

RATES NOT INVENDED TO INJURE PORTLAND

Favoritism to Seattle Was Unforeseen, Says Expert.

TESTIMONY BOOSTS CASE

Attorneys Stage Argument When Time Limit for Testimony Is Overstepped by Counsel.

That there was no intent on the part of the railroads to build up Seattle at the expense of Portland, and that the effect of order No. 125 of the United States railroad administration for the use of shortest routes and lines of most economical operation is practically a thing of the past in practice...

Attorneys Have Squabble. Preceding the calling of Mr. Woodworth to the stand there developed a bit of verbal proterectus between J. N. Teal, attorney for the Portland Traffic & Transportation association...

The public service commission of Oregon had consented to postponing the cross-examination of J. P. Newell, in order to give way for the traffic official. So late as 11:30 a. m. the afternoon session was given to testimony of the Idaho public service commission...

Mr. Teal Denies Allegations. After some spirited comment, in which Mr. Teal denied the allegations of contending counsel that he had shown exceeding heat in the debate, Commissioner Hall resumed all on the troubled waters of the conflict...

At the resumption of the hearing Commissioner Hall announced that the commission would hold an evening session, and when adjournment was taken at 4:30 P. M. it was to the hour of 8

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o'clock, when the cross-examination of Mr. Woodworth was scheduled. Mr. Woodworth opened his testimony with a statement that the railroads were in a rather unusual position in the Pacific northwest, and that conditions that are being brought under consideration in the consolidated cases presented to the interstate commission are of a rather unusual character in some respects.

Map of Territory is Shown.

J. P. Newell, consulting engineer, continued direct testimony before division No. 3 of the interstate commerce commission yesterday morning, at the beginning of the second week of the Portland rate case. Going at once to the submission of the testimony upon which will be decided the case involved, a map showing three subdivisions of territory in the Columbia river basin district was shown as exhibit No. 114. Exhibit No. 115, 'cost of service and mileage between Columbia river basin points and seaports' was then offered and the testimony directed to explaining the methods used in arriving at the determination.

Witness explained that there is greater advantage from descent gained by the Columbia river than either a level track compared with the actual distance shown between points shown, testified the witness in explanation of column 19 and 22 of the exhibit.

Witness testified it would make no difference in road costs. Fuel costs as an item of importance in the calculations was the subject of questions by attorney Spencer. It was shown that the figures used were based upon data contained in the reports of the companies, as they are given in the case of the Northern Pacific two telegrams sent by the public service commission to the railroad company seeking for information had not been answered.

Commissioner Daniels asked witness as to whether cost of the Deschutes line had been included in figures of Oregon-Washington. Witness answered that he had intended to do so, but had asked Mr. Spencer to advise him whether or not the data furnished by the company did or did not include such valuation. If not Mr. Newell desired permission to prepare another exhibit to show the difference that would be made.

Leonard Way was put on the stand by the public service commission of Idaho. Witness made a statement that Idaho is a state of large originating tonnage, served by the Oregon-Washington Railroad & Navigation company...

Witness declared in a preliminary statement that if rates are readjusted on any other basis than distance Lewis will suffer. 'We understand that Spokane is asking for the same westbound rates toward Portland that Portland is asking eastbound toward Spokane. Should rates be readjusted from that point, we feel that the same rates should be applied from Lewiston. Freight rates are generally on the same basis as Portland,' continued Mr. Way, and illustrated it with rates in existence to various points.

Reasonable Rate Relationship Asked. The statement asked that a reasonable relationship be established between the rates that extend to Idaho, and the rates in territory adjacent in Oregon, Washington and Montana.

On cross-examination it was brought out that equalizing of tariffs, on any lower rates are established on grain between Pendleton and Portland, that the producers in Idaho should have corresponding equality of tariffs.

Time Cards on Exhibition. M. J. Buckley, general superintendent of the Oregon-Washington railroad line, entered time cards of the first, second, third and fourth divisions of the road as exhibits. Mr. Buckley was put on as a witness in the grain case and examined by Attorney West. The time of the time cards was to introduce evidence the loads fixed for locomotives on different parts of the system.

Engine Capacity Governs. On cross-examination of engine ratings, he said that the figures shown were governed by capacity of engines. The same engine would haul about the same times as heavy tonnage between Umatilla and Portland as between Umatilla and Huntington.

Old Rates Were Not High. Prior to the 25 per cent increase, the rates were not as high as might have



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Table titled 'Lines between Portland Seattle, including terminals' with columns for Line, Mileage, Cost, and Time.

that it could not be seen why a 100-mile haul should be performed for nothing. Mr. Hart—What policy has the railroad administration pursued relative to short hauls under order No. 125?

Referring to testimony of W. D. B. Dodson, regarding low rates on Montana products for that movement from Seattle, witness said there was no difference between the Montana rates and that from the grain belt.

Seattle Favoritism Denied. Asked by Attorney Hart in regard to the testimony of Mr. Dodson that it seemed the railroads were enabled to do things to aid Seattle boat lines, and could not do the same for Portland, the witness replied: 'Nothing is done for steamship companies at Puget sound that would not be done at Portland. In fact, the law does not permit us to make any difference.'

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clude all of the freight terminals, the passenger station at Seattle, the line from Peninsula Junction to a connection with the North Bank bridge, a piece of a railroad in Tacoma and from Black river Junction a double track railroad.

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