

RATE CHANGES
PARTIAL TO SOUND

Many Portland Grainmen See Harm in O.-W. R. & N. Move, Others Expect Equality.

T. B. WILCOX IS CHARY

Portland Flouring Mills' Head Expects Bad Result Due to Cheaper Shipping North—Adjustment of Charges Here Urged.

Emphatic protest against the action of the O.-W. R. & N. Co. in granting Puget Sound ports a rate on wheat equal to that enjoyed by Portland, is voiced by many Portland grain dealers, shippers and millers, who view the move of the railroad as one discriminatory against this city.

As a result of the Harriman road's decision to meet the competition of the Milwaukee and the Northern Pacific roads on shipments from non-competitive points in Eastern Oregon, Eastern Washington and Northern Idaho to Puget Sound, Portland will be required to place itself in a position where it can export grain on the same basis as prevails in Seattle and Tacoma, they say.

Theodore B. Wilcox, president of the Portland Flouring Mills Company, said he can't foresee what effect it will have on the idea to me for a transportation company to short haul such a commodity as wheat.

"It seems to me that the frequently cheaply shipped wheat, and lower rates for grain handling—charges a shipper would be foolish to maintain separate shipping facilities in Portland as well as on the Sound."

Expense Higher Here.

"I apprehend that a good deal of wheat that formerly came here is likely to go to Seattle and Tacoma. There is a tendency for lower rates on both rail and steam tonnage there than here. Then, too, they pay stevedores grain handlers only 25 or 30 cents, while here we pay 40 cents. Pilotage charges here are three times as much as they are there. The Sound has an outlet to South America, to Europe and to the Hawaiian Islands by steamer, which we do not enjoy."

"The territory in the affected district has been established and fostered by the railroad companies to Puget Sound, and the O.-W. R. & N. Co. desires a share of this business."

"However, there has been no special demand on the O.-W. R. & N. Co. by the millers of Puget Sound for the Portland tariff on wheat that was not accompanied by the alternative demand to take out the tariff on flour and coarse grain. This condition enabled millers on the O.-W. R. & N. line to invade the Puget Sound field while the Puget Sound millers were prevented from using the territory."

The O.-W. R. & N. Co. had the option of taking out the rate on flour, but it has elected to take the short haul on wheat to the Sound, the Northern Pacific the long haul.

Reasons Not Given.

"What the purpose of the action was or on what grounds it was taken are matters of which I am not informed. Had it granted the rate through Portland to the Sound it would have been easy to obtain from the Interstate Commerce Commission a lower rate for this city on the long and short haul cases."

Whether it will be necessary to begin proceedings to establish a rate based on the water level haul down hill as compared with the haul across the Cascades is not known. It is said that if the railroads can make a profit on the haul across the mountains their profits should increase on the haul down the Columbia. The O.-W. R. & N. Co. was uncalled for, but I am not informed as to the reasons for taking it."

I apprehend that a large portion of the wheat that is shipped tributary to Portland will go to the Sound."

Whether the decision will have a detrimental effect on Portland cannot be determined until the grain starts to move, but all classes are agreed that it will have a tendency to equalize rates between the Sound ports and Portland.

Plan May Be Equalizing.

"It is possible that the reduction of prices in Seattle and Tacoma, where they always have been lower than in Portland, will have a tendency to attract wheat to this city—or to divert it from the Sound, as the high prices there in the past have served as a market for much grain originating in competitive points," said David A. Pattullo, manager for Balfour Guthrie & Company, exporters of grain from the Sound.

In the past Seattle and Tacoma have been compelled to bid higher for their grain than Portland to keep it from coming here and the result has been that shippers on the Northern Pacific, who have had the choice of the two ports—the Sound and Portland—have been forced to send their products to the Sound. A few cents difference on a bushel is a great item to the farmer and he naturally will ship to the place where he gets more money.

Now that the freight rates to both ports will be the same the cause for a higher market at the Sound will be removed and prices will be equalized. With this advantage removed from Seattle, farmers have no economic reason for preferring one place to the other.

Adjustment Here Urged.

"The new rate will permit farmers at competitive points to store their grain on wheat to come to Portland, and here they can have preferred the Puget Sound market have stored in Northern Pacific warehouses. Now, if they store in O.-W. R. & N. houses, some of the grain that heretofore has gone to the Sound may come to Portland."

Merchant Marine Growth Is Seen by Railroad Official

Head of Harriman Lines Sends Message of Optimism to Astoria—Oregon Opportunity Great, He Declares.

ASTORIA, Or., Aug. 17.—(Special.)—The great strides that have been made since the founding of Astoria 100 years ago, and the bright future that awaits this city and all of Oregon, were the keynote of an address delivered by Hon. W. D. Fenton, general counsel of the Southern Pacific Company, at the railroad day exercises here Tuesday.

The address was prepared by Judge Robert S. Lovett, head of the Harriman lines. It follows:

Mr. President, Ladies and Gentlemen: Upon behalf of the Southern Pacific Company of the United Pacific Railroad and the Oregon Railroad and Navigation Company, I have the honor to speak to you on the subject of the growth of the merchant marine of the Pacific coast. It is significant that upon the centennial of the establishment of the first American settlement on the rocky mountains, we should meet at Astoria, which 100 years ago was an outpost of American civilization, to mark the centennial of the merchant marine, the guardian of an immense commerce that has grown out of our harbor and destined to be the entrepot of a mighty ocean-going traffic.

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Market Is Automatic.

Commerce will seek its ultimate destination, the best market for the world and the best route from exchange of all commodities. Between individuals that in the aggregate make up the nation, the market is automatic.

Roads Are Important.

This vocation needs and must have its fullest encouragement and perfect maintenance for the success of the American people.

We shall not detract from this conception, but it may be truly said that a larger and more efficient system of roads and waterways will be built by the people of the state when such lines are built.

Many Miles Are Opened.

The lines constructed during the past few years in this section of the coast have opened up for traffic December 17, 1900.

Railroad Gives UP FIGHT

O.-W. R. & N. by Change Does What Commission Wanted It To Do.

OLYMPIA, Wash., Aug. 17.—(Special.)—Members of the Public Service Commission were surprised today when the O.-W. R. & N. Railroad filed a petition for permission to put into effect a tariff from the territory north of Wallula and Pendleton a joint rate on wheat to Puget Sound equaling the through haul on the Northern Pacific.

GUN TOTER NOW SOUGHT

Police Vigilant for Man Who Was Ordered Out of Vancouver.

A warrant was issued last night for the arrest of A. Cannon, on a charge of vagrancy. Cannon is believed to be "Six Shooter Bill" and is said to have been arrested in Coquille, Ore., last night.

ROSTAND'S Condition Serious.

BIARITZ, France, Aug. 17.—The condition of Edmund Rostand, the dramatist, who was severely injured yesterday, continues to improve today.

Paris just now is having a wave of interest in human feet. Two scientists, Marie Curie and her husband, have made the observation that the smallest type of men had the biggest feet, and the smallest type of women had the smallest feet.

WASTED ISSUES

East Side Committee Is Unable to Reach Agreement on Provisions.

DISCUSSION GETS Lively

Chairman Opposes Suggestion to Include Preferential Voting and Proportionate Representation in Instrument.

Divorcement of every alien issue from the proposed commission charter as it is to be submitted to the voters of Portland by the people's charter committee (East Side), was insisted on at a meeting of the committee last night by the chief chairman, Mr. Criddle, of the committee appointed by the East Side Business Men's Club.

Work to Be Rushed.

General Manager J. P. O'Brien has recommended further appropriations for continuing the Naugatuck-Marshall line, which is to be completed as rapidly as possible, and which will permit it to be opened for traffic between Portland and the California state line, and the line to be operated by the Southern Pacific Company in Western Oregon, now under lease to and operated by the Southern Pacific Company.

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Effect on Voters Feared.

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Municipal Ownership Up.

Another tentative report was submitted by H. G. Parsons, president of the committee on municipal ownership, among other things, Mr. Parsons recommended the purchase, through bond issue, of all public utility corporations at the expiration of the franchises under which they are operating.

Citizens' Rights Protected.

The committee unanimously accepted the suggestion of Dr. Chapman that a provision be incorporated in the commission charter by which any citizen should have the privilege of being named on the commission of five members and submitting a motion in writing, the same to be acted on favorably or otherwise within 15 days.

GOVERNOR WEST THRIFTY

Executive Would Let Washington Pay for Man Wanted Here.

SALEM, Or., Aug. 17.—(Special.)—Application for extradition for Sniderman, who is wanted in Portland on a charge of larceny by bailie and is now under arrest in Massachusetts, has been received by Governor West from District Attorney Cameron, of Multnomah County.

PERSONAL MENTION.

W. H. Davis, of Seattle, registered at the Bowers yesterday.

Mr. and Mrs. Bruce Ennis are at the Imperial. Mr. Ennis is a merchant of La Grande.

Colonel H. R. Newport, a contractor of Hermiston, arrived at the Imperial yesterday.

Mr. and Mrs. John W. Palmer, of Hood River, arrived at the Portland yesterday.

Mr. Snell is a paving contractor.

A. W. Norblad, secretary of the Astoria Chamber of Commerce, was registered at the Cornelias yesterday.

Mr. Wendling, of San Francisco, is at the Portland. Mr. Wendling is one of the largest timber operators in the Coos Bay district.

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Wicked Germs

Steal Nourishment From Hair Roots and Cause Filthy Dandruff, Falling and Faded Hair

Kill the germs; that's the only way to stop your hair troubles. You can't have vigorous or beautiful hair as long as the little dandruff germs steal from the hair root the food that nature intends the hair to have.

Let me say it again; kill the germs and your hair worries will cease.

Go to Woodard, Clarke & Co., today, get a 50-cent bottle of PARISIAN SAGE.

Use PARISIAN SAGE as the directions read. It is guaranteed to destroy dandruff germs, stop falling hair and itching scalp, or money back.

It grows hair, puts a fascinating luster into faded hair and is the most delightful and refreshing hair dressing in the world.

enough in the day he says that he will file the complaint immediately with the County Clerk.

WOMEN OPERATIONS

By taking Lydia E. Pinkham's Vegetable Compound

The following letter from Mrs. Orville Rock will prove how unwise it is for women to submit to the dangers of a surgical operation when it may be avoided by taking Lydia E. Pinkham's Vegetable Compound.

Heavens is her own statement.

SALEM, Mich., Aug. 17.—"Two years ago I suffered very severely with a displacement. I could not be on my feet for a long time. My physician treated me for several months without much relief and at last sent me to Ann Arbor for an operation. I was there four weeks and came home suffering worse than before."

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