirts, woolen waists, au-

tomobile veils, old straw hats, goggles, and high-topped shoes will be worn by the women from Bering Sea to San Diego. Popular with the men are boots, corduroy trousers, leather coats, army shirts, slouch hats and goggles. With the sale blowing ashes, dirt and debris of every sort through the streets, these costumes are more appropriate than those formerly seen.

Unique in the New San Francisco are floating hotels and clubs, which dot the bay. Several large steamships have been fitted up as first-class hotels and are doing a thriving business. Good meals are served for a nominal sum, and a state-room can be had overnight at a moderate charge.

Several of the men in the transportation business have organized a new club, which has a commodious ship as its home. The members have their beds and eat their meals on the ship. In general, hotel accommodations are lacking, and the ferries carry thousands across the bay every evening.

Company Discounting Claims.

SAN FRANCISCO, May 27.—George D. Drenth, president of the National Insurance Company, of Hartford, Conn. He declared that the reason for his resignation was the fact that the insurance company to discount all claims for losses in the San Francisco fire after adjustments had been carefully arrived at.

MISERY FOR REFUGEES

HEAVY RAIN STORMS SWEEP OVER SAN FRANCISCO.

Many Camped in Low Places Are Driven From Their Tents by the Rush of Water.

SAN FRANCISCO, May 27.—A heavy rain storm swept over this city and surrounding country last night and today, damaging truck gardens, flooding basements and bringing much discomfort and misery to the refugees camped out on low ground. One and fifteen-hundredths inches of rain fell, which is the heaviest rainfall for this late season of the year since 1884.

The storm added much hardship to refugees and caused much annoyance to those sheltered in houses, but who are still compelled to cook out of doors. In several parts of the city refugees camped in low places were driven out of their tents by the rush of water. Several stores on Fillmore street, which was impassable between Post and Eddy streets for a time, were flooded and many cellars inundated.

Bodies Found in Ruins.

SAN FRANCISCO, May 27.—Two more victims of the earthquake and fire have been reported to the police. One is Fred Kennell, aged 70, whose remains have been found in the ruins of a house on Third and Bryant streets, where he roomed. Some bones of another victim, whose identity is unknown, were dug out of the ruins of the Bakers Exchange on Howard street.

JAPAN TO RUN RAILWAYS

Togo Heads Brilliant Delegation Soon to Go to Manchuria.

TOKIO, May 27.—Vice-Admiral Togo, General Kuraki and Major Ito, with a suite of Admirals and Generals, will soon start on a tour of inspection in Manchuria. This important mission is supposed to be the outcome of the recent state council, at which, though the details have not become known, it is understood weighty decisions were reached respecting the Manchurian railways, which are intended to be run permanently by the Government. This naturally will necessitate the floating of another loan.

War Note Yen Disturbs Trade.

CHEFOO, May 27.—The continued forced circulation of a nonconvertible Japanese war note, yen in Manchuria, which is even at a premium over the gold yen, seriously disturbs trade from Chinese ports to Manchuria. Hongkong, Shanghai, Tientsin and other distributing points are overstocked with merchandise for re-export to Manchuria, which prevents merchants from moving on account of the impossibility of securing redemption of the war note yen by Japanese except at a heavy discount, which often reaches 25 per cent.

Naval Victory Is Celebrated.

TOKIO, May 27.—Today the anniversary of the battle of the Sea of Japan, the navy's red letter day, was celebrated with brilliant festivities, which were greeted by the presence of the Crown Prince.

PILE'S MAIDEN SPEECH

Opposes Forbidding Railroads to Own Productive Industries.

OREGONIAN NEWS BUREAU, Washington, May 27.—Following in the footsteps of Senator Pile's maiden speech, which secured an amendment to the railroad rate bill, permitting lumber companies to continue the operation of logging railroads, the State of Washington is one of the great coal-producing states of this Union. We are engaged in producing coal largely by small railroads. It is true that the great transcontinental railroads own coal mines in our state, and for the simple reason, I suppose, that private individuals did not want to exist today, and to every business to a very large extent in the early history of the State of Washington. The railroads acquired the coal-mining property and transferred those properties to a very large extent. But on the other hand, there are private persons who own coal-mining property and are transporting coal in the State of Washington.

Mr. President, I know, for instance, in my own home city, in the early history, in that country the people turned out en masse for the purpose of constructing, or aiding in the construction, of a little line of railroad, which is now some 38 miles in length to the coal mines. In order that they might have some product to send to market and get ready money into that new country, they had to exist today, and to every business knows its stock is, or was, owned by another transportation company. It is run in connection with a steamship line, and carries freight and passengers for hire for the people living along the line of the road. But the transportation of outside freight is a mere incident to its business. The principal business of its stockholders up in the mountains down to the City of Seattle, and there it is transported by the City of Seattle and other domestic ports, where it is sold. That steamship line is indirectly, at least, in connection with that railroad. Is it the intention of Congress to put that railroad out of business? Is it the intention of Congress to put that steamship line out of business? I think not.

Mr. President, that is but one incident. Many more might be cited. There is no doing nobody any injury. It and the mines which it reaches employ hundreds of men in the State of Washington. It is engaged in building a great commerce. Shall this railway company, this steamship company, and other companies conducting great industries on similar lines be put out of business? That is exactly what will be done if the amendment of the Senator from South Carolina is adopted, because it provides, in effect, that the steamship line shall not own any stock in the railroad company, and the railroad company shall have no stock in the steamship line, and if

All Goods Sold on Credit Accounts Today, Tomorrow and Thursday Will Be Charged With June Purchases.

Of Course This Store Will Be Closed on Wednesday---Memorial Day All business will be suspended here in respect to the memory of America's heroes who've passed to the reward given those who gave all they had to give for their country

Portland's Greatest "June White Sale" Starts Here Thursday

Ever watch a great ocean liner coming into port? You've noted, if you have, that the monster grayhound of the seas was invariably preceded by a number of lazy-looking gulls—sea pigeons—who act as a sort of herald for the leviathan of the deep—the real "White Flyer." A few white "gulls" have arrived in port proclaiming the arrival of the ONE GREAT AND ONLY ORIGINAL "JUNE WHITE FAIR" which opens at this store Thursday next at 8 A. M. Out of respect to the observance of Memorial Day we shall bend every effort today and tomorrow to filling the wants of Portland shoppers for that day, knowing full well that no ordinary birds of passage, which merely act as heralds to the GREATEST PROPAGANDA OF WHITE EVER EXPLOITED IN OREGON, will ever be mistaken by a discriminating public for

Portland's Greatest Grand "June White Sale" and Bridal Trousseau Convention Which Opens at the Olds, Wortman & King Store on Thursday of This Week.

FIFTH, SIXTH AND WASHINGTON STREETS OLDS, WORTMAN & KING STORE OPENS AT 8:00 A. M. STORE CLOSSES AT 6:00 P. M.

There's a Lot of Ginger in Today's Sales

The ginger of real, remarkable bargains. We told a page full of the good news yesterday. The eye full before you is but the "brimmings" that ran over. A full page won't hold near all the newsy paragraphs of interest we've for you today, and Remember the Great Sale of Embroideries for Tomorrow! THE STORE DOES NOT OPEN TUESDAY UNTIL 8:30 A. M.

Shoes, But "Only Good Shoes"

Annex, 1st Floor. Last week we talked to you of the size of our shoe stock, of how easy it is to choose—and satisfactory—from so large and varied a stock. Today we want to chat a moment about the comfortable way in which our expert shoers fit your feet. Of the cozy surroundings and genial atmosphere in the shoe store. Our shoers "size up" your feet at a glance. If you're narrow pedis, you're shown a narrow shoe—and fitted. Perhaps you've a foot narrow at the ball and wide at the toes—all right—we've shoes for you; and you'll not be urged to take a shoe that would fit another foot. We've a motto for our salesmen—it's "Grow, or go." We require our salesfolk to obtain a better knowledge every day of fitting feet. It's not a case here of an overstock of salesmen and an understock of shoes. We've the finest stock of shoes on the Coast—and the finest lot of shoe-fitters. Once fitted, the shoes and prices do the selling. We aim to suit the taste of the patron, the condition of his or her purse, fit the feet, and there's no argument needed. If you'd be correctly shod by expert shoers, bring your feet here. Proper fitting is a lesson we study every day—come to the recitations and see how well we learn the lessons and how thoroughly we put 'em in practice.



We've a lot of beautiful novelties in white footwear for Summer days. And prices are so fair. Come—be fitted.

MONDAY BARGAINS

In the Men's Shop

- MEN'S \$1.50 GOLF SHIRTS 99c. A new line of men's Golf Shirts, made of fine Madras cloth, coat style, with attached cuffs, in black and white and pink and white plaids; regular value \$1.50; special, ea. 99c. MEN'S 25c NECKWEAR 19c. A line of reversible wash 4-in-hands in white Madras; regular value 25c; special, each, 19c. MEN'S 35c HOSIERY 19c. Silk lisle drop-stitch Hosiery in tan, mode, black and navy; regular value 35c; special, pair, 19c. MEN'S \$1.00 UNDERWEAR 69c. Men's fine white cotton-mesh Underwear, best make and finish; regular value \$1.00, special, 69c. MEN'S 75c UNDERWEAR 47 1/2c. Men's eru ribbed Balbriggan Underwear, medium weight, best finish; regular value 75c; special, 47 1/2c.

SPECIAL OPPORTUNITIES

To Save Today on Jewelry

- Annex—Sixth Street—1st Floor. 65c BELT BUCKLES FOR 45c. Pretty rose-gold finished Buckles, in the newest designs; are particularly nice to use with the gold belting; our 65c value, special sale price, each, 45c. MEN'S GOLD WATCH CHAINS \$1.15. Men's fine gold-filled Watch Chains, in fancy and plain curb, rope, trace, square and other style links; all are thoroughly hard-soldered and guaranteed by manufacturer; values in the selection to \$2.25; special sale price, each, \$1.15. 25c STERLING SILVER HATPINS 19c. An assortment of pretty silver Hatpins in a variety of designs, in French gray and oxidized finish; our 25c value, special at, each, 19c. 30c WHITE STONE SET BAR PINS 19c. Straight sterling silver Bar Pins, set with the finest quality brilliants; best hand-soldered joints and catches; our 30c value, special at, each, 19c.

Monday Specials in the

Annex Art Shops

- Second Floor—Salons of Needlecraft. 50c SWISS BASKETS FOR 35c. Swiss Baskets, useful for shopping, lunch or school baskets, in fancy weaves, in three sizes; our 50c value; special at, each, 35c. 60c AND 65c CUSHION COVERS 39c. Cushion Covers, Scarfs and Handkerchief Bags, stamped in blue lawn, in floral and conventional designs, for English eyelet and Venetian embroidery; our 60c and 65c values; special sale price, each, 39c. 35c STAMPED HANDBAGS FOR 23c. Stamped Handbags, in poppy design, stamped on tinted linen, two out-of-forms of buckram and diagram for cutting and making bags; our 35c value; special sale price, each, 23c.

Store Will Not Open Until 8:30 Tomorrow Morning

Extra! Embroidery Sale Extraordinary Tomorrow (Tuesday) Extra!

THE GREATEST, GRANDEST, MONSTER BARGAIN EVENT EVER KNOWN IN THE WEST Extra! OVER A HUNDRED SQUARE FEET OF SELLING SPACE GIVEN OVER TO EMBROIDERIES! A HUNDRED EXTRA SALESPERSONS, CASHIERS AND WRAPPERS WILL HELP.

Thousands Upon Thousands of Yards of Beautiful Embroideries worth up to \$2.50 a yd., 25c Many of our readers will remember that wonderful sale of embroideries held by this store on Tuesday, March 27, and thousands will remember the throngs that lined the walks in front of the big store doors hours before they swung open, and thousands will remember the unprecedented bargains they shared in that day. It will not seem possible to those good folk that such bargains could be matched—much less surpassed—yet that is exactly what this store will do on Tuesday of this week—surpass the values of the past as we surpassed all others at that famous sale. Our New York buyer has searched the embroidery centers of the world since March to obtain equal values for us to offer again—and he has surpassed himself—out-Heroded Herod! Here at the beginning of the greatest "white season" ever known; here at a time when embroideries are wanted as never before in the history of civilization! Now, at a time when choice embroideries are scarce as the proverbial "hen's teeth," organization enables us to secure for you values that eclipse any and all former ones—and more of them. We shall show these exquisite embroideries in

FIVE OF OUR LARGEST DISPLAY WINDOWS

For your inspection until Tuesday morning, when they will be removed to the counters inside the store—spread out over the entire first floor of the great main building, and offered you—first come, first served. Mind you, the store will not open on Tuesday until 8:30. The embroideries include all widths, from the narrowest to the widest, values up to \$2.50 a yard. There will be but one selling price, and that 25c the yard. All the first floor departments, with their helpers, will be turned over to the exploitation of this extraordinary sale of embroideries on Tuesday morning. Later in the day all remaining pieces will be removed to the Washington street aisles, as in the former sale, and the event continued through the day only. No reservation will be made for anyone—none sold dealers—if we know it—and they'll be watched. Early comers will naturally get the cream of the bargains. Be on hand early Tuesday morning.

Doors Swing Open at 8:30

Not a yard will be sold before the sale opens, and all will have equal chance. There is an immense lot and none need fear disappointment in securing great values. We shall actually show more embroideries in this sale than were ever shown at any time by any other three Portland houses. Competition is impossible and would be ridiculous for the narrow and wide cambric edges and insertions; narrow, medium and wide nainsook edges and insertions. There will also be included a lot of corset cover embroideries, now so much in demand. These are worth up to \$1.00 a yard, but all go in together at one price—25c. It will be sold by the strip only, each strip containing from 4 1/2 to 6 1/2 yards. Every yard shown in the windows will be placed on counters inside the store for sale to customers on the rule of first come, first served, regardless of values or personality. None reserved for anyone. Make selection carefully—the choosing is nearly twice as large as in the previous sale. None can be exchanged or returned. Sale opens at 8:30 and continues during the day only. Tomorrow, Tuesday. Be on hand early!

such ownership shall exist it will be unlawful for the steamship company to transport from the State of Washington to the State of California, for instance, the coal carried by the railroad company to the City of Seattle for trans-shipment. But let me go one step further. Mr. President, in the development of the great Pacific Northwest country we have opened up the most magnificent forests in the world. We have done it by building great logging railroads into the forests. We are not logging in that country with horses and wagons or by retarding it not wholly destroyed. Those railroads, running from 6 to 40 or 50 miles back into the forests, necessarily penetrate the valleys. People to a certain extent have settled in those valleys and have built for themselves homes. Their little freight, as a matter of accommodation more than anything else, and some passengers, are carried by the logging railroads. These logging roads own sawmills on the water, or the mill companies own the logging roads. The roads take the timber to the sawmills, where it is sawed into lumber. The mill companies own their own schooners, built steam and sail. When the timber is sawed into lumber it is trans-

ported on these schooners to all parts of the maritime world. If, then, these little logging roads cannot own stock in the sawmills, or the mill companies cannot own stock in the logging roads or own such roads outright, the great lumber industry, which employs in the woods 80,000 men alone, and which employs in the mills and in the mills and in the various industries connected with the manufacture of lumber in the State of Washington alone upward of 100,000 men, and has an annual payroll of something like \$60,000,000, will be seriously retarded if not wholly destroyed. Mr. President, I think it is time for Congress to call a halt. We came here to enact legislation upon this great question which would be beneficial to the people. The people of this country have had one object in view. If I understand them aright, and that is to create some tribunal, before which they can appear and submit their grievances. Every man in this country has a right to go into court and complain of any man who does him an injury, or with respect to whom he assumes that he has a grievance. The shippers of this country came to the conclusion, that they were entitled to have some forum before which

they could present their grievances with reference to the railway rates in this country. And finding they had none, except that afforded by the common law, which was worse than nothing, they wanted Congress to enact a rate law, and that was all they wanted in this bill, in my judgment. They did not want Congress to indict the great industries of this country. They did not want Congress to stifle the energies and the industry of man; and I protest in the name of the great Pacific Northwest against the injustice, that is about to be inflicted upon those people, and I hope the Senate will not permit the amendment to prevail. Bakersfield Merchants Alarmed and Moving Goods From Cellars. BAKERSFIELD, CAL., May 27.—The rainstorm prevailing here for three days has swollen Kern river to such an extent that this city is threatened with a flood, and merchants today began removing goods from their cellars. The river continues to rise and desperate efforts are being made to protect the levees. EXTREMELY LOW RATES To Boston, Mass., account Christian Scientists, American Academy of Medicine and American Medical Association Conventions. Passengers can secure tickets of their home agent via New York Central lines at \$1.50 for the round trip. Selling dates, June 4th, 5th and 7th, inclusive. It gives passengers the opportunity of stopping off at Niagara Falls in either of both directions, also at Detroit, Mich., and Sandusky, Ohio. If via New York, passengers have the privilege of day ride on the Hudson as far as Albany. For further information, reservation of berths and ticket call on W. C. Seachrest, North Pacific Coast Agent, 122 Third street.