RATE FIGHT WILL BE FAR-REACHING

Spokane Upsets System and Gain to Coast Cities Is Still Hazy.

EAST IS MAKING DEMAND

New York and Chicago Jobbers Strive for More Favorable Rates. Situation Is More Complicated Now Than It Was Before.

BY E. W. WRIGHT. SPOKANE, Wash., Oct. 4 .- (Staff correspondence. - In one of those famous gems which made the works of the late Mr. Aesop one of the best sellers of the day, there is related a story of a dog with a juicy steak in his mouth, crossing a placid stream. Gazing into the water, this canine hero of the Aesop fable saw his reflection, likewise the steak. Mistaking the reflection for another steak, he promptly propared to give battle for the one held by the other dog, with the result that the stenks, real and illusion-

Spokane had a nice julcy steak in the way of a discriminating jobbing tariff, but several years ago caught sight of a will-of-the-wisp tenderloin and dropped the real article, and at the close of the hearing today was floundering around in the water trying to locate the illusionary The latter is, of course, impossible, and meanwhile the original tangible mor sel, dropped to facilitate pursuit of the intangifble, has floated beyond her reach and in the direction of the Middle West

Results Are Still Hazy.

The exact position of Portland and other Coast terminals under the readjustment that will follow is somewhat hazy as yet. The Portland contention that water transportation was the base for distributive rates was proven so com pletely by the evidence introduced by oth Spekane and the railroads that Mr. Teal, as representative of the Portland intervenors, was relieved of the necessity of going deeply into the subject, and in so far as this most important point is involved, the Coast cities have won a

The questions which will arise at the Seattle and Portland hearings present more complications, and not even the most skilled of the ratiroad experts can more than guess at the probable results. On one point Spokane, Portland, the railroads and jobbers from the Atlantic to the Pacific agree, and that is that the present fight has disturbed the equiliand Pacific, and that the result, no mat-ter what the verdict of the Commission may be, will be far reaching in its effect. Before Commissioners Prouty Cir. brium of every rate between the Atlantic Before Commissioners Prouty, Cle-ments, Saul, Clarke and Cockrill the attorneys made their arguments for or against a new tariff which is proposed to take the place of the discriminating schedules under which Spokane has grown great at the expense of other

Chicago Jobbers Reaching Out.

The opening which has been given Chi-cago and the Middle West, as has already been pointed out, lies in lower less than carload rates from Chicago to the Middle West. This may enable the Chicago mail-order houses and other distributers to put goods into territory which is now to put goods into territory which is now handled from Spokane, and it is entirely probable that a strong effort will be made by the Middle West to secure rates which will permit the same concerns to job even farther into Portland territory than Spo-Rane has been reaching.

The intervention of Chicago being a new

factor in the situation the argument of was followed with the closest interest by the entire Commission as well as by the opposing interests. In clear-cut language, he stated it was not so much a matter of interest to Chicago what the rate was, but Chicago would protest rate was, but Chicago would protest against any blanketing of rates by which the New York jobber, a thousand miles farther from Spokane, was admitted into this territory on even terms with Chi-

In his argument he very skillfully called In his argument he very skillfully called the attention of the Commission to the utter lack of proportion between the carlead and less than carload rates. Mr. Barlow has been the skeleton at the feast for all parties to the controversy, and his argument undoubtedly made an impression that later may still further complicate an adjustment of rates.

Spokane Keeps Milwaukee Out. Argument for the Spokane interests was opened by Attorney Stephens, who spe for over an hour, making a careful re-view of the evidence, which he had sub-mitted last week. He insisted that the mitted last week. He plasted that the substitution of the proposed rate would ruin Spokane's jobbing trade, and would benefit neither the consumer nor the rall-roads. He expressed a willingness to per-mit extension of the relative jobbing rates to other interior points, and as a last

to other interior points, and as a last resort was willing to take a lower commodity rate from the Coast in lieu of what was actually wanted.

Mr. Stephens threw an interesting sidelight on the Milwaukee Road's failure to enter Spokano. He stated that a franchise would not be granted that a franchise would not be granted that a pew line. chise would not be granted the new line unless it agreed to give Spokane terminal rates. In answer to Mr. Woodworth's contention that the revenues of the roads would be impaired by the new rates and by the coming competition of the Milwaukee and Union Pacific on Puget Sound, he said that if rates had to be raised on Spokane every time a new road came into the country he hoped there would be no more new roads.

Mr. Stephens was followed by Turner Oliver, of La Grande. Mr. Oliver filed a statement setting forth the La Grande contention, and supplemented it with a ples for the recognition of the impor-tance of his city. He asserted that 200,000 tons of freight per year orig-inated in the vicinity of La Grande; that the amount had doubled in five years and would double again in the

coming five years.

Attorney Bljur made a plea for a hearing at New York, for the purpose of showing why the existing blanket rates east of Chicago should remain undisturbed. He made an ingenious argument, showing that while Chicago was a thousand miles nearer the Pacific Coast by rail, New York was a thousand miles nearer by water. On that hasis he insisted that Chicago has been enjoying a raie to which New York alone was entitled. His desire to se-cure retention of the present blanket grates led him into the error of stating

a recpening of hearings in the East, as he said it would necessitate a re-opening of the entire case.

Coast Cities Demand Rights.

Seth Mann, of San Francisco, in a brief argument defined the attitude of the Ccast terminal. He said the Coast cities had never opposed Spokane's plea for lower rate, as it would be inconsistent with the Coast demand for inconsistent with the Coast demand for lower rates. The Coast ports, said Mr. Mann, will be satisfied with that to which it is geographically and strategically entitled. He ridiculed Mr. Bijur's statement that water transportation was an actuality, and showed that it not only included water competition by vessels between American ports but also embraced a vast amount ports, but also embraced a vast amoun of foreign merchandise traffic which came into direct competition with American goods. Mr. Mann closed his argument with the emphatic statement that the Coast was not only entitled to scaport rates, but intended to have

Mr. Donnelly, for the Northern Pa-cific, spoke for more than an hour in defense of the proposed tariff, which he declared was consistent and perfectly defensible. He said the blanket rates

CREDIT IS DUE FOR CHIL-DREN'S DRILL BEFORE THE PRESIDENT.



I. N. Fleischner, Chairman Board of Education.

To I. N. Fleischner, chairman of the Board of Education, is largely due the credit for the suc-cessful schoolchlidren's drill in Multnemah Field Saturday morn-Multinomah Field Saturday morning, with which President Taft expressed himself as delighted. The task of arranging for the flag drill was especially difficult, because there was only one week for preparation. The drill was the conception of Mayor Simon, who went to Mr. Fleischner to find out if it would be possible. The chairman suggested it to the board and with the assent of the Board members. Professor Krohn proceeded at once to drill the children under Mr. Fleischner's direction, acting in harmony with the plans of the reception

were not carried beyond Chicago because the Commission had named that as the point at which the Commission's reduction ended. He declared it was an utter impossibility by any possible adjustment of rates again to give Spokane the same advantages in rates that she had formerly enjayed. He contended that the new rates would not materially reduce Spokane's jobbing area.

Union Pacific Has Protests.

Attorney Dillard, of the Union Paific, made an eloquent protest against any reduction in rates, and quoted statistics for an hour to show that the Harriman lines were earning less per ton per mile than any of the Eastern roads which had escaped the Commission's attention. W. W. Cotton, for the O. R. & N

frankly admitting that he did not agree with any of the railroad men who had preceded him, offered some very strong criticism of the rates which the Hill roads proposed to put into effect. He declared that there was not another place in the United States where the competition was as fierce as it was at Spokane, and insisted that the present trouble should be left to work out on a competitive basis. With 20 years' experience in trying.

with 20 years experience in trying, to satisfy the Spokane people with a rate, Cotton was enabled to give a very interesting history of the situation and of the continued fight of the rall-roads against water rates. He contended that the kallroads were earning but 7 per cent, and insisted that every-one else was making more money and that he would like to have rates fixed that he would like to have rates executed reasonable without regard to the desires of Spokane or any other point. He stated that at Seattle this week, Mr. Teal, in the interest of the Portland jobbers, would have statistics to show that the Spokane distributive rate was on many commodities less than half the rate exacted from Port-

When the hearing adjourned at 5 o'clock all of the defendants except the C., B. & Q. had been heard. Mr. Holden, of that road, will appear be fore the Commission at 2 o'cleck to morrow, and Attorney Stephens, for Spokane, will then close the case.

THOUSANDS SWARM OFFICES OF STEAMSHIP LINES.

Coast Rates Cause Stampede of Voyagers From Los Angeles

to North.

LOS ANGELES, Cal., Oct. 4.—(Speciab)

—Three thousand tickets to San Francisco were sold in three hours today, the purchasers being people anxious to take advantage of the bargain rates offered by the warring steamship companies. The Pacific Coast Steamship Company

sold 1000 of these and the rush about its offices became so great that it had to station guards at the doors. At the office of the North Pacific Company, booking agents for the Schubach-Hamilton line, the crowd was just as big and anxious people waited over an hour before reaching the ticket counter. Accommodations have been booked up to the end of

next week.

The Santa Rosa sailed this morning filled to capacity, the City of Topeka will go out temorrow crowded to the guards, and the President, which will sail Thursday, has only a few steerage berths left. As all the steamship companies are getting more business than they can handle, there is no prospect of a further cut in rates. The independent line is having no trou-ble in filling the Hanalei without a further cut and the steam schooners are that water transportation was a po-tentiality rather than an actuality.

Mr. Barlow, of Chicago, objected to Company.

Seattle Writer Figures That Transaction Is Factor in Reaching South.

TERMINALS ARE SECURED

Valuable Rights in City of Portland Acquired by Purchase of Standard Gauge System-Network of

Feeders in State.

SEATTLE, Wash., Oct. 4.-(Special.)-James J. Hill and other giants of the James J. Hill and other giants of the financial and railroad world, who are owners of the Oregon Trunk Railway system, are reported to be back of the purchase of the United Railways Company, of Portland involving three miles of Portland riverfront, more than ten miles of modern standard gauge railroad within the limits of the Oregon metropolis and a right of way from Portland to Tillamook, Or., on the Pacific Ocean, according to the Seattle Times.

That Hill and his associates are back of

That Hill and his associates are back of the deal is the persistent rumor which has been in circulation for several days. has been in circulation for several unys, says the Times, among railroad men of Seattle and the Northwest. The syndicate of Seattle and Montana capitalists, headed by W.D. Hoflus and Moritz Thomsen, of this city, and J. L. Greenough, of sen, of this city, and J. It Greenough of Missoula. Mont., are believed to have dis-posed of their property to men acting for Hill and his allies, and the whole deal is sized up as part of Hill's announced determination to project his transconti-nental line to San Francisco and other California points, where the Harriman system heretofore has been the dominatg ratiroad factor.

Terminals in Heart of City.

It is significant that involved in the ale of the United Railways are terminals sale of the United Railways are ferminals in the heart of Portland of the greatest stragetic advantage and value. Moreover, the right of way for a line of standard gauge road reaching to Tillamook on the Pacific, where the Harriman system is now being extended, is a part of the deal and a big part at that.

Announcement made several months ago of the award of the final contract for the construction of the new Harriman road.

construction of the new Harriman road to Tiliamook was held to be public notice that the head of the great Southern sys-tem had prepared to meet Hill competi-tion for deep water traffic and for an outlet on the coast near the mouth of the Columbia River. Hill now owns a line of railroad to Astoria, at the mouth of the Columbia, but there are well under-stood advantages of the harbor of Tilla-mook on the Pacific.

-Two Harbor Outlets.

Hill's plans for covering Oregon with a network of branch lines, it is pointed a network of branch lines, it is pointed out, fit in nicely with the absorption of the United Railways system from Portland to Tillamook, which passes through a rich and undeveloped dairy, agricultural and timber district, with a maximum grade of less than 2 per cent. If Hillis the financial factor back of the \$3,000,000 Portland deal, eventually he will have two district outlets from Portland to have two distinct outlets from Portland to

Because of the magnitude of the sale of the Portland road and the possibility of a further disclosure of Hill's plans in Oregon, much interest is mar the personality and financial affiliations of the men who have bought the property. They are J. H. Hulbert, a millionaire banker of Fontanelle, Ia., and C. T. Dun-bar, a capitalist of Vancouver, B. C. Nothing locally is known of their East-ern financial connections.

OPEN SHOP AND OLD SCALE

Shingle Mills at Elma Have Resumed Operations.

ELMA, Wash., Oct. 4.—(Special.)—Elma was originally the storm-center of the strike that has been maugurated in Chehalls Couny by the shingle-weavers, halls Couny by the shingle-weavers, which resulted in the closing of every shingle mill in the county. The strike started in Elma before it was declared on the harbor towns, but the flight is now strongest in the west end of the county. The mills around Elma have gradually resumed operations and flow they are mostly all running, open shop.

The mills now in operation in this vicinity include those of Servis & Hillis, the Rayville Shingle Company, S. J. Ray, C. F. Peterson, Henry McCleary, Moxie Shingle Company. Elma Shingle Company. The Mack Shingle Company is making-changes in its mill from a double block to upright shingle machines, and expect to

upright shingle machines, and expect to resume in a week.

The wages paid in these mills are the same as those that were paid prior to the time the strike went into effect.

WIFE DRINKS, MAN BURNS

Georgetown Pioneer Victim of Fire Which Consumes Home.

SEATTLE, Wash., Oct. 4.—(Special.)
—While Frank Alexander, a ploneer of Georgetown, was burning to death in his home last night, his wife was drinking beer at the home of George W. Bradsbury, four or five squares

Mrs. Alexander did not know of her husband's death until after 3 o'clock in the morning, when she went home and was placed under arrest. Alexander had lived in Georgetown 20 years. A year and a half ago, while he and his former wife were planning a trip around the world she died. Alexander started around the world with the body, but was persuaded to bury it at Balti-more. He then returned to Georgetown and married again,

Two Accidents in One Day.

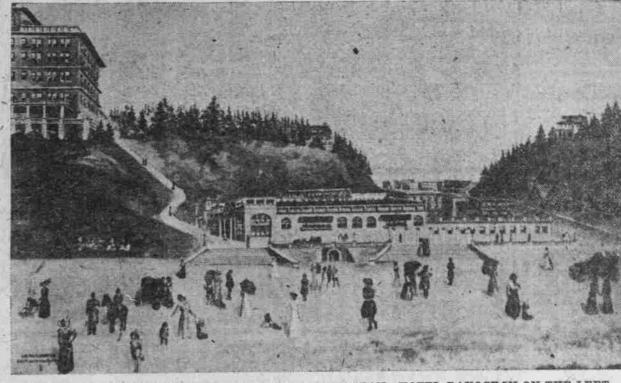
WHITE SALMON, Wash., Oct. 4 .- (Special.)—Two painful accidents occurred here today. The victim of the first, Jack Ferry, was the first white man to settle in this valley, about 35 years ago. Today his leg was broken by being caught in the wheel of a moving wagon. He was taken this afternoon to the hospital at The Dalles. John McNell, while perating a wood sawing machine, lost a finger by the saw.

Brick Delivered for Hotel.

ASTORIA, Or., Oct. 4.—(Special.)—The first lot of the 500,000 brick to be used in the erection of the Weinhard-Astoria Hotel was delivered today by the Astoria Clay Product Company, and as soon as sufficient material is on the ground the construction work will be commenced.

Real Accommodations for Surf Bathers The Oceanside Natatorium at BAYOCEAN

architect's plans from which it was drawn, together with those of four other great Bayocean features, in the windows of the



THE NATATORIUM ON THE OCEAN BEACH AT BAYOCEAN-HOTEL BAYOCEAN ON THE LEFT.

This recreation feature will add greatly to the daily pleasure of both cottage dwellers and tourists at BAYOCEAN. It will provide 300 convenient dressing-rooms for those who wish to dash into the tumbling breakers so close at hand, and will also include provision for the enjoyment of those unable to withstand the shock and thrill of the surf.

This unique provision is a pool 50 by 100 feet of artificiallyheated sea water-the water piped directly from the ocean and heated to a comfortable temperature.

Fresh-water plunges for both men and women and several showers have been included in the plans. Tub baths of both hot sea water

and fresh water have also been included. No charges will be made by the company for the use of the plunges.

As shown in the picture, the Great Gap, Nature's thoroughfare across the peninsula, extends from the ocean beach at the Natatorium to the bay side of BAYOCEAN. A moment's walk, therefore, takes the bather from the surf to the Open-Air Plunge Bath, 500 by 1000 feet, the largest in the world, on the bay side. Thus both the surf and the quieter water of the Plunge Bath await one's attention.

Notice in the picture the tunnel-like exit from the Natatorium from which the bather is emerging. Here a little stream has been ingeniously planned to act as a gateway to the plunge and dressing-rooms, for no one in street costume would attempt to wade across. This Natatorium will provide genuine accommodations for surf

bathers. It is but one of the reasons why BAYOCEAN will be the only fully improved and perfect beach resort in the Northwest-why BAYOCEAN will be the only place you will consider.

You'll Enjoy the Natatorium Next Year

Potter-Chapin Realty Company

514 Corbett Building, Portland, Oregon

416 R. A. Long Building. Kansas City, Mo.

210 State Savings Bank Bldg., Butte, Mont.

421 Columbia Bldg.,

901 Monadnock Bldg., Spokane, Wash. San Francisco, Cal.

CALIFORNIA LEAGUE SIGNS NA-TIONAL AGREEMENT.

Enters Class B With Six Teams and Ewing Backs San Francisco End.

SAN FRANCISCO, Oct. 4.-The Call- Wrestler Makes Statement Damagornia State Baseball League came into he fold of organized baseball today when Frank A. Hermann, representing the di-rectors, signed articles with Cal Ewing of the Pacific Coast League, whereby the State League becomes affiliated with the National organization with a class B

rating According to the plans of the reor-ganized State League, San Francisco, Stockton, Oakland, Sacramento, Fresno and one other city, yet to be selected, will be represented next year. Ewing, it s said, will finance the San Francisco esan. The Coast League grounds on both ides of the bay will be used.

The final series of four games for the State League championship will open in Stockton a week from next Thursday.

WILL COAST DROP PORTLAND?

Mac Rae Wishes Ewing Well and Asks Him to Stay Away.

BY WILL G. MACRAE.
Admission of the California State
League into organized baseball with a class B rating, as indicated by dispatches from San Francisco, seems to indicate that the Coast League magnates are abandoning hopes of having Portland with them next year. Had the dispatch mere-ly stated that the outlaws had applast seen the error of their ways and joined the organized forces. Portland would not have regarded the move as signifi-cant. But when it is stated that the team mentioned in the dispatch together with others yet to be named are to have use of the ball parks at Sah Francisco and at Oakland, then all signs indicate that the California moguls have given up hope of keeping Portland in the fold next year and are shaping things for a strictly state league.

If this isn't true, how will J. Cal. Ewing and the remainder of his brotherly love clique in the south figure they can have this new class B organization play ball at San Francisco and Onkland when San Francisco has continuous baseball? Are these resourceful southern magnates, so satisfied with their manipulation of their umpires, so confident of what they can put over, that they hope to have the chas B outfit play baseball in air ships? If not, then surely they are figuring Portland as lost to the Coasters. How they figure a Coast League schedule with patient Portland still standing for the stinging end of the stick as it always has, a schedule whereby the reconstructed outlaws can find time to play ball at San Francisco and Oakland; with a continnous card in Los Angeles, is a mystery too deep to solve without further light on the mysterious workings of J.

Cal Ewing's busy brain.

It was a wise move to coax the outlaws into line. Ewing deserves much credit into line. Ewing deserves much credit for this accomplishment. Yet, when it is known that the clique of outlaw "magnates" was down to bedrock, the task is not so surprising, after all.

Judge W. W. McCredie's pet views of an eight club organization were knocked into a cocked hat by President Ewing, when he said he was willing to have three of the northern cities—Seattle, Spokane and Vancouver—come into the

kane and Vancouver-come into the Coast League, provided they would crawl on their knees. The Northwestern League owners are not "that kind of Piper Heideleck champagne flavor chewing tobacco is the height of good taste.

League owners are not that Ewing girls," and it's just as well that Ewing sot into a fight which prevented his northern visit. Had he come north and talked such a silly proposition, he would have been sneered out of the country.

Let's hope he stays away, unless he comes to bid Portland good-bye, with a cial ostracism for C. Harrison Green.

comes to bid Portland good-bye, with a promise that we have umpires up here who are not out working to cinch the pennant for San Francisco, as it has been openly charged that Los Angeles did on its last-series against the Seals. Let's hope that Ewing and his merry band of re-constructed outlaws will have enough teams in California to make up a league without Portland. without Portland.

ROLLER ACCUSED OF LIBEL

Green came to the arena, some time before the Warner match, and said that he was reporting for an afternoon sheet and in the presence of Jack Cur-Wrestler Makes Statement Damaging to Reporter's Character.

SEATTLE, Wash., Oct. 4.—(Special.)
—An Information was issued today accusing Benjamin F. Roller, physician—

sheet and in the presence of Jack Curley and Fred Sargent, demanded 25 per cent of the receipts of the accent matches, and when refused said: "If you don't give it, the paper I represent will ruin wrestling here, and run Roller out of town"; which statement, if published, would expose Green to hatred, contempt, ridicule and obloquy and would deprive him of the benefit of the Harris Trunk Co. for trunks and bags.

SWARM TO LAND OPENING

Registration on Cheyenne and Standing Rocks Land Is Enormous.

ARERDEEN, S. D., Oct. 4.-Registra tion at all points in the opening Cheyenne and Standing Rock reservation for the first 16 hours indi-cates that this will be one of the greatest

More than 5000 names were recorded from midnight Sunday until 4 P. M. to-day. If this average continues, more than 114,000 will have registered. At Mobridge 250 registered; at Lemmon, 262; at Bismarck, 677.

THE APPROVAL of the most EMINENT PHYSICIANS and its WORLD-WIDE ACCEPTANCE by the WELL-INFORMED,

BECAUSE ITS COMPONENT PARTS ARE KNOWN TO BE MOST WHOLESOME AND TRULY BENEFICIAL IN EF-FECT, HAVE GIVEN TO

Syrup of Figs and ELIXIR OF SENNA

THE FIRST POSITION AMONG FAMILY LAXATIVES AND HAVE LED TO ITS GENERAL USAGE WITH THE MOST UNIVERSAL SATISFACTION.

TO GET ITS BENEFICIAL EFFECTS, ALWAYS BUY THE GENUINE MANUFACTURED BY THE CALIFORNIA FIG SYRUPCO.

FOR SALE BY ALL LEADING DRUGGISTS DIE SIZE ONLY, REGULAR PRICE 50 PER BOTTLE

ORIGINAL AND ONLY GENUINE IS MANUFACTURED California