# RATE CASE TO

J. N. Teal, City's Representative in Fight to Explain Decision's Effect.

## COMMITTEE MEETS TODAY

Transportation Body of Chamber of Commerce to Confer on Spokane Tariff Suit-Water Line Shipments May Grow Here.

Members of the transportation com mittee of the Chamber of Commerce will meet today to consider the recent decision of the Interstate Commerce ommission in the Spokane rate case.

J. N. Teal, who represented the Port-

interests in the commercial various hearings before the commission both here and at Washington. D. C. will give his opinion on the probable effect the decision will have on Portaind. Mr. Teal has been making a careful study of the ruling since it was announced on Monday and will be prepared today to give his views. Other members of the Chamber of Commerce who are versed on the rate cases will

Although no definite steps have been taken toward meeting the situation that likely is to grow out of the decision, a sentiment is growing among shippers that in the future Portland will be forced to patronize the water lines to a greater extent. With the completion of the Panama Canal this course will be more practicable. Mr. Teal, in numerous instances has criti-cised Portland for not taking advantage of its water highways, which give it natural supremacy over all other cities on the Coast.

Water Cargoes May Grow.

It is probable that one of the first steps the Portland commercial bodies will take as a result of the decision will be toward establishing additional trade over water lines and diverting some of that which it can no longer afford to ship by rail, to the sfeamship

victory in that the commission has recognized its contention for a termina rate. Portland traffic attorneys do not believe that the Inland Empire city will profit much as a result. other town in the interior will have the same rates that Spekane will enjoy. As the local distributive rates will be the local distributive rates will be high enough to prohibit jobbing out of Spokane they look for close commer-cial alliances between these various small communities and the large dis-tributing centers of the Middle West.

## Results East Better.

Railroad men declare that they are unable to reconcile their loss of revenue and say that it will result in a further depreciation of railroad se-curities. In an effort to overcome the effect as much as possible the railroads are likely to encourage trade between the jobbing houses of the Missouri and Mississippi Valleys and the towns on their respective lines. Whether that husiness results in trade for Portland or for the interior towns will be of no

ncern to the rallroads.
There was more rejoicing in Chicago and St. Louis over this decision than there was in Spokane," said a prominent railroad attorney yesterday, "The jobbers of those cities will be able to deal direct with every com-

The margin of 25 per cent that Portand will have over the interior towns on New York shipments will not enable this city to do much trading in the interior as the local rate will be sufficient to wipe this out and still place the terminal points at a disadvantage. It will pay the interior towns to buy direct from New York."

It will be natural for many of the smaller towns to continue trading with C. H. EHRLINGER MISSING and will have over the interior towns

Portland jobbers, even in the event of a substantial reduction in their own rates rom the East, and in this business Portland, it is believed, will continue to enjoy an advantage over Spokane.

# Distributive Rates Next.

The distributive rate cases now pending before the Washington State Raildetermining the extent to which Spokane will be able to invade Portland territory or that Portland will be enabled to encroach on Spokane territory. While these cases themselves have no direct bearing on Portland, whatever action the Wash-ington commission takes will be followed by similar action by the Oregon commis-

With the completion of the Celilo canal Portland again well have an advantage in the distributive trade cast of here.
Traffic attorneys are at variance on interpreting the intentions of the commission as to points in the Willametic Vailey. Shippers at Salem, Albany and Medford declare that they will be en-Medford declare that they will be elited to terminal rates under this ruling on the ground that they are in a direct line with Portland from the East via the Southern Pacific's El Pase route. However, a short time ago the commission denied the Southern Pacific's applicable to handle through freight to Willation to handle through freight to Willamette Valley towns by way of El Paso at the same rates that apply via Portland, on the ground that towns in North-ern California now have a higher rate than those in Southern Oregon, and that consequently such a routing would be discrimination against the Northern California towns.

It is understood that the commission intended to grant the terminal rates only to points served by the direct lines of the Coast carriers, and under the ruling in the Southern Pacific case, Willamette Valley would not be considered in a direct line.

# PERSONAL MENTION.

Rev. J. P. Anderson, of Huron, S. D., is at the Seward. R. E. Wimer, of Pendleton, is regis-

Mr. and Mrs. H. E. Murray, of Spokane, are at the Bowers. Dr. A. B. Starbuck, of Dallaz, reg-

tered at the Oregon.

istered at the Imperial yesterday.

A. W. Ayers, a timber dealer of Kelso, Wash, was at the Perkins yesterday. Mr. and Mrs. William A. Taylor, of Spokane, were at the Bowers yestetr-

E. H. Wright, a lawyer of South Bend. Wash. is registered at the Im-

perial. Bruce Blake, a lawyer of Spokane, and Mrs. Blake are registered at the

F. A. Fisher, a real estate dealer of Astoria, was registered at the Oregon yesterday.

W. Good Neal, a banker of Boise. Idaho, was registered at the Perkins Mr. and Mrs. M. E. Watson, of Puy-

Wash, were registered at the Cornellus yesterday A. T. Wain, ex-Deputy Sheriff of Marion Cousty, is registered at the Imperial from Salem.

John E. Gratke, manager of the uily Budget, of Astoria, was regis-red at the Seward yesterday. F. T. Esping, a sheepman of Shaniko, and his brother, H. M. Esping, a merchant of Bend, are at the Perkins.

Charles H. Grout, owner of the Idah-na Hotel, at Boise, accompanied by Mrs. Grout, was at the Portland yesterday. Albert Abraham, lawyer and State Senator from Douglas County, was reg-intered at the Imperial yesterday from

I. Blumauer, president-treasurer of the Blumauer Logging Company, is registered at the Cornelius from Tenino, Wash.

Colonel John Biddle, who has charge of the river and harbor work at San Francisco, was registered at the Port-land yesterday. Edward Metzger, proprietor of the Granada Hotel, accompanied by Mrs. Metager, was registered at the Port-land yesterday.

nan Butler, cashler for the Butler Banking Company, accompanied by Mrs. Butler, was registered at the Ore-gon yesterday from Hood River.

Ira Aronson, a real estate dealer of Philadelphia, Pa., was at the Seward yesterday. Mr. Aronson is arranging to open a branch office in this city. S. C. Beach, ex-State Senator, accompanied by Mrs. Beach, will sail today from Quebec for Europe. They pect to return to Portland early

Mr. and Mrs. R. H. Pease, Mr. and Mrs. Watson and Mr. and Mrs. Abbott formed a party of Los Angeles residents registering at the Bowers yester-day. They made the trip by automo-

Mrs. Mary Murphy, Miss Mae Connor and Miss Mary E. Weldon, Chicago tourists, were registered at the Seward yesterday. They are en route from Yellowstone National Park to their IIlinois home, via California.

ONE BLOCK NOT BIG ENOUGH FOR AUDITORIUM.

Chairman Wilcox Asks Advice of City Attorney as to Manner of Vacating Area Required.

T. B. Wilcox, chairman of the Auditorium Commission appointed by ex-Mayor Simon to select a site for the \$600,000 auditorium which Portland is to build, has written City Attorney Grant asking what procedure the committee should take to obtain the vacation of a street for one block, to have the auditorium built on two blocks. It has been found that one city block, 200 feet long, is not large enough to acommodate an auditorium seating more

than \$600 persons, as architects usually figure on allowing about seven and one-half square feet for every person.

Another difficulty which the committee has encountered ig the Ziegier ordinance, preventing the vacation of any streets within 2000 feet of the river. Mr. Wilcox believes the Market block, which is considered as a pros-pective site, would come within the provisions of this ordinance, the 2000 feet extending about as far as Park

The committee has obtained descrip tions of various auditoriums over all the country," said Mr. Wilcox, "but found none 200 feet in width. Most of them were 220 to 250 feet long and from 185 to 250 feet in width.

On a 200-foot block we would not b able to put up a building with the seating capacity that the people demand."
continued Mr. Wilcox, "that is, a building to seat from \$000 to 10,000 persons.
To obtain a proper site it appears necessary for us to use a street some where. I wrote City Attorney Gran today, setting forth these facts, and asking him what method of procedure we should adopt, and how long it would a street. In our deliberations

Soda Water Maker Not Seen Since Leaving Home Saturday.

Missing since last Saturday from his home, at \$32 Summer street, C. H. Ehr-linger, manager of the Pioneer Soda

Works, and a well-known citizen, is sought by his wife and relatives, who appealed yesterday to Captain of Detectives Moore for assistance.

When Mr. Ehrlinger left home he told his little daughter that he would have to the control of the control return soon. He took no clothing or other articles with him. It is feared that he has met with foot play. He is old, weighs 190 pounds and

themselves are not heat-making units.

wears a Masonic emblem

Hawthorne Bridge Delay Is Laid to Wakefield.

PENALIZED MEN COMPLAIN

United Engineering & Construction Company Pixes Its Loss at \$30,-000 and Argues That City Should Pay It.

That the Hawthorne bridge would have been completed and opened to traffic on contract time except for Robert Wakefield's delay in beginning and completing the piers, and that the city ought to bear a part of the expense Mr. Wakefield caused the United Engineering & Construction Company by his delay is in effect the statement made to the bridge committee of the Executive Board in a letter submitted yesterday.

Attorney C. E. S. Wood, representing the engineering company, said at yes-terday's committee meeting that the bridge was completed according to contract, that the city is receiving the ben-efit of it and that the city ought to pay for it. The bridge committee deferred action until its next meeting. In the meantime cach member will be furnished with a copy of the letter from the engineering company and of the opinion by City Attorney Grant covering disputed points.

### Blame Put on Wakefield.

The engineering company's letter sets forth that because Mr. Wakefield did not comply with the provisions of his contract, by constructing the pier nearest the East Side first and com-pleting the others successively, so as not to hinder putting up the steel, and because of acts by the city itself, it lost more than \$30,000. It is further contended that the bridge engineers, Waddell & Harrington, allowed the United Engineering & Construction Company \$6266 on account of the piers not being completed on time, but off-set half of this on the theory that the company would have had to wait 20 days for the sheaves over which the heavy steel cables run. The company says it could have had the sheaves earlier, but that it regulated the arrival date according to the time it ex-

### Pier-Building Criticised.

Pier No. 4, in the middle of the river, was built first, whereas pier No. 1 should have been commenced first, ar-gues the engineering company. Pier No. 4 was not started until September 1, 1905, while it is said the cor-called for commencement of the July 1. The first two were to been completed by November 28, 1909, according to contract, but were not completed until February 12, 1910, and February 19, 1910. Piers No. 2 and 4 were completed March 22, 1910, and May 19, 1910. Then, it is pointed out, instead of putting in pier No. 5, pier No. 7, on the West Hide, was built, being finished May 1, 1910. Then pier No. 6 was finished July 12, 1910, and finally pier No. 5 was finished August 1, 1810. February 19, 1910. Piers No.

first two spans days, nights and Sun-days, under pressure, but May 21 was unable to proceed further because Wakefield's scows and apparatus were way and the plers were not This caused a delay of 30 days.

# Delays Are Cited.

Then, after the third span had bee rushed to completion, another delay from May 31 to August 2 was occasloned by Mr. Wakefield, says the com No. 5 not being ready. Still in the false work for span No. complained, because Mr. Wakefield had not finished his work and cleared away his apparatus.

"We did not dare to disorganize and let such important men as engineers, superintendents, foremen and skilled steelworkers go, and our payroll during all the period of delay was an absolute loss to us, through no fault of our own," continues the complaint. "Yet the city's agents, the supervising engi-neers, Waddell & Harrington, have re-fused to allow us this item of loss, for the reason, as alleged by them, that we ought to have foreseen the possibility of delay and have taken account of it in our contract, a reason which seems t us not good in either law or morals, an which means that the contract woul have to have been padded to be safe.

Steel Weight Increased.

The engineers, to get a better bridge, increased the weight of steel which increase of weight cost us ap-proximately \$12,000. They ordered stee rails put down, for street railway serv.

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50c Pape's Dia- 29C

EYE CUP FREE

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AUTO CHAMOIS Size about 26 inches square. This

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They ordered lights con-

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was sanctioned; "With what temper would the people of Portland have treated us as contractors if we had refused the orders of the city's own engineers and agents." of the city's own engineers and agents, and stood on fancied technicalities, and delayed the bridge every one was impatient for? And because we did not do this, but performed our contract in good faith and trusted to the honor of the city as to an individual, shall we be apparatused and made to suffer loss by

LINEMEN ARE ARRESTED

Violation of Ordinance Charged to Mount Hood Electric Men.

# structed for the bridge and approaches. "Whatever they ordered undoubtedly "Whatever they ordered undounted, whatever they ordered undounted, and a better bridge, and the people of Portland have the benefit of it. Is it the intention of the Board and of the the intention of the Board and of the the intention of Portland to accept these benefits of Portland have the benefit of the people of Portland have the benefit of it. Is it called down from overhead. Numerous prosecutions have been undertaken under the ordinance against their work, some of the called down from overhead.

the intention of the Board and of the people of Portland to accept these benefits and not pay for them?

"It is intimated that these engineers are not the agents of the city. The contract of the city with us makes them its agents, and compels us to be bound by their orders and decisions. When these engineers ordered the weight of steel increased, ought we to have stopped the work and refused to do anything until the City Council voted its approval or a new bond issue

penalized and made to suffer loss by the city taking advantage of these very technicalities?

Use of the office of the City Attorney to further the campaign being made by striking electricians against the Mount Hood Railroad is charged in connection with the arrest yester day of six linemen, charged with place



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Given the same component parts, almost anybody could make ice cream-after a fashion!

ative ordinance regulating such work. FRAUD LAID TO STEPSON

BRESKRERE BERKERE BERKERE BERKERE gained their liberty by depositing \$23

has started suit in the Circuit Court to set aside the assignment and restrain the officers of the Ancient Order of

United Workmen from paying the policy as directed over her signature.

Mrs. King declares that J. R. King, her husband, was a member of the Weston lodge of the A. O. U. W. She alleges that she was the beneficiary of the reliev but that on the day followthe policy, but that on the day follow-ing her husband's death, while she was in a weak condition mentally and phyof her husband, who died May i last, linquish her right in favor of her husbanduced her to sign away her right in band's children, all of whom are over leally. Fred E. King induced her to re-



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