

SPokane DECISION TO BE 'PROTESTED'

Harriman Lines Seek to Evade It on Ground Haul Is Longer Than by Hill Roads.

COTTON OUTLINES CASE

Announces on Return From Chicago That Independent Action Will Be Taken to Test Recent Ruling on Rates.

The Harriman lines will evade, if possible, the Spokane rate decision. A petition has been prepared to the Interstate Commerce Commission asking that the Union Pacific, Oregon Short Line and O. R. & N. be relieved from the effects of the decision giving the inland city terminal rates because of the fact that the mileage from St. Paul to Spokane by the Harriman lines is much longer than by the Hill roads. It is alleged it would be unfair to enforce the lower rates over the road having a far longer distance to haul traffic.

After an exhaustive study of the Interstate Commerce Commission's decision in the Spokane case, the railroad traffic men have come to the conclusion that they cannot tell what the effects of the changed rates will be. Figure as they will, there is probably no railroad traffic in the country today who can tell where the rate changes started by the decision will end. Railroad men refer to the decision as having the effect of pulling out one of the cards in a house of pasteboard, leaving the whole structure of rates in the West on an insecure foundation. That the whole fabric is liable to changes that cannot even now be foretold is the opinion of traffic men.

Conference Held at Chicago.

W. W. Cotton, general attorney for the Harriman lines of this territory, returned yesterday from an extended conference at Chicago with the traffic staff of the Harriman interests. The rates were gone over with reference to the changes made by the decision but the railroaders confess their inability to tell just what effect the decision is going to have.

Going on the principle "they would rather sidestep than wait" to the ruling of the Interstate Commerce Commission, the Harriman lines have decided to try to get from under. The petition prepared recites the much longer mileage between Spokane and the Middle Western terminals by the Union Pacific and its connections than by the Hill roads. In view of this fact, it is set forth as unreasonable to expect the Harriman lines to comply with the decision. Mr. Cotton, in discussing the rate decision and the action determined upon by the Harriman lines said:

Big Difference in Hauls.

"The report and the order of the Interstate Commerce Commission establishes class rates to Spokane from Chicago and St. Paul, the first-class rate from St. Paul being \$2.50 and the first-class rate from Chicago being \$2. The first-class rate from St. Paul to Seattle and Portland is \$3. The order also fixes rates from Chicago and St. Paul to Spokane upon 32 articles taking commodity rates. The rates so fixed from St. Paul to Spokane are in the main equal to the rates made to St. Paul from the land. The shortest line from St. Paul to Spokane via Omaha and the Union Pacific, the Oregon Short Line and the Oregon Railroad & Navigation Company, called for convenience the Union Pacific system, is 200 miles, and the shortest line from Chicago to Spokane via Omaha and the Union Pacific system is 230 miles.

The distances from St. Paul to Spokane via the lines of the northern Pacific is 152 miles, from St. Paul to Spokane via the lines of the Great Northern is 162 miles, and the distance from Chicago to St. Paul by the Chicago & North Western line between those two points is 40 miles. Traffic going either to Portland or to Seattle 25 miles from Spokane and 21 miles from Portland. The distance from Chicago to Portland via Omaha and the Union Pacific system is 200 miles. In view of these distances it seemed upon consideration that the order of the Commission establishing rates from St. Paul and Chicago to Spokane as reasonable maximum rates was inadvertently made applicable by the Commission to the Union Pacific system and their connections.

Petition Filed by Roads.

"This also appears from the fact that no company operating any line of railroad between St. Paul and Omaha was made a party to the order except the Chicago, Burlington & Quincy and the distance from Omaha to St. Paul via the lines of the Chicago, Burlington & Quincy is 74 miles, making the total distance from St. Paul to Spokane via the Chicago, Burlington & Quincy and the Union Pacific system 204 miles as via the Great Northern. The Oregon Railroad & Navigation Company, the Oregon Short Line and the Union Pacific have this time with the Interstate Commerce Commission a petition asking for a rehearing and a modification of the order so that the rates fixed by said order shall not be regarded as legally binding to the lines of the Union Pacific system.

"If the prayer of this petition is granted, the Union Pacific system and its connections will be free to meet, as the result of competition, the rates made by other lines to Spokane. The theory of this petition is that the Commission has power to establish reasonable rates as a maximum to be charged, and that there is no reason why the rates established as reasonable maximum for the haul of the Great Northern from St. Paul to Spokane should be as a matter of law made binding upon the Union Pacific system for a much longer haul."

The Chicago conference did not determine many of the matters connected with the rate decision that was desired to be cleared up because information was not at hand on the result of the decision. It is maintained that no well-defined principle of ratemaking was followed in the decision, but that it upsets rates that have prevailed in the West for decades without establishing any new principle to be followed in the general readjustment.

Many Points Are Cloudy.

Railroad men are asking "Why 22?" meaning the commodities named in the Spokane complaint, and upon nearly all of which the Commission ruled in favor of giving Spokane terminal rates. The Spokane complaint is expected to be soon supplemented by a complaint that will, doubtless, include all commodities, and when that is acted upon, the railroads will have a more complete understanding of what the Commission contemplates.

Another fine point in the decision is the

ELECTED PRESIDENT OF OREGON HUMANE SOCIETY.



AUGUST BERG, WHO HAS LONG BEEN PROMINENT IN MERCY WORK.

fixing of rates to intermediate points. Will the rates be graded back or will the terminal rates apply? For example, the rate on first-class freight to Spokane is fixed at \$2.50 per 100 pounds, and to Portland the rate is \$3. What, then, is the rate to Pendleton? This is a problem in arithmetic that rate men cannot solve. The mileage to Pendleton from St. Paul is less than to Spokane or Portland. Should the Portland rate be maintained, or should a rate less than to either point be fixed? If the latter plan is adopted, it will mean that Pendleton could better do the jobbing business of Eastern Oregon than Portland.

It is not yet known what action the Hill lines will take, if any, in contesting the Spokane rate decision. The Harriman people, in presenting their petition, must necessarily act alone. Other roads, it is understood, have outlined no course of action in resisting the effect of the decision. That they will do so is believed.

EIGHT MORE TRUE BILLS

FEDERAL GRAND JURY INDICTS SCRIBER AGAIN.

La Grande Bank Cashier Charged With Fraudulent Operations—Alleged Land-Frauders Held.

The federal grand jury yesterday returned eight indictments. J. W. Scriber, cashier of the Farmers and Traders Bank, of La Grande, Or., drew another indictment, charging him with fraudulent operations in connection with the failure of the institution. Armand Farrot and Henriette Vandreaux were indicted for maintaining an immoral resort at 603 1/2 son, for making a false affidavit in regard to a patent buckle, and William Jones, William Leases, Edward Stoffer, John Gierster, William Maher and J. M. Neil, for unlawfully including Government land in Eastern Oregon, were also indicted.

Not true bills were rendered in the following cases: William Johnson, for alleged assault on Warm Springs Indian Reservation; William Porter, for taking liquor on the Siletz Indian Reservation; Elijah Oliver and Roy T. Oliver, for maintaining an illegal inclosure of public lands; and Ralph O. Smith, for the same alleged offense.

The inquest made a special report to Judge Wolverton yesterday afternoon, in which they outlined the fact that they had found 23 true bills against accused persons and eight not true bills. They further called attention to what they deemed the cramped, overcrowded and unsanitary quarters in which they conducted their labors, and which, they state, resulted in the illness of some of the number while attending to their duties. Another drawback experienced by the jurors, according to this report, was the noise from street traffic, which the jurors declare is so great at times as to drown the voices of witnesses and attorney to such an extent as to prevent hearing correctly either questions or answers. The courtroom proper is little better, say the jurors; and they recommended the removal of the United States Customs House building to the former originally designed for their use. The jury says this can be done by removing partitions and false work now placed there.

The report further goes on to thank Judge Wolverton in unqualified terms for his untiring consideration and courtesy to the jurors during their stay in the jury room, and at all times during the incumbency of their duties as jurors.

WIRE ENDANGERS PUPILS

Children Gather in Street When Horse Is Electrocut.

Scores of school children on their way home from the Holladay school were imperiled by a fallen electric light wire yesterday afternoon. The wire had electrocuted a buggy horse which chanced to trample on it, and children were being quite unkind about the dead animal, when a hurried call was sent to both the police station and headquarters of the Portland Railway, Light & Power Company. Captain of Police Bailey hurried several officers to the place to keep anyone from touching the dangerous wire until the current could be turned off. Many children were found gathered about the perilous scene, but fortunately all had kept clear of the danger zone. A repair squad shortly removed the danger.

Man Hurt in Elevator.

SILVERTON, Or., March 31.—(Special.)—Charles Dickerson was caught in an elevator at Julius Alms' store today and sustained injuries from which he may not recover. He was injured internally.

Pumps that fit at Rosenthal's.

MINTO STEPS DOWN

John C. Young Takes Charge as Postmaster of Portland.

TELLS PLANS FOR FUTURE

Hopes to Obtain Additional Help and More Space to Handle the Mails — Williamson Takes Office as Assistant.

Postmaster John W. Minto relinquished the reins of office yesterday afternoon, and turned the conduct of that branch of the Federal service over to John C. Young. Mr. Young was duly sworn in, and is now the City of Portland's new dispenser, director and controller of the mails. His assistant, W. R. Williamson, who now presides over the department formerly under J. W. Shipley, was inducted into office simultaneously.

Mr. Young was seen shortly before taking the oath of office, and spoke at some length of his views concerning the future. "It will be my ambition to give the City of Portland a first-class, up-to-date administration of the office of Postmaster," he said. "If we need more room and additional clerks, it will be my first move to secure these for the city. I believe we have not at present sufficient clerical force to carry on the increasing business at the postoffice in a manner to give universal satisfaction to the public. If investigation on my part confirms me in this belief, I shall at once institute measures to have the condition of affairs corrected. We ought to have enough room and abundant force, not only to carry on business expeditiously for the present, but men and space to accommodate the constant and rapid growth of Portland."

"I have already written twice to Senator Bourne in respect to this, and intend to leave no stone unturned towards obtaining everything in the way of office room and clerks ample to meet all demands. Just now, without any fault on the part of the postoffice authorities, the Portland mail goes out in such shape that it is a burden to the clerk on the mail-cars. There is not room nor employees sufficient properly to distribute it here, as I am informed, and this must and shall be remedied."

"Portland is growing more rapidly than most people dream of, and it is highly important that it should have postal facilities adequate to its rapid increase in population."

"I shall endeavor to improve the service in whatever way it may seem feasible and necessary. I do not go into the office expecting to find it a sinecure, but feel that it will demand my time and closest attention to detail to make my administration the unqualified success for which I shall strive."

"There are a number of departments and a certain amount of detail connected with every department. I propose to acquaint myself with the workings of each department and the routine of the detail, so that I may become posted in the minutiae as well as the broader scope of the Postmaster's position. All this is going to take time and careful investigation, and thus I am presently giving up my private life to devote myself to the public service."

"I want Portland to have the best Post-office on the Coast; the best lighted, the most commodious, modern and well-appointed institution of its kind anywhere. To have this, we ought to have a building commensurate with the population and density of the city. Now, it may be some time, or it may be shortly, that we will have, on the site of the present post-office, a strictly modern building which will not only be amply able to handle this city's enormously increasing postal business, but an edifice of which Portland may well be proud."

"I am informed that Seattle has more mail-carriers than we have here. I am confident that we need additional carriers here. I am going out to get them if we need them, and the Portland postoffice will not lack anything which can be had for the asking and working for. I have not the remotest desire nor intention to criticize for I know that criticism is the easiest thing in the world to manufacture, but I am simply stating what I intend to do in regard to making the office, so far as my administration is concerned, a credit to the city, my subordinates and myself."

I am in the race to stay to the finish. There certainly is no intention on my part to lay down."

—Rev. Hollingworth has resigned his position as pastor of the Methodist Church, and will take effect in May. He will retire from the ministry.

Methodist Preacher Retires.

SILVERTON, Or., March 31.—(Special.)—New York's latest novelties in fine footwear at Rosenthal's.

San Francisco & Portland Steamship Co.

First-class fare \$10.00

Upper Deck \$15.00

Second-class \$8.00

S. S. Senator

Sails from Astoria Dock, 4 P. M., Friday, April 2.

J. W. Ransom, Dock Agent, Astoria Dock. Phone Main 268.

M. J. Roche, C. T. A., 142 Third St. Phones—Main 402, A 1402.

Reported and Investigated.

Horses humanely destroyed.

Horse humanely destroyed.

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If you ever were interested in the amount of money that could be made in Timber Investments; if you would like to know how profitable the investment of \$100 could be made; if you care to know the excellent, perfectly safe and businesslike manner in which \$500,000 can now be used in Timber Operations right here in Oregon; in fact, if you are desirous of merely knowing the possibilities of a small or large amount of money in the present standing timber of Oregon alone, write or call for plan of the OREGON-NORTHWEST TIMBER CO.

Tear Out and Mail This Coupon Today

SWEET-HEAD-LEMKE,
146 1/2 Fifth St.,
Portland, Oregon.

Gentlemen:

Will you kindly tell me what the prospects for profit are on an investment of \$.....? Also send me particulars regarding

Name

Address

SWEET HEAD LEMKE
146 1/2 FIFTH STREET

Bennett Has Not Withdrawn.

Councilman Frank S. Bennett last night emphatically denied the report that was in circulation yesterday to the effect that he had withdrawn as a candidate for the Republican nomination for Municipal Judge. "I cannot imagine where such a rumor could have originated," said Mr. Bennett last night. "I not only am an active candidate for the nomination, but

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ALL THE MEAT IN THE GOLDEN WHEAT

The "education" of the public has cost a lot of money, but it has not been in vain. Each year brings a larger consumption of whole wheat foods. We have done our share in the "educational campaign."

In conformity with a decision of the Secretary of Agriculture at Washington, the white flour millers have agreed to stop bleaching flour. Hereafter nothing but "golden" flour will be manufactured by the white flour millers.

You get all the rich, golden nutriment in the whole wheat when you eat

SHREDDED WHEAT

and you get it in a digestible form—the whole wheat, steam-cooked, shredded and baked—crisp, clean, nourishing, satisfying.

Two Shredded Wheat Biscuits with a half pint of hot milk and a little fruit for breakfast will supply all the nutriment needed for a half day's work. Try it for ten mornings and see how much better you feel.

Made only by The Shredded Wheat Company at Niagara Falls, N. Y.

YOUR GROCER SELLS IT.

