

COMPROMISE SHIP BILL IS NEXT MOVE

House Democrats Would Take Up Gore Measure, With Two-Year Time Limit.

EXTRA SESSION DRADED

Effort to Be Made Today to Adopt Closure Rule in Senate—Leaders Think Bill Will Fall in Next Congress.

WASHINGTON, Feb. 11.—A compromise proposal, designed to extricate the Administration ship-purchase bill from the deadlock which has blocked its passage in the Senate and to avert an extra session, was put forward tonight by House Democrats through Representative Kitchin, of North Carolina, chosen majority leader in the next House.

The new plan, which proposes the passage of the shipping bill as a temporary emergency measure, was developed while the Senate marked time, with both opponents and supporters of the measure sparring for advantage. An adjournment of the Senate tonight advanced the plans of the Democratic leaders to force a closure rule that would end the filibuster, and an effort to adopt some such rule will be made tomorrow.

Gore Compromise Is Amended. As announced by Representative Kitchin, the compromise contemplated the passage through the House next week of the compromise bill suggested by Senator Gore, with an amendment that would terminate the Government's activities in the shipping business two years after the close of the European war. Despite President Wilson's announced determination to pass the bill now before the Senate in its present form, Representative Kitchin said the House leaders, desiring to avoid an extra session, proposed to put this measure before the Senate and give the President an opportunity to accept it in event of the total failure of the pending bill.

Extra Session Contemplated. Representative Kitchin, Majority Leader Underwood, Representative Adamson and other House leaders conferred with President Wilson at the White House today and returned to the Capitol with the assurance that despite the gloomy outlook in the Senate the President was still firm in his determination to pass the ship-purchase bill even to the point of calling an extra session of Congress if the measure was blocked until March 4.

Extra Session Contemplated. Senator Fletcher and Simmons also talked with Mr. Wilson. Representative Kitchin and other House members told the President of the opinion of Congress to meet in extra session and advised that their information led them to believe that an extra session would prove futile, because the ship bill would fall to secure a majority in the next House.

Opponents Left Helpless. Regular Democratic leaders expected that motion would be made to take up the bill tomorrow, but in view of the closure rule efforts and the fact that the Senate and House leaders were conferring on a plan to devise a new ship bill, Senators Norris and Kenyon, who yesterday deserted the Administration forces, refused to vote for any motion except one to adjourn. This left opponents of the shipping bill helpless.

Senator Lodge spoke most of the afternoon. He declared the ship purchase bill was dead and added that he would not agree to anything about it except that it was dead.

Notice Given of Closure Rule. Senator Lodge was followed by Senator Newlands and later by Senator Dillingham, who discussed the President's veto on the immigration bill. At 5 o'clock Senator Dillingham yielded to Senator O'Gorman, who moved that the Senate take a recess until tomorrow.

Methodist Plan Urged. Bishop Cooke was followed by Senator Newlands and later by Senator Dillingham, who discussed the President's veto on the immigration bill. At 5 o'clock Senator Dillingham yielded to Senator O'Gorman, who moved that the Senate take a recess until tomorrow.

Cheating Students Out

Illinois Co-Ed Also Caught in Fib to Prolong Vacation.

CHAMPAIGN, Ill., Feb. 11.—Fifteen students of the University of Illinois were dismissed today, 12 of them having been detected cheating in mid-Winter examinations. It was announced by T. A. Clark, dean of men.

Breach with Pastor Denied. "At any time," queried Mr. Cleveland.

were your relations so strained that you refused to speak to Brother McDougall?"

"No, sir, never," was the reply. The bishop also told of meeting Dr. Clarence True Wilson and Dr. F. L. Loveland in Mr. McDougall's office in the Northwestern Bank building, and of the controversy over Dr. Wilson's attempt to speak at the insurgents' street services in front of the old church after it was closed.

Expert Testimony Given. The first intimation of Judge Gatens' desire to bring the two factions together came when someone suggested that no court be held on Lincoln's birthday. Dr. Loveland suggested to the court that when the day was finished adjournment be taken until Monday.

Abandonment of Much Traffic From Atlantic Coast, Says Commerce Commission, Otherwise Would Be Made Necessary.

WASHINGTON, Feb. 11.—To meet new traffic conditions which have arisen with the opening of the Panama Canal, the Interstate Commerce Commission today recommended that terminal points be established on certain commodities rates from Eastern points to Pacific Coast terminals lower than those to intermediate points in intermountain territory.

Serious Loss Threatened. "The shrinkage of rates via the canal from New York to San Francisco, but largely moving by water, if the carriers reduced their rates to the same level as those to the Pacific Coast, would be a serious shrinkage in through earnings was inevitable."

Sally Amuses Bishop. Bishop Cook laughed heartily at the sally. The intention of the church authorities in consolidating the two churches was not to sell the property at Third and Taylor streets, nor to close the old church building permanently, said the bishop.

Attorney Rebuked Mildly. The halting of the trial came after Bishop Cooke had occupied several minutes in answering some questions by Mr. Pipes. Frequently Mr. Pipes tried to interrupt him in the midst of a discourse in explanation of the situation, to ask another question, but the bishop always politely excused himself and continued.

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RATE MODIFIED TO MEET WATER RAIDS

Lower Freights to Pacific Terminals Than to Intermediate Points Allowed.

GRAVE CRISIS OBSERVED

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Washing Won't Rid Head of Dandruff

The only sure way to get rid of dandruff is to dissolve it, then you destroy it entirely. Do this liquid about four ounces of ordinary liquid arvon; apply it at night when retiring; use enough to moisten the scalp and rub it in gently with the finger tips.

Do this tonight and by morning most, if not all, of your dandruff will be gone, and three or four more applications will completely dissolve and entirely destroy every single sign and trace of it, no matter how much dandruff you may have.

You will find, too, that all itching and digging of the scalp will stop at once, and your hair will be fluffy, lustreous, glossy, silky and soft and look and feel a hundred times better. You can get liquid arvon at any drug store. It is inexpensive and never fails to do the work.—Adv.

Interstate Commerce Commission, in Chicago upon petition of the rail carriers for exemption from the provisions of the amended fourth section of the Interstate Commerce Commission act, or, in other words, greater relief than had been granted by the Commission in its last order, that the transcontinental lines might adjust their rates to Pacific Coast terminals on a limited number of commodities for the purpose of overcoming, in a measure, new conditions confronting them by reason of the opening of the canal.

"It was evident that a material reduction in some instances would be necessary if the transcontinental lines were to continue in business at the terminal points. This they were desirous of doing, but could not afford to meet competition at the terminal points if a corresponding reduction was required at all intermediate points, the effect of which would be to lower the rates from the East to Salt Lake City, Butte and Denver and, indeed, east of these points."

An important feature of the situation was and is that the low rates from New York to Pacific Coast ports via the Canal serve to operate against the manufacturers and jobbers at Pittsburgh, Cleveland, Cincinnati, Detroit, Chicago, St. Louis, etc., who by reason of their location were unable to avail themselves of water transportation without paying local rates to New York, and in consequence they were at a considerable disadvantage so far as the Pacific Coast trade is concerned, and the merchants of Portland, Seattle and Tacoma and other Coast cities were deprived, to some extent at least, of their competition.

The decision of the Interstate Commerce Commission, as reported by the Associated Press, is the result of the petition and hearing in Chicago last September already referred to and apparently grants additional relief to the transportation lines, but whether, in the opinion of the transportation lines, this relief is sufficient to warrant them in reducing rates to the Pacific Coast terminal points cannot be determined until the full decision has been carefully reviewed. Undoubtedly, a conference of the transcontinental lines will be held at an early date to consider the decision and the situation generally.

W. D. Skinner, traffic manager of the Spokane, Portland & Seattle Railway, who has also made an extended study of the rate questions involved in the decision, said yesterday that the report of the Interstate Commerce Commission ruling was not sufficiently complete to allow an opinion as to its effect.

While the reports are more or less indefinite, he said, "the decision apparently does not give as full relief as I thought at first that it did. The rail lines may, I believe, make as low rates as they want on certain commodities to the Coast, so long as the local lines are fully reviewed. Undoubtedly, a conference of the transcontinental lines will be held at an early date to consider the decision and the situation generally."

Now's a good time to buy that extremely young gentleman up at your house that new suit he's been dreaming about and talking about—



Here's some dandy lines of \$6 Norfolk's reduced to \$4.95, and every suit has an extra pair of full-lined knickers "for good."

They're made of youthful patterns in tweed, cheviot, cassimere and novelty weaves. Full Norfolk styles and lined throughout—suits that will give unusual service at a price most modest.

All Boys' Overcoats Reduced One-Half (Second Floor)

BEN SELLING

Morrison at Fourth

Don't Forget

That there is not a better place in Portland to have your eyes fitted to glasses at reasonable prices, and the work scientifically and correctly done, than here.



NO ADDITIONAL CHARGE MADE FOR CONSULTATION. HERE ARE MY PRICES: Lenses Sphero in your own frame \$1.00 Kryptok Lenses, 50 to \$15 STAPLES, The Jeweler 162 First St. Near Morrison, Portland, Or.

NEW DESTROYER LAUNCHED Winslow, Named for Man Who Sank Alabama, Leaves Ways.

PHILADELPHIA, Feb. 11.—The torpedo-boat destroyer Winslow today was launched at the Cramp shipyard.

The world has known what Cottolene is for over a quarter of a century



Cottolene established a class of its own over a generation ago Cottolene was in the front rank of the great movement for bettering household service and for improving food products. Cottolene has always held its place. There is nothing to which it may be compared.

Cottolene

Cottolene is an exact combination of the two finest cooking fats nature produces. The cotton seed oil in Cottolene is pressed from selected seed—it is a grade so choice that it is not listed on the market. It is purer, sweeter and better in food value than most salad oils. The beef stearine is the product of the freshest, finest leaf beef suet known.

Your grocer has Cottolene now Tell your grocer you want a pail now; arrange with him for your regular weekly supply. Write to our General Offices, Chicago, for our real cook book—“HOME HELPS”—free.

THE N.K. FAIRBANK COMPANY Cottolene makes good cooking better