

HARD SNUB FROM SOUTHERN PACIFIC

Railroad Commission's Opinion on Lumber Rates Is Ignored.

NO CHANGE IN TARIFFS

Question of Recently-Raised Schedules on Shipments to California Will Be Considered by Interstate Commerce Commission.

Despite the opinion of the Oregon Railroad Commission that the present rate of \$5 per ton freight on rough green lumber from the Willamette valley to San Francisco is excessive, illegal and in conflict with the Interstate Commerce laws, the Southern Pacific will make no change in the tariff unless compelled by the Interstate Commerce Commission.

This is the stand taken by R. B. Miller, head of the traffic department of the Oregon line, who placed the rate in effect. What the Interstate Commerce Commission may do, the railroad company does not know, nor, apparently, does it care. The company merely states its position when it says the rate will stand.

"We are not going to change the rates," said Mr. Miller yesterday. "The rate will remain as it is."

The opinion of the Oregon Commission was given last Thursday after an inquiry into the rate, made upon complaint of the Southwestern Oregon Lumber Manufacturers' Association. Manifestly, the Commission had no authority to order a change in the rate, which is an interstate one, but the commissioners announced a hearing where both sides to the controversy could present their contentions. The hearing was held at Salem and after a lengthy inquiry into conditions governing the California lumber trade, the Commission agreed upon an opinion that the former rate of \$3.00 per ton was a sufficient margin for the service and that this rate should be restored. The opinion further stated that the rate is excessive, discriminatory and unlawful.

A certified copy of the opinion was sent to Mr. Miller, head of the traffic department. The Commission had no authority to enforce its stand in the matter and accordingly made no order or threats. However, it was thought that the railroad might replace the former rate upon the strength of the official opinion of the Commission.

There is no doubt that the tariff will be made the subject for a hearing by the Interstate Commerce Commission, which will probably make the rate up some time during the summer, and will undoubtedly hold a hearing in Portland to consider it.

The railroads defend the rate because of the necessity for hauling empty cars back from California to carry lumber South. This is expensive and unsatisfactory to a traffic officer whose ambition is to see his cars hauling loads in both directions. The lumbermen say the rate is prohibitory, and will throttle the trade into California. They say many mills will be bankrupted by the rate, and that those having existing contracts with California purchasers of lumber will lose heavily in delivering the product under the new rate.

The railroad officials say the demand for cars by Valley mills is as great as before the rate went into effect, and it is almost impossible for the company to supply cars, so great is the demand. This is taken as an indication that the new tariff has not cut the Valley mills off from their markets, or shipments South would cease.

ARRANGES DIRECT ROUTING

Harriman Freight Department Secures Steamship Connections.

By arrangement with the Frank Waterhouse steamer line, consignments of freight from the East may be routed direct from the East to the Orient via this port. Announcement was made by the freight department of the Harriman lines yesterday that rates providing for this routing will be published within a short time and the change will become effective in about 40 days. Notice must be given the Interstate Commerce Commission 30 days before the change is made.

The Frank Waterhouse line steamers have been sailing from Portland to North China and Vladivostok for the past three months. Two steamers have sailed every month during that time, and as they go direct to North China ports, thus avoiding transshipment at Japanese ports, this method of routing freight from the East direct to destination will be a benefit to shippers and promises to largely increase the business to the Orient through this port.

The change was made largely through the solicitation of shippers who have considerable business at North China and Siberian ports in order to do away with reshipment en route. Lower tariffs will probably be realized in some cases by the new arrangement. On account of the expected increase in the trade, additional steamers may be placed on the run out of Portland in consequence.

DATE OF ENTRY POSTPONED

Canadian Not Yet Ready to Give Freight Service to Portland.

On account of the delay consequent upon the publication of tariffs and rates, the Canadian Pacific will not be able to begin its freight service out of Portland today as had been planned. It is expected that service will be in readiness by the last of the month. Advice to this effect were received here yesterday by F. R. Johnson, general agent for the Canadian line.

DISCUSS DUST NUISANCE

Executive Board Members Talk Over Street Improvement Plans.

"Building streets and keeping them in repair is not only a serious, it is an important matter," said Mayor Lane at a meeting of the Executive Board yesterday afternoon. "But we do not have sufficient funds to do the work that should be done. The principal trouble is we have been building our streets too hurriedly and too cheaply."

Get Acquainted With These Words They Mean Money to You If You'll Follow Them

Tabor Terraces

In view of the many excellent subdivisions on the Portland market at this time, we know we must offer something extraordinarily good or it won't tally up with the rest.

But we have it. Tabor Terraces can give "cards and spades" to any other real estate proposition in Portland and still come out winner.

We are grading streets now—and the water mains are being put in, the tract will be ready May 12, but you may see it before that; we'll take you any time.

If you like it, select a lot or two and we'll save them for you till we open. We can't sell the lots till we get the tract recorded, but we can reserve as many as you like.

TERMS—From our opening prices (May 12) we will give a discount of 10 per cent, provided you select the lot or lots before that date. We plan to sell a hundred lots the first day.

Why? Because we offer undoubtedly the finest residence tract in Portland for less money than other choice residence sections are selling for.

Our prices \$300 to \$500—\$10 month, and if you'll say so before Christmas next, we will give you your money back, so sure are we of their increasing value. We'll tell you more about the railroad part of it later on.

Tabor Terraces will be a beautiful suburb in less than a year. Quick transit is a certainty!

NOTE—No house will be built in Tabor Terraces that costs less than \$1,500. We will build it for you on installments.

See us today

The Spanton Company

Sole Agents for Tabor Terraces.

270 STARK STREET. OPPOSITE CHAMBER OF COMMERCE.

CLEMSON CHOICE LOT BARGAINS ON EASY PAYMENTS

Real estate is the basis of wealth. The great accumulations of the country are due largely to judicious investments in real estate. You cannot miss it by buying lots convenient to good car service in a growing city.

Portland has every assurance of making a great city. With the increase in population, realty values will increase accordingly.

Clemson was selected on account of its admirable location and unique surroundings. The ground is just undulating enough to give it perfect drainage. It is located right in Lents within 200 feet of the Mount Scott carline. The large graded school of 450 pupils adjoins Clemson. There are stores of all lines; Postoffice and many other advantages right at your door.

Clemson has 251 choice lots—every lot is clear of stumps and roots and has nice graded streets and will have water mains.

If you build a home, you will be protected by building restrictions. From your home you will have a panoramic view of the entire mountain range, and the view of Mount Hood and Mount St. Helens will be perfectly charming.

Mr. Spring, postmaster of Lents, has purchased a two-lot corner in Clemson for a home. Other residents of Lents are taking advantage of the lot bargains in Clemson for homes, which proves their faith in the future of the locality. Prices range from \$100 to \$250, but will soon be advanced. Buy now and take the raise.

Rumor has it that certain developments to take place at Lents, which will boom the town. Keep your eye on Lents and secure a lot in Clemson today. Terms exceedingly liberal or 5 per cent discount for half or all cash.

Take Mount Scott car at First and Alder, get off at Lents and come to our office in the hotel. Always someone there to show you over the ground. Or call at our main office for particulars.

Clarke-Clemson-Blumauer Co.

Main Office, 319 Abington Bldg. Branch Office, Hotel at Lents

SEE BIG SIGN ON THE ADDITION

the heavy traffic. Every other street, then, should be reserved for lighter traffic. The improvement of each alternate street would not be so expensive and the needs of the general public would be served. I recommended this plan in my annual message and I honestly believe it is the best scheme that has been suggested."

Portland's streets and their condition were discussed at length at the board meeting yesterday. The members of the board would like to do a great deal of work on the streets this year but they are confronted with a shortage in funds and are laying plans whereby they can make the best possible showing. The need for a more thorough system of sprinkling the streets was informally discussed, as was also the proposal to purchase two additional road rollers.

"The dust in some of the streets is abominable," said W. G. McPherson, who introduced the street-sprinkling discussion. "It is a fact that, on Twentieth street there hangs in the air a constant dust-cloud."

"We have to put up with the same condition in our part of the city," complained Commissioner Sablin, "but we are eating the dust without a word of protest."

"Well, I have eaten my peck of dust," replied McPherson, "and am willing to eat another peck, but it is my wife who is complaining. She thinks it is useless to be a member of the Executive Board unless I can succeed in abating the nuisance."

Commissioner Greene suggested that the city provide an automobile as an ambulance to replace the vehicle now used for that purpose. He proposed that the chauffeur should be a policeman. But the board took no action.

The principal business transacted was to audit the monthly payroll of the city employees.

"With the death of William Quinn, one of the saddest chapters in the history of this country has been closed. Good natured, whole-souled, big-hearted Bill Quinn has gone to his last rest. His friends who are found wherever he was known, feel keenly the terrible tragedy that so suddenly and so violently ended the life of a peaceable



The Late John William Quinn.

BROUGHT HERE FOR BURIAL

J. W. Quinn, Shot at Wallace, Idaho. Interred at Riverview.

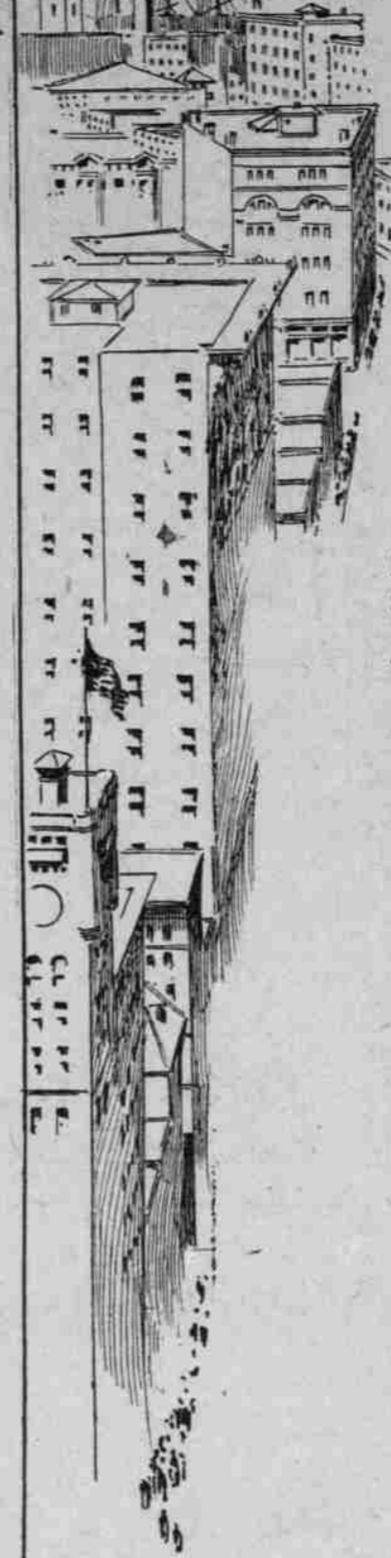
The body of John William Quinn, the ex-policeman who was shot by Deputy Sheriff Hicks, April 25, at Wallace, Idaho, in a quarrel over President Roosevelt's letter relative to the Moye-Raywood cases, was laid to rest in Riverview Cemetery yesterday. There was a short service at St. Lawrence Church, the Order of Eagles, of which he was a member, having held these services at Wallace the day before. The esteem in which Quinn was held was attested by the large crowds which came from Burke and Wardner on a special train. For over 30 minutes there was a constant stream of men and women who had come for one last farewell to the man whom they all knew and liked so well.

The Wallace Times said of him:

citizen of the class most needed in this great nation. Though he suffered excruciating pains he did not complain, and when the end drew near his fortitude and grit did not desert him. With a last good-bye for his mother, he met what fate had in store for him with but one regret, that he could not live till his mother arrived, the calmest, the coolest of any in the room. Never once during his last hours so far as has been able to be learned, did he speak a harsh word of the man who fired the bullet. "I thought he was my friend" was his repeated declaration, but not once did he denounce his slayer, Quinn lived 21 hours and was conscious till the very last. He made an ante-mortem statement and a will. He received much comfort in the spiritual consolation administered by Father Becker, of St. Alphonsus Catholic Church. The unfortunate man had been released from the post-house the day of the shooting and intended leaving the following morning for Siletz, Mont., where he had property interests.

ROSE CITY PARK HOME CONVENIENCES

PROXIMITY



Rose City Park is less than two and one-half miles from the business center of Portland. Sandy road runs to and through Rose City Park as straight as an arrow. Rose City Park can easily be seen from any part of Portland.

On the other hand, Rose City Park overlooks almost the entire city. Rose City Park is so close in that it may be reached by walking in less than an hour; by driving in 10 minutes, and by the streetcar in 15 minutes. It is closer than most other Portland residence locations. These advantages are obvious. They make home-going easy; the trip to the office pleasant and quick; home luncheons possible and evenings spent in the city at places of amusement very convenient. The distance is so short that shopping is easily done and visiting friends an exhilarating pastime. Best of all, it lengthens the time that a man may spend at home.

A man may leave his office at 5:30; get home at 5:45; have his dinner and prepare for the theater, with time to spare. The wife may spend the afternoon with friends and reach home easily from any part of the city in time for early dinner. Rose City Park is close enough to the activities of Portland to make it far more desirable than the average suburb.



HARTMAN & THOMPSON BANKERS CHAMBER OF COMMERCE

MORPHINE

and other drug habits are positively cured by HABITINA. For hypodermic or internal use. Sample sent to any drug habitue by Free mail. Regular price \$2.00 per bottle at your druggist or by mail in plain wrapper, DELTA CHEMICAL CO., ST. LOUIS, MO. For sale in Portland by Siddmore Drug Co., 151 Third St.

Beautiful Floor Coverings

Our long-looked-for Carpets and Rugs have at last arrived. Never before has there been such a large assortment of high-class goods shown in the Northwest. We are now more fully prepared than ever before to furnish your home complete with the latest patterns, and in the most artistic style. We are always glad to give you the benefit of our experience, whether it be regarding a rug for a single room or for carpeting the whole house. You are cordially invited to come in and examine our immense stock.

J. G. MACK & CO.

86-88 Third Street

THE EXCLUSIVE CARPET HOUSE

PHIL METSCHAN, President and Manager.

Imperial Hotel Co.

Seventh and Washington Streets, Portland, Oregon. European Plan \$1.00, \$1.50, \$2.00 per Day.

\$40,000
 Paying \$275 Per Month

Under secured 5-year lease, made in 1903. Now easily worth \$350 per month.

Good 3-story improvement and one of the best business corners in city. This property has an exceptional future and is one of the best buys on the market today. Our contract is out in three days and this is the last chance to get it at above price. We solicit immediate investigation.

The Hart Land Co.
 109 Sherlock Building.

FOR SALE

100x100, corner of Third and Montgomery.
 50x100, corner of Fourth and Davis.
 50x100, corner of Fifth and Clay.
 40x75, on Third, near Jefferson.
 25x100, on North Third.
 75x100, on North Third.
 25x100, on West Park, near Stark.

Two fine improved Brick Properties, one on North Third street, and one on South Third street, both central.

KING'S HEIGHTS
 The best residence property in city—Have a few sites left.

FOR LEASE

Some desirable inside pieces, suitable for business or warehouse to good tenants—for long term.

Donald Macleod Co.
 46 Concord Bldg.