

TRUSTS BLAMED FOR COAST RATES

Seattle Traffic Expert Says Railroads Cover Before Big Monopolies.

INSTANCES ARE SET FORTH

W. A. Mears Testifies at Hearing Before A. R. Mackley, Attorney for Interstate Commerce Commission in Portland.

"When it comes to making rates affecting trust-controlled goods, all the transcontinental railroads are cowards," declared W. A. Mears, transportation manager for the Seattle Chamber of Commerce, at the rate hearing before A. R. Mackley, attorney for the Interstate Commerce Commission, in the Federal building yesterday.

"Why, the traffic manager of one of the transcontinental lines himself told me that they are afraid to make rates affecting the trusts," continued the veteran Mr. Mears, while the several railroad representatives present squirmed in their seats, eager for an opportunity to reply.

But the irrepressible Mr. Mears was not to be denied his little fling at the carriers, and while Examiner Mackley sternly rapped for order, the Seattle man continued to pour forth his tirade against the rate-making bodies.

Trusts' Consent Needed.
"A few years ago," he said, "the Seattle Chamber of Commerce sent a committee back to Chicago to get from the railroads a reasonable differential between raw timber and the finished material. They met with the transcontinental bureau, but the railroads could not agree on the rates. When our committee returned home they reported that the traffic men had admitted to them that they couldn't make a rate on steel without the consent of the steel trust."

"We had hoped to build up a steel industry in Seattle, but we can't ship a pound of steel 25 miles outside the city. The rate on raw iron and the finished product is too close. It could name you a lot of other commodities similarly affected. Take glucose for instance. The sugar trust sends syrup to the coast at exactly the same rates that they send glucose to our syrup manufacturers. How can we manufacture syrup out here under those conditions?"

Hearman Official Replies.
"In the last 10 years the rates have been raised continuously," and he enumerated many items which take a higher rate now than they took 10 years ago.

"What I want to know and what the people of Seattle want to know is when this thing is going to stop," and he headed the desk in front of the examiner vigorously with his fist.

Edward Chambers, of San Francisco, representing the Southern Pacific, replying to Mr. Mears, declared that he has attended every transcontinental meeting held in the last 10 years and that no such statements as those quoted by Mr. Mears ever were made there.

"Well, I know only what the committee reported," said Mr. Mears, "and that is a matter of record in my office."

Gathering Is Distinguished.
This display of "fireworks" just before the close of the hearing, enlivened what had been an interesting day of testimony taking. Shippers and representatives of various Northwestern commercial bodies, in addition to the galaxy of traffic officials and railroad attorneys made up a distinguished gathering of rate experts.

The hearing was called to consider complaints against the new transcontinental western commodity tariff "4-J" applying from the territory between the Atlantic seaboard and Wyoming to Portland, Seattle, Tacoma and other North Pacific Coast terminals. The new tariff is to take effect September 2, but is under suspension until July 3, 1913, pending this investigation, which was started at Washington, D. C., in October.

The session adjourned last night to be continued in San Francisco next week. Among the principal commodities affected by the new tariff are furniture, canned goods, machinery, glass, paint, plumbers' supplies and many other items entering into the building and engineering trades. Representatives of the furniture, machinery, glass, paint, plumbers' supplies, and many other items entering into the building and engineering trades, from Portland, Tacoma and Seattle were present.

Increased Minimum Attacked.
William H. Beharrel, manager for Heywood Brothers & Wakefield, wholesale furniture dealers, epitomized the attitude of the shippers in what G. Woodworth, of St. Paul, traffic manager for the Northern Pacific, afterward referred to as "a clear and common-sense" statement.

Mr. Beharrel declared that the protest of the shippers is based not only on the increased rates provided by the new tariff, but on the increased minimum loads per car which the carriers will accept. This, he pointed out, frequently makes the shipper pay twice the specified rate. He expressed the opinion, also, that the differential between furniture "in the white" and finished furniture is not sufficiently great to allow manufacturers to engage profitably in business. Coal manufacturers who make furniture from Eastern woods have the raw material shipped out here "in the white," that is, sawed and machine treated. They finish this material and place the manufactured product on the market in competition with goods manufactured entirely in the East. The Eastern finished product, he complained, takes a rate within 10 cents per 100 pounds as low as furniture "in the white," under the proposed new tariff.

The rates in red and ruffin will be so high under the new tariff as to force the coast to buy timber products in China and Japan, thus depriving the railroads of the entire haul.

Proposed Advances Scored.
A. G. Long, dealer in fire department supplies, also testified. He is secretary of the minimum load features of the tariff. The minimum carload for fire fighting auto-trucks is 24,000 pounds. It is possible to load but two auto-trucks in a car. They weigh 12,000 pounds apiece, a total of 24,000 pounds. For this load he has to pay the full rate of \$1.92 per 100 or \$4,000. The old rate is only \$1.50. He wants either the rate or the minimum reduced.

H. L. Shephard, representing E. P. Jamison & Company, dealers in steam shovels and contractors' supplies, protested against the proposed advance in the rates on that class of machinery from 85 cents to \$1.57. Mr. Chambers and H. A. Scandrett, of Chicago, commerce counsel for the Union Pacific and Southern Pacific systems, questioned him closely.

GIRL WHOSE MYSTERIOUS DEATH PUZZLES POLICE, AND VIEW OF HER HOME, SHOWING WHERE DEATH OCCURRED.



ABOVE, MATHILDE SCHMID—BELOW, THE SCHMID HOME AT 144 EAST SECOND STREET.

that the proposed advances will affect that line of business seriously.

Portland Men Testify.
C. B. Woodruff, manager for W. P. Fuller & Company; A. F. Biles, of the Central Door & Lumber Company; A. H. Averill, of the Averill Machinery Company; E. C. Jones, of the Portland Seed Company, and H. W. Mitchell, of the Mitchell Lewis & Staver Company, were among the other Portland men who testified.

A. M. McKillopp, of the Poulsen Implement Company, and H. S. Nettleton, of Nettleton & Kinney, furniture dealers, were the principal Seattle witnesses. G. A. Shaw, of Tacoma, complained against the new schedule on canned goods.

Considerable was said during the day about the ability of commodities moving under this tariff to take a water route. Some of the attorneys among them Joseph N. Teal, representing the Portland Chamber of Commerce, implied that the railroads, in making the new rates, simply charged all that the traffic will bear on those commodities that do not move by water. This basis of rate-making, it is declared, will be established to meet the conditions following the completion of the Panama Canal, as they anticipate that those cities that will have steamship lines operating through the canal will move everything possible from the East by that route.

Mr. Teal was assisted in his examination of witnesses by J. H. Lethrop, manager of the transportation committee of the Chamber of Commerce. Jay W. McCune represented the Tacoma Chamber of Commerce. He is secretary of the transportation committee of that body.

Among others who took part in the proceedings were R. H. Countess, of Chicago, representing the Transcontinental freight bureau; T. J. Norton, of Chicago, commerce attorney for the Santa Fe Railroad; Henry Blakely, of

"CAPTAIN" KELLER PERMANENT TITLE

Executive Board Makes Formal Choice of Eligible Police Officers.

STREET LIGHTS GRANTED

City Applies Brakes to Practice of Eliminating Public Improvement Bids Merely Because of Clerical Errors.

Without a dissenting vote, members of the City Executive Board yesterday elected Joseph F. Keller permanent captain of police to take the place made vacant last Spring by the resignation of George H. Baller.

The appointment came as a surprise owing to the fact that plans had been made to take the question to the police committee before the Executive Board was given an opportunity to make the permanent appointment. Instead of this procedure the Civil Service Commission sent three names from the eligible list to Mayor Rusklight, who selected the second name on the list, that of Keller.

The Mayor selected Keller and Chief of Police Slover recommended his appointment in a letter addressed to the Executive Board, dated yesterday. When this was read to the board D. Solis Cohen made a motion to adopt the report and appoint Keller, which carried without protest or a dissenting vote. On the list of eligibles submitted to the Mayor by the Civil Service Commission were B. H. Cranlock, who headed the list; Keller, who was second, and E. E. Lyon, who was third. The civil service rules gave the Mayor the power to select any one of the three. It was the general opinion that Keller would be the person selected.

At yesterday's board meeting the board were applied to the practice of eliminating bids for public improvements because of clerical errors in the bids. The change of methods was the outcome of a contract which the sewer committee of the board recommended granting to the James Kennedy Company, despite the fact that that contractor's bid was \$115 higher than the bid of William Lind. The Lind bid was thrown out by the committee because of a clerical error.

When the contract, which involves about \$65,000, came up to the Mayor for approval he investigated and after finding the error in the Lind bid to be unimportant, sent the contract back to the board with recommendations that it be returned to the sewer committee for reconsideration. In explaining his action the Mayor said he did not consider a mere clerical error sufficient cause for the throwing out of a bid when such action would exhaust the lighting appropriation for the year. No more lights will be granted until after January 1, when the new lighting appropriation goes into effect.

The board yesterday granted the last of the street arc lights possible to be supplied in the city during the present year. Twenty-three light petitions were granted, which number well as narrow gauge streetcar tracks. This action was taken in the face of a general protest against the bridge being completed with only the narrow gauge tracks inasmuch as that would necessitate tearing up the roadway of the bridge to lay tracks for the Heuser electric line provided the company gets a franchise from the city. It was said also that the elimination of wide gauge tracks might lessen the rights of Heuser to the use of the bridge. As a result of the adoption of the recommendation Engineer Modjeski will be notified at once to provide three rail tracks over the bridge.

WATER EXTENSION FIGURED

Estimated Improvements for 1913 Will Cost \$906,131, Says Report.

The extension of water mains in Portland in 1913 will cost \$96,121, according to the annual estimate of Engineer Clarke, of the Water Department, filed yesterday with the City Auditor. The estimate will be considered by the Water Board at a meeting Monday.

The estimate provides for a number of big improvements and extensions. Among these is the reinforcement of the high gravity service south of Division street, taking in the Woodmere and Woodstock districts. This work will require 17,050 feet of mains and will cost approximately \$78,346. It is also planned to reinforce the high gravity service north of Division street, so as to give a better supply of water to the Peninsula districts is also provided for.

Low gravity service on the East Side will be reinforced by the construction of several miles of mains at a cost of \$70,582. On the West Side a low gravity service reinforcement will be made for the benefit of North Portland. This will also supply the town of Linnton, which has planned to extend a line to the city limits of Portland to tap the Bull Run supply. Provision is made for 262,700 feet of four, six and eight-inch distributing mains to be laid at a cost of \$384,470.

The Oldest living thing in all the World

To California belongs the distinction of having the oldest living thing in all the world. The Big Trees are entitled to this distinction, being many centuries old.

And to San Francisco belongs the distinction of having the oldest and largest cocoa factory in the West. Since it was first put on the market

Ghirardelli's Cocoa

has enjoyed a popularity that has never waned. Its uniform goodness is the delight of housekeepers all over the country. It is very economical, costing less than a cent a cup. If you've never tried it, make a start by serving it for breakfast tomorrow.

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San Francisco

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SUICIDE IS THEORY

Inquest Into Death of Schmid Girl to Be Today.

CARRERA YET IS IN JAIL

Effort Made Toward Discovering Identity of Person Who Bought Poison—Father of Woman Verging on Collapse.

FOREMAN LAIRD REMOVED

Mayor Gives Veteran Bridge Tender "Walking Papers."

While the police are swinging around to the belief that Mathilde Schmid, found dying from carbolic acid poisoning in an arbor at her home, 144 East Second street, died by her own hand, Jose F. Carrera, the young Spanish marbleworker and the girl's sweetheart, who said he was with her at the time, is still held incommunicado at the City Jail and will be so detained at least until after the coroner's inquest, which is to be held today. Carrera has made but one statement throughout his questioning so far, adhering to the story that he came upon the girl in a dying condition.

From Daniel T. Watts, a salesman at the Owl Drug Company, comes the statement which has put a new aspect on the case. By the label on the bottle found at a short distance from where the young woman lay, the poison

was traced to the drug company and to Watts as the man who sold it. The register kept by the company showed that the purchaser gave the name E. Taylor, 131 East First street, and that the purchase was made after 6 o'clock Thursday night.

Two Sales Made.
Mr. Watts was out of the city yesterday, but was located by long distance telephone, and informed the officers that he had made two sales of carbolic acid on the day in question. One of these was promptly eliminated as a possibility. The other sale, to the person giving the name Taylor, Mr. Watts was positive was made to a woman and upon the description of the dead girl being given him, he said that he believed she was the person to whom he had made the sale. He could add little that was of assistance to the investigation.

Pending the return of this important witness the inquest was postponed until today.

There still remain many circumstances to be disposed of which point away from the suicide theory. One of these was the finding in Carrera's room of a piece of wrapping paper which, when discovered by Patrolman Schirmer, was thought to bear the imprint of the poison bottle found beside the girl. The detectives now believe that this appearance, so far as it really exists, is a mere coincidence. Again, the supposed unlikelihood of the girl being able to throw the bottle to the point where it was found, after taking the acid, is discounted by Captain Baly, who asserts that there is no improbability in her having done so.

Girl Tells of Quarrel.
Relatives of the dead girl assert that the girl came home shortly before 10 o'clock and said that she had had a "falling out" with Carrera. She went to her room and, a little later, they say, Carrera, according to his custom when he wished to see her, being denied access to the house, threw pebbles at her window until she went downstairs and joined him in the arbor. They also say that when he alarmed the house he said, "See what I have done to Monty," that being the name by which he usually called her. The girl's relatives say Carrera started to carry the body of the dying girl and then, apparently in frenzy, ran away, pursued by A. F. Elerath, a visitor at the house. The men grappled and Elerath, after a hard fight, forced the fugitive to return to the house. Shortly afterward he bolted away again, but met the police patrol and, hailing it, rode back to the house with the officer.

Carrera's story is that he had an appointment with the girl at Fifth and Washington streets, at 8 o'clock Thursday night. She failed to keep it, and after loitering about the city until after 9 o'clock he proceeded to her house.

Prisoner Makes Statement.
"I knocked at the door," he said, "and her sister answered. I was just asking her where Monty was, when I heard a noise around the house and went there, to find the girl nearly dead. That's all that I know about it."

Detectives Hellyer and Howell found yesterday at the Schmid house, thrown behind some boards, the salescheck from the drug company, indicating the sale of the poison. This is taken by them rather to support the suicide theory.

Charles Schmid, the elderly father, was in a state verging on collapse yesterday.

being built up to very profitable proportions. The Evick ranch, according to J. S. Fish, of The Dalles, who sent the samples to Portland, can produce an average of 1000 pounds to the acre, which is nearly 50 per cent greater than the average yield from the broom corn fields of the Eastern states. Manufacturers here say that the samples thus far sent to them are of coarse quality and not great value, but believe that the industry can be developed and as the farmers become more familiar with the culture of broom corn, the better and higher priced qualities of the product may be developed.

CRUELTY CHARGE IN COURT

L. C. Conser Gets Five Days for Ill-Treating Wounded Horse.

L. C. Conser faced a charge of cruelty to animals with a rather jaunty air, in Municipal Court yesterday, but when he found that he had to go to a real, cold-hearted rockpile for five days, his demeanor changed notably, and a little later his wife was at the Police Court, importuning the judge to remit the sentence, but this action was refused.

Conser was arrested by Patrolman Ehnis when the officer caught him driving an emaciated looking horse around the streets, with blood dripping from a wounded foot. Conser admitted having worked the horse since the first of the week, and said that it had been used in grading work prior to that.

MODERN FIREPROOF SCHOOL BUILDING TO RISE AT JONESMORE.



With bids submitted already, it is expected that the contract for the construction of the first unit of the new Jonesmore School building, on the East Side, will be let in a few days. The structure, in its completed form, will cost approximately \$150,000. The building will be of Class "A," and is designed for 23 classrooms, principal's room, teachers' room and lunch room for pupils. The basement will contain playrooms and department for domestic science and manual training. The heating plant will be an auditorium with a seating capacity for 1000 people, which will be available at all times for community meetings. The first unit, which is to be constructed at once, will contain eight classrooms. The grounds for the school contain an area 200x520 feet, bounded by Tillamook, Schuyler, East Eighth and East Eighty-first streets. The structure will be situated at the Tillamook side of the grounds, so that ample room for outdoor sports and activities may be provided for the pupils. The plans for the building were prepared by Floyd A. Naramore, superintendent of properties and architect for the Portland School Board.

Ask Your Doctor

And why not? Yet some people act as if a medicine could take the place of a doctor! The best medicine in the world cannot do this. If we did not believe doctors endorsed Ayer's Cherry Pectoral for coughs and colds, we would not offer it to you.

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What Is

No. 10?

BROOM CORN IS EXAMINED

Oregon-Grown Product May Prove Capable of Development.

Samples of broom corn sent from the Evick ranch, near The Dalles, to the Portland Commercial Club, have been examined by Portland broom manufacturers and they have declared that there is a possibility of the Eastern Oregon lands producing a good quality of broom corn and of the industry