CRITICISES LOCAL TERMINAL YARDS

L. W. Hill, President of Great Northern Pays Portland Brief Visit.

CONDITIONS AMAZED

Thinks Commercial Bodies Should Unite to Improve Facilities. Will Inspect North Bank Road on the Trip.

Oregon and the entire Pacific Northwest have an enthusiastic friend in Louis W. Hill, president of the Great Northern Rallway, who spent a few hours in Portland yesterday. Mr. Hil is a son of J. J. Hill, the veteran rallroad builder, and was recently made the executive head of the Great Nor-Accompanying Mr. Hill were Francis B. Clark, formerly traffic manager for the Hill lines S. A. Plechner, purchasing agent for the Great Northern; and F. A. Piel, secretary to Mr. Hill. The party will leave in Mr. Hill's private car this morning for the

"The Great Northern is now doing business in the three greatest cities in the United States—Portland, Tacoin the United States—Fortland, Taco-ma and Seattle," said Mr. Hill last night. "Eastern people think we have misjudged this section of the coun-try, but they do not speak intelligently. They know nothing of your country which is a land of wonderful possibil-Its development has just be

"It is a surprise to me that som decisive action has not been taken by Portland's commercial bodies to im-prove terminal facilities here. In conprove terminal facilities here. In con-junction with our new freighthouses we have planned for 18,000 feet of team tracks. This means room for three and one-half miles of cars and conveniences for unloading them every 24 hours, but rival interests seem de-24 hours, but rival interests seem determined to prevent the use of these grounds. When this question has been adjusted and these enlarged facilities are made available the problem of terminal accommodations would be solved and the congestion in shipping circles would relieved.

Mr. Hill Is Amazed.

"I am amazed that such a condition should be allowed to exist in Port-

'At this time we do not contemplate further construction work, having our hands full with a number of projects. Splendid progress is being made on the North Bank road, where we have \$900 men employed on the main line and its extensions. We are using 31 steam shovels in this work, and this shows remarkable activity, since it is unusual for any one system to own and operate more than a dozen of these labor-saving devices. But we are desirous of completing our system into this Northwest country, and are pushing the work as rapidly as men and machinery can do so."

Mr. Hill and party reached Portland

art. Hill and party reached Fortland from the Sound yesterday morning, leaving at 8 o'clock for Astorla for an inspection of the Astoria & Colum-bia River Railroad, which was recently acquired by the Hill interests. This is the first trip the new president of the Great Northern has made over the Astoria line.

Will Inspect North Bank.

Mr. Hill explained that his trip was his company's system and becoming better acquainted with this territory. Before returning East he will complete an inspection of the North Bank road. He denies that his company is in any-way interested in the proposed rail-road up the Deschutes and into Cen-tral Oregon.

Mr. Hill said anti-railroad legislation and the temporary flurry on Wall street a few months ago had not noticeably affected conditions in railroad circles. Speaking for his own company, he said its business had never been heater while the proposers for pany, he said its dushiese had herebeen been better while the prospects for the future were brighter than ever. He seelined to discuss the 2-cent fare question and the extent to which it opertion and the extent to which it operates on the different railroad systems in the East. When asked what the probable decision will be in the Spokane rate case he evasively replied that he had not given the subject

The president of the Great Northern Railway is a young man, being not more than 40 years old. He is a pleasant person to meet and knows avery detail of the business of the large corporation over which he pre-

STEAM ROAD RAISES RATE

Southern Pacific Makes Fare to Oregon City 50 Cents.

A new tariff has been decided on by the Harriman officials whereby the fare between Portland and Oregon City will be increased from 25 cents to 50 cents each way. For several months the railroad company has been handling this business on a 25-cent fare each way in an attempt to meet the street railway and river steamer competition between the two points. The new schedule will become effective as soon as the new tariffs, which are now in the printer's hands, are ready for distribution.

OWN YOUR BATHING SUIT

Danger Lurks in Rented or Borrowed Ones.

Men who would be shocked at the idea of wearing second-hand underwear, will put on a rented or borrowed bathing suit for the dlp in the surf. Don't do it! You can now get the very best grade, light weight, nonfading suits at a tremendous reduction during Robinson & Co.'s great anticipation sale. 289 Washington st. *

Opposed to Spiritualism.

Michel Peker is suing Mrs. Marie Zeit fuchs, a woman's tailor, for \$250, which he claims as wages due him on a contract. She sets up the defense that she was obliged to discharge him before the expiration of the contract because he became imbued with spiritualism and neglected his work.

KISER FOR SOUVENIB PHOTOS. Northwest Scenery-Imperial Hotel.

SUPERIOR TO LEMONADE, Horsford's Acid Phosphate. A tempoonful added to a glass of cold water with sugar, makes a delicious summer tonic.



Many Vessels Chartered Outside of the Combine.

GOOD RATES ARE EXPECTED

A Large Fleet of Tramp Steam ships Is Chartered in Preference to the Wind-

jammers.

Portland shippers are showing a de-cided tendency to charter foreign bot-

organization.

The major portion of the vessels en route and under charter fly the pennant of France, for out of the 300 ships already listed for this city, 25 of them fly the flag

STEAMER INTELLIGENCE.

Due to Arrive.	
Name. From Alliance. Coos Bay Alesia Hongkong Henrik Ibsen. San Francisco Redondo Seattle. Geo. W. Elder San Pedro Nome City San Prancisco Breakwater Coos Bay Niconsedia Hongkong Costa Riea San Francisco Roanoke. Los Angeles Johan Poulsen. San Francisco Numantia. Hongkong Arabia. Hongkong	in port July 25 July 27 July 28 July 28 July 28 Aug. 3 Aug. 18

Scheduled to Depart. Name, For Date. Geo. W. Elder San Pedro. July Alliance. Coos Bay July San Pedro ... Redondo.... Nome City...

Nome City San Pedro July 27
Alexia. Hongkong July 27
Alexia. Hongkong July 27
Costa Rica . San Francisco July 30
Roanoke. Los Angeles Aug. 1
Nicomedia. Hongkong Aug. 6
Johan Poulsen San Francisco Aug. 10
Numanita. Hongkong Aug. 18
Arabia. Hongkong Sept. 25 Entered Wednesday Thyrs, Am. steamship (Neilsen), from Scattle in ballast. Casco, Am. Schooner (Ahlen), from San Francisco with general

cargo.

George W. Elder, Am. steamship (Jessen), general cargo from San Pedro and way.

Alliance, Am. steamship (Olson), general carge from Coos Bay points.

S. O. Company's barge No. 91 (Stannard), with 23,500 barrels fuel oil from Port Harford.

Cleared Wednesday. Caseo, Am. schooner (Ahlen), for San Francisco with general cargo. S. O. Company's barge No. 91 (Stannard), in ballast for Port Har-ford.

of the French Republic. Of this number something like half of them are owned by firms not members of the Ship Own-ers' Association and are therefore something like haif of them are owned by firms not members of the Ship Owners' Association and are therefore free to fix their own rates in the matter of carrying cargoes. With such a percentage of craft acting independently of the combine, it is believed by the local exporters that suitable rates can be made when the new season's grain crop is ready for shipment.

There is also a disposition on the part of the shippers to charter large tramp steamships which at present can be secured almost as chesply as can the windjammers and in addition are much

shipment.

There is also a disposition on the part of the shippers to charter large tramp steamships which at present can be secured almost as cheaply as can the windjammers and in addition are much windjammers and in addition are much more satisfactory for the reason that more satisfactory for th windjammers and in addition are much more satisfactory for the reason that they have a greater capacity and can deliver a cargo in less than half the time required by the average sailing vessel. The largest fleet of tramp steamships ever coming to the Pacific Coast will arrive at San Francisco next Fall, and nearly all of these will be available as graincarriers. The tramps are enroute to San Francisco with cement and all kinds of building material required in Sucs. July 24.—Arrived—Arabia, from Vancouver, for Hongkons, Hongkons, etc., for Tacoms.

Murcran, July 24.—Arrived—Aracet, from Portland, or, for New Chwang and Shanghai. July 24.—Arrived—Strathyre, from Portland, etc., for New Chwang and Shanghai.

Shanghai. July 24.—Arrived—Aracet, from Portland, or, for New Chwang and Shanghai.

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Shanghai. July 24.—Arrived—Arabia, from Portland, or, for New Chwang and Shanghai. route to San Francisco with cement and all kinds of building material required in rebuilding the city, and after discharging cargoes will be available for foreign In all with the city of the city and after discharging cargoes will be available for foreign In the city of the city of

cargoes will be available for foreign loading.

In view of the available tonnage en route the wheat exporters are not worrying in the least over the high tariff exacted by the ship owners and intend to secure as much tonnage as possible at the best rate obtainable from the independent owners.

London

San Francisco, July 24.—Arrived—Steamer nor of Cascade, from Gray's Harbor; steamer Svea, from Willapa.

Sailed—German steamer Mayfair, from Willapa.

Sailed—German steamer Mera, for Nanaimo; schooner Schome, for Everett; German steamer Anubis, for Hamburg, via Seattle and pendent owners.

waterways for the O. R. & N. Company yesterday had the flags of all the boats and docks of that company at half mast in memory of the victims of the Colum-

The schooner Virginian arrived at St. Helens late last night and will commence loading lumber for San Francisco today. The schooner Abble has finished load ing lumber at Rainier and will probably sail today. She has a cargo of fir des-tined for San Pedro.

The Norwegian steamship Henrik Ibsen will leave down the river this morning as far as Linnton; where she is scheduled to load her outward cargo of lumber. The steamer Alliance is scheduled to sail for Coos Bay this evening, but it may be late before she gets away as she will take out a large cargo of general merchandise for North Bend and Marsh-

GRIEVANCE OF TUGBOAT MEN

Want Federal Regulations on Puget Sound Much Modified.

SEATTLE, Wash., July 24.-Tugboat nen of Puget Sound are determined to have modified the present Federal regulations governing the navigation of their toms which are not listed among the vessels belonging to members of the Ship Owners' Association, which combine demands a rate of 27s 6d, and there is no method of evading this price except by chartering vessels not controlled by the organization.

The major portion of the vessels on controlled by the organization.

The major portion of the vessels on controlled by the organization. cannot leave San Francisco, they propose sending a delegation to visit him, and if this does not succeed, they declare their intention of visiting the National Capital.
The steamship Tremont is in port from
Tacoms, taking on a capacity cargo for
the Orient and the Philippines.

The steam schooner Jeanie arrived from Valdez and way ports today with 650 tons ore from La Touche Island and Land locked Bay. The Steamship Spokane arrived today with tourists who made the round trip over the Southeastern Alaska

SCHOONER SLADE IS IN PORT

Was 37 Days From Honolulu-For Days Vessel Drifted on Calm Sea. ABERDEEN, Wash., July 24.-(Special.) The schooner R. C. Slade, for which anxiety was felt on account of her voy age of 37 days from Honolulu, arrived

at the Lundstrom shippards late Tuesday night and today was placed on the marinrallway for repainting and some minor Captain Sonerud, of the Slade, says the voyage was a drifting match, in which his ship for days and days lay becalmed. For 20 days the schooner crulsed around in latitude 42 and 43 without making a mile headway. Time and again the Slade would beat 24 hours offshore, then come about on the other tack and stand inward, and upon each reckoning Captain Sonerud would find that the ship had lost at least 30 miles. He found it impossible

to make further north than Tillamook Head, until finally, in desperation, he steed out to sea to the northward for 134

miles, when he again came about and was

enabled to reach the bay. Domestic and Foreign Ports.

ASTORIA, July 24.—Condition of the bar at 5 P. M., smooth; wind, northwest, 30 miles; weather, clear. Arrived in at 4:59 A. M. and left up at 10 A. M.—Steamer Geo. W. Eider, from San Pedro and way ports. Arrived in at 8:50 A. M. and left up at 1:40 P. M.—German steamer Nicomedia, from Hong Kong and way ports. Left up at 10:30 A. M.—Schooner Virginia. Saided at 1:23 P. M.—Schooner Virginia. -Schooner Virginia. Sailed at 1:23 P. Tug Sea Rover and Schooner Rederick Dhu,

Tides at Astoria Thursday,

AUTOMOBILISTS WILL BE REGU-

Ordinance Will Be Passed Making It Illegal to Drive Round Corners at Breakneck Rate.

Automobilists who are in the habit of divining through the streets without regard for the safety of men, women and children who may happen to be in their way are to be placed under more close regulation. Not only will they be required to run at a reasonable speed when following a street in a straight course, but they will have either to give their machine. will have either to stop their machines completely just before they round a corner or slow down to a rate of two miles an hour when making the turn. If they don't the police will get them for the Council is going to pass an ordinance that will make it very definite that pedestrians have some rights on the city thoroughfares as well as those who travel in the big "chus-wagons."

Ho use reterring it and wanted to vote on it at once. Wallace, however, objected, and this prevented any vote being taken.

"I move to amend to refer the ordinance to the judiclary committee," dinance to the judiclary committee," was all Vaughn. "This is purely a matter of the legality of the ordinance. We are all ready to vote to suppress trusts in Portland, I take it, and if the

are wont to glide along at high speed and dash around the corner without giving the slightest warning. If the people on foot are agile, Mr. Ong admits they can usually get out of the way, but some times they don't and usually they are badly frightened besides. If the cars keep increasing at the present rate, it is his opinion the streets will be no place for the ordinary citizen unless he is in a streetcar. a streetcar.

The Council looked at it in a great deal the same way and they voted to prepare an ordinance that will provide a remedy. peed with which a motor may turn a corner and may even put drivers to the inconvenience of stopping before they make the turn. A special committee to draw up the ordinance consists of Messrs. Baker, Wallace and Menefee.

Postmaster Bray Sentenced.

Ira Bray, former postmaster at Minnie, Or., yesterday pleaded guilty in the United States Circuit Court to an indictment charging him with making false returns to the Postmas-ter General as to the stamp cancellations in the office while he was postmaster. Bray was sentenced to pay a fine of \$50 on each of the three counts on which he was indicted. He paid the

Sues to Recover Horses.

C. M. Annin has brought a replevin suit in the Circuit Court against S. N. Robinson to regain possession of two horses which he alleges were wrongfully and unlawfully taken from him by Robinson. Annin demands that the horses be red to him, or that Robinson pay him and \$6 for every day they have

LATED BY COUNCIL.

the big "chug-wagons."

The Council yesterday took the matter up in response to a communication from H. F. Oug. Mr. Ong complained that on several times he had barely escaped with his life when one of the machines bore down upon him. The cars, he declares, are wont to glide along at high speed and dash around the cover without giving wages. nance is not right and every citizen knows that it should be passed." Baker wanted to go into a commit-tee of the whole and make a recom-mendation on the ordinance at once.

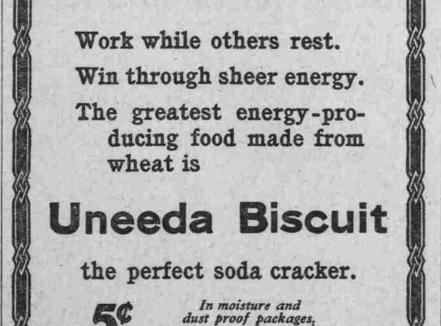
This also aroused the objection that those interested in the matter could not be heard. It was also decided if the provisions were to be discussed in a committee, better results could be gained before a small committee. "We certainly ought to refer this," many interested who want to be heard." declared Wallace, "There are a great

"If you wait until you get an or-dinance that will suit all of the trusts you will not have a very effective measure left," responded Belding. The measure was finally sent to the judiciary committee with only one op posing vote. Concannon refused to vote to refer it, as he was anxious for The judiciary comimmediate action.

INSPECT JAIL SITES TODAY

Councilmen Favor Quarter-Block at Ninth and Davis.

Definite action was taken yesterday by structure at Second and Oak streets now used by the city. Although the location of the new jall was not definitely chosen, Councilmen seems to favor the purchas of property at Ninth and Davis streets.



NATIONAL BISCUIT COMPANY

WALLAGE BLOCKS ANTI-TRUST LAW

Passage of Ordinance in Council Is Prevented by His Objection.

IS FAVORED BY MAJORITY

Councilman Wallace Insists That Those Affected by the Belding Law Should Be Heard Before Its Enactment.

Belding's anti-trust law, which is almed to prevent trade combinations of every kind in Portland, was brought up at the special meeting of the Coun-cil yesterday afternoon, and would probably have been passed even with-out reference to a committee, had it not been for the regulation that any one member of the Council can pre-vent final action on any measure at the same meeting when it is intro-duced. A good majority of the Councilmen stood ready to vote favorably on the ordinance without further con-sideration, but Wallace objected on the grounds that those interested ought to be heard, and the measure was referred to the judiciary com-mittee.

When the ordinance came up, Beld-ing explained that it had been prepared by City Attorney Kavanaugh, and that great plains had been taken to draw up a bill that would be both legal and effective. It was modeled, he said, on the Ohio and California state laws, with some slight variations. He urged its passage without delay. "Everyone knows, or should know,

that Portland is paying tribute to numerous trusts," said Belding, "There are numerous combinations here and they are robbing the people on every side. The trusts control practically everything that we eat and even the fuel that we burn. Every man who desires to erect a building in Portland is forced to pay tribute to

Rushlight also came forward to champion the ordinance, and asked that it be passed without being re-ferred. He said that although he was the member of an organization that is often referred to as the plumbers' trust, he favored the ordinance and

stood ready to yote for it.

Previous to the discussion Wallace had moved that the ordinance be referred to the committee on accounts and current expenses. This committee is composed of Menefee, Annan and Bennett.

Rushlight declared that there was no use referring it and wanted to vote on it at once. Wallace, however, ob-

mittee consists of Bennett, Cellars and Vaughn.

the Council looking toward the selection of a site for the proposed city fall and emergency hospital that is to take the place of the antiquated and dilapidated

it was shown that the sentiment of the This site is the property of the Moore Investment Company, and has been of-fered to the city for \$40,000. It is a quar-ter block at the northeast corner of the streets, and a basement has already been



Biscuit for a quarter you have a delicious, breakfast for a penny-more real nutriment than is to be found in any other food in the world for the same money. It contains all the body-building elements of the

by steam-cooking, sheddding and baking. For breakfast heat the Biscuit in oven to

whole wheat made digestible

restore crispness, pour hot milk over it, add a little cream and a little salt; or, sweeten to taste. Shredded Wheat is also delicious and wholesome for any meal in combination with fresh or preserved fruits. At your grocers.

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excavated. A cement foundation also has been laid, and these improvements, it is considered, will effect a saving to the city in building the fail.

NO LICENSE FOR BASEBALL Status of Game Is Fixed by City

Council Officially. Professional baseball is now officially recognized by ordinance in Portland, and it is not required to pay

the teams permission to play without paying a fee to the city.

The request that such a license be passed came from Secretary Shepherd, of the Portland team. Mr. Shepherd introduced an ordinance providing an annual license of \$2. The Council objected on the ground that if the teams were to pay at all they should be taxed the same as other amusements, and decided that there should be no license.

Administer Carlile Estate.

Claude E. Carille was appointed ad-ministrator of the estate of the late Daniel Carille, by Judge Webster yes-Portland, and it is not required to pay a license. In the past there has been considerable doubt as to the status of baseball under the city license ordinance. There is an ordinance requiring a license of \$10 a day or \$100 a year for "public exhibitions," but both the city difficials and the local baseball club were in doubt as to whether this applied to the game. An ordinance was therefore passed giving

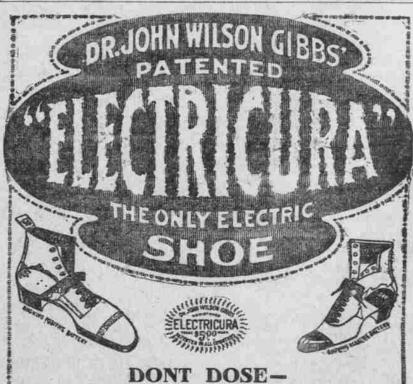


THE WAITER KNOWS that there's nothing so provocative of good humor as

Ghirardelli's Cocoa. Its delicious fragrance and sustaining goodness fill the most exacting guest with generous impulses. The best thing too

for his own

Ghirardelli's Cocoa



Cease the drug habit. Get Nature's remedy-properly applied, constant, soothing, safe electricity. Wear a pair of "ELECTRICURA" Shoes, Save your stomach through your sole.

> Let us know if the dealer can't supply you. We'll fix it.

WERTHEIMER-SWARTS SHOE CO., St. Louis, U. S. A. Solo Makers Under Letters Patent