

GRADED RATE TO WEST OPPOSED

Disque Finds Coast Not Unduly Favored.

FINDINGS NOT BINDING

Interstate Commerce Body Is Expected to Carry Out Recommendations, However.

(Continued From First Page.)

transportation to the Pacific coast, but as between these separate sets of carriers there is that natural and well-grounded fear of each other's ascendancy and power, sufficient, especially in view of the actual movement by water, to warrant a finding that there is actual competition at the present time.

"Energetic business competitors in their struggle for success always look beyond the present and are justified in keeping themselves fortified against each other's activities, even though there may not be apparent cause for immediate concern. It is mainly for these reasons that the commodity rates have been held to their present level and largely for these reasons that the carriers are now opposing a disturbance of the present adjustment.

Grading Reason Held Less Nov.

However, it was for these reasons and in the interest of rate stability that the suggestions as to grading that were made in our report in transcontinental rates, supra, were not touched in more positive and forceful language. There is less reason now than there was then for grading. We are not prepared now to say that the rail carriers can well be put in a position to lose or to risk losing any considerable portion of their present and prospective traffic to the coast by having their rates increased in order that there be a differential in favor of intermountain territory.

An Increase to the Coast Would Be Necessary Unless We Found the Present Rates Less Than the Reasonable Maximum.

On the other hand, we do not say that in general the present rates are such. Moreover, rates for long hauls, particularly on low-grade traffic, openly apply from and to large groups, or, in other words, are blanketed over extensive territories, and even if the rates to the coast were found to be reasonable maximum rates it would not necessarily be true that all of them should be graded.

Items in General Considered.

In view of the special conditions in which these commodity rates had their origin and have their being, we cannot fairly, unless we find them reasonably sound, read their effect further into interior, weakening the carriers' revenue and depriving the Pacific coast cities of their natural advantages of location. It should be understood, of course, that these findings apply to the rate in general and a somewhat different conclusion might be reached in a case involving a specific commodity rate constituting an exception to the general adjustment.

What We Have Said Above Has Special Reference to Perhaps Most of the Items in Schedule C. However, There Are, No Doubt, Some Schedule B Items as to Which It Is Not Likely That There Will Be Any Important Competition for a Considerable Period and on Which It May Not Be Worth While to Continue the Present Depressed Rates.

"Such items could very properly be singled out by the carriers and put on a normal basis and graded. The record does not enable us to do it. Defendants have not carried out the grading process to the extent that we had hoped. In addition to the foregoing some items in schedule A, and schedule B, no doubt could well be put on the class basis.

New Scale Is Suggested.

"In appendix number 10, we suggest a new scale of class rates, which on whole are slightly higher than those proposed by the carrier committee, plus 3 1/3 per cent. If this scale is concurrently put into effect, we favor and authorize the establishment of less-than-carload commodity rates; also of carload commodity rates on various luxuries and non-essentials, and in fact, rates on high grade freight in general which moves at class rates almost universally, including automobiles, rubber tires, rubber clothing, chewing gum, musical instruments, talking machines, drugs, medicine, excepting heavy and low grade articles such as epsom salts and so-called industrial chemicals; and a number of other commodities.

Cancellation of these commodity rates would not be attended by the severe increases that characterize the carriers' plan and apparently interested shippers should have no reasonable grounds for objection, particularly in view of the fact that the present commodity rates on many of the items are attributable to policies and conditions of a few days, or existent because of former water competition that may not have been and perhaps never will be very competitive. The carriers may submit to us for approval a list of the items on which they would conform to the above suggestion. Record will be held open for that purpose.

Through Class Rates Upheld.

"Completing this allegation with respect to the interdependence of the combination, basis of class rates on intermountain territory to points in the states of Idaho, Montana, Utah, Wyoming and New Mexico is sustained. We are of the opinion and find that joint through class rates should be established from the Atlantic seaboard, Buffalo-Pittsburg and Cincinnati, and the territories to Boise, Missoula, Butte, Salt Lake City, Cheyenne and Albuquerque at the figures shown in appendix 10. An order will be entered giving effect to this conclusion.

We are almost inclined to say that our conclusion with respect to class rates may be a general disapproval of combination rates. Methods of rate-making that are relics of the dark ages of railroadage should be discarded. The combination basis ordinarily is abnormal, unnatural, unscientific, discriminatory and, some may say, un-American. It can almost be said to be prima facie unreasonable. The carriers should be regarded more and more as one national system and the time may not be far distant when we should proceed to the establishment of joint through class and commodity rates substantially lower than the combination of locals between practically all points in the country.

Rate Bases Are Compared.

"We have generally recognized that through rates should be less than the combination rates but prompted chiefly by considerations of paramount public interest, growing out of revenue conditions of certain carriers, we have hesitated and even declined absolutely to condemn combinations. In this connection the Boston chamber of commerce case, at supra, may be referred to as an example. In that case the charges of the carriers on the Atlantic seaboard to Colorado and Utah common points be so adjusted that the through rates would be less than the combinations on Chicago or the Mississippi river. Though the rates that ordinarily through rates should be less than the combination of local, and finding that there existed an unusual and unreasonable condition which called for correction, we stated that we did not feel warranted, with the reason given in the report, in requiring any change at that time.

"We will not make much progress toward a proper rate structure in this country if we continue the policies that were deemed to control it when that case was decided. Moreover, we are now vested with special authority to initiate rates that will protect revenues to the coast are not lower than to intermountain territory and there is no contention that they should be. The situation is now reversed," he added. "The question presented being whether the rates to the intermountain territory should be lower than to the coast and if so, to what extent." Complainants in this case are shippers, organization and state commissions in intermountain territory.

On March 15, 1918, the Interstate Commerce Commission, owing to conditions due to the war, held that the maintenance of lower commodity rates to the coast than to intermountain territory was unduly preferred, and withdrew its fourth section of the long-short haul relief and extended the belief that the rates in certain instances might be graded. The decision made no change in rates already in effect to the coast.

In the spring of 1918, shortly after the revised rates were established, intermountain shipping interests petitioned the railroad administration for graded rates on all commodities, that is, lower rates to intermountain territory than to the coast. The matter was referred to a joint committee which investigated and reported a plan of rate revision, and Director General McAdoo, on a visit to Spokane, indicated that graded rates would be accorded intermountain territory.

Committee Report Side-tracked.

But the report of the coast committee when referred to a Chicago committee for study and report was sidetracked and eventually referred to the interstate commerce commission. Because of the impending return of the carriers to their owners, former complainant was filed by the Interstate Rate Association, and it was on that complaint that Disque's investigation and report was based, it being alleged in the complaint that Pacific coast received unreasonable preference and intermountain territory was subjected to undue prejudice and disadvantages because the commodity rates are not graded so as to afford intermountain territory the full benefit of its shorter distance from the east.

The carriers' rates are satisfactory to the complainants. They are already graded. Complainants also asked for the establishment of properly related joint through class rates from all the territory east of Chicago to all points in Montana, Idaho, Utah, Wyoming and New Mexico and all other points in intermountain territory which now pay combination rates.

HONOLULU, Sept. 3.—Japan has declared her intention of keeping troops at Vladivostok until security of life and property is guaranteed, according to Vladivostok reports to Tokyo called in Hoichi, a Japanese newspaper here. Some powers are opposing further Japanese occupation of Vladivostok, the advices added.

SEATTLE, Wash., Sept. 3.—Hura Teuchi, Japanese, who has been held by immigration authorities here, on a charge of having obtained entry into the United States through misrepresentation, was ordered released in a writ of habeas corpus issued by the United States district court here today.

TEUCHI first came to the United States as a stowaway five and a half years ago, authorities alleged. Recently he went to Japan for a visit and on his return here was arrested and charged with obtaining his passport through misrepresentation. The court held that inasmuch as Teuchi had resided in the country for more than five years, the nature of his original entry was immaterial.

LARGE STILL IS LOCATED

765 Gallons of Corn Meal Mash Confiscated in Lewis County Raid.

CHEHALIS, Wash., Sept. 3.—(Special.)—The largest still ever found in Lewis county was located Wednesday evening by Sheriff Berry and Deputy Roberts. It was of heavy copper and had a capacity of about 20 gallons a day. Seven hundred and sixty-five gallons of corn meal mash also was confiscated.

After a search, the still was found on the north Lewis county line on Garrett creek, near Oakville. In order to announce the good news, a number of small twigs were scattered about the canyon. The officers did not capture the owner.

—At this unheard-of figure for Clothes of Fashion Park quality we must charge for alterations.

—Come early, positively no suits will be reserved. College Men, Business Men, Professional Men—THIS IS YOUR ONE GREAT OPPORTUNITY.

Fifth Floor—Lipman, Wolfe & Co.

GOVERNOR STEPHENS AND COLBY CONFER

Reported Agreement Between Nations Denied.

SUBJECTS KEPT SECRET

Referendum in California Must Be Carried On Regardless of Action, Is Declaration.

WASHINGTON, Sept. 3.—Governor Stephens of California was in conference today with Secretary Colby at the state department regarding the Japanese situation in the Pacific coast state. While he would not say what had transpired during the discussion, the governor indicated later that he had been assured that reports from Tokio of an approaching agreement between Japan and the United States providing for naturalization of Japanese now in the country and restriction of future immigration were without foundation.

Before the conference with the California governor, Secretary Colby went to the White House accompanied by Under-Secretary Davis and spent some time with President Wilson. No intimation as to the reason for the White House conference was made.

Secretary Colby said later that his talk with Governor Stephens had been "reassuring." He had heard the California executive to realize fully the seriousness of the problem and to be anxious to do justice in solving it, he said.

The California governor later called at the White House and spent a short time in conversation with some of the officials there with whom he became acquainted while serving as member of the house. President Wilson was out motoring at the time.

JAPANESE ORDERED FREED

Residence of 5 Years in U. S. Held Voiding Immigration Charge.

SEATTLE, Wash., Sept. 3.—Hura Teuchi, Japanese, who has been held by immigration authorities here, on a charge of having obtained entry into the United States through misrepresentation, was ordered released in a writ of habeas corpus issued by the United States district court here today.

Teuchi first came to the United States as a stowaway five and a half years ago, authorities alleged. Recently he went to Japan for a visit and on his return here was arrested and charged with obtaining his passport through misrepresentation. The court held that inasmuch as Teuchi had resided in the country for more than five years, the nature of his original entry was immaterial.

VIADIVOSTOK JAPANESE TROOPS STAY.

HONOLULU, Sept. 3.—Japan has declared her intention of keeping troops at Vladivostok until security of life and property is guaranteed, according to Vladivostok reports to Tokyo called in Hoichi, a Japanese newspaper here. Some powers are opposing further Japanese occupation of Vladivostok, the advices added.

IDAHO WANTS NEW TIME

CHANGE IN ZONE IS HELD SENTENTIAL TO FARMERS.

Interstate Commerce Commission Hears That Physical Barrier Bars Inconvenience.

BOISE, Idaho, Sept. 3.—(Special.)—Evidence indicating the almost unanimous desire on the part of southern Idaho for a change in the time zone from Pacific to mountain was presented to W. C. Hall of the interstate commerce commission at the standard time zone hearing in the federal court rooms today.

Mr. L. P. Brown, president of the public utilities commission of Idaho, was the first witness to reveal that Idaho is practically divided into two sections by physical barriers which would not cause any inconvenience in having Pacific time in the north and mountain time in the south.

Charts showing a comparison of the effect which both Pacific and mountain time have on the working day were presented by W. L. Gorton, chief engineer of the public utilities commission. These showed the overlapping of darkness on the working day, under Pacific time, which was shown not to be true under mountain time. That the farmer must regulate his work with the time used by railroads and business houses, was the statement made by W. W. Deal of Nampa, master of the Idaho state grange. He stated that the opinion among farmers in the southern part of the state was shown to be about evenly divided by a questionnaire he had sent out. He stated it was his opinion, however, that the time should be changed to mountain as that is more nearly what is followed on the farms.

He emphasized that the farmers' work now does not lie wholly in the field as it did formerly, but overlapped with that of the business and other interests.

SUGAR MEN FURNISH BAIL

Eight Utahans Named as Gongers Put Up \$10,000 Each.

SALT LAKE CITY, Utah, Sept. 3.—Bail of \$10,000 was furnished today by each of the eight directors of the Utah-Idaho Sugar company of Salt Lake, named in a sugar profiteering complaint filed here last week at the instance of the United States district attorney of South Dakota, charging the directors with conspiracy in sales of sugar at Sioux Falls.

They will be arraigned for preliminary hearing September 14.

FINNS SENTENCE SWEDS

Two Members of Commission Convicted on Treason Charge.

STOCKHOLM, Swed. 3.—The two members of the Swedish mission to the Aland Islands, Sundblom and Bloerkman, recently arrested by the Finns on charges of treason, have been sentenced to imprisonment for 18 months at hard labor, with the loss of civic rights for three years, by the court of appeals at Abo, Finland, according to advices today.

The sentence has raised a storm of indignation in the Swedish newspapers against what they term "Finland's Prussian spirit" in the settlement of the Aland question.

A Stockholm dispatch July 13 quoted Abo advices to the Dagens Nyheter as saying Sundblom and Bloerkman had been released by the Finns. The dispatch said the Finns had postponed prosecution of the men on the treason charge pending solution of the Aland islands problem by the league of nations.

LEGION POSTS IN FIGHT

COMMANDER CONTEST MAY GO TO CONVENTION FLOOR.

Spokane and Hoquiam May Take Advantage of Situation and Enter Dark Horses.

Spokane, Wash., Sept. 3.—(Special.)—A fight between the Elmer J. Noble post of the American Legion and Seattle post No. 18, both of Seattle, for the election of the Washington department commander developed today and gave promise of being carried to the floor of the convention. Steve Chadwick, favored candidate of Seattle post No. 18, is being backed by a large delegation. Opposing him is Thomas Swale, backed by representatives of the Elmer J. Noble post.

With the deadlock between the two largest posts of the state, it is probable the Spokane delegation may enter a dark horse in the department commander race, delegates declared.

It is possible that the Hoquiam post may enter a candidate for the department commander's office, reports state, while it is also claimed that E. Swallenbach may be a candidate.

In making his report on the soldiers' state compensation bill, Dewitt Evans, chairman of the committee from Tacoma, said:

"When the equalized compensation measure was first formulated an organization was formed for the purpose of thought of, as it was thought that the people would almost unanimously take it up.

"Realizing that the state bill was an American Legion measure, for the ex-service men, the executive committee thought it wise to forestall any opposition, and to use every possible effort to pass the bill, and be prepared to protect the good name of the American Legion and the ex-service men and women."

The four-fold national bonus bill which provides compensation for all ex-service men, and was passed at the last session of congress, was unanimously approved and its enforcement authorized here, on a resolution, relating to the anti-syndicalism act of the state, was nearly endorsed and its enforcement urged, as was a resolution providing for boxing legislation which will allow ten-round boxing matches.

The convention also adopted a resolution asking that the grounds, barracks and hospital at Walla Walla, now unoccupied, be transferred to the state, to be used for treatment and recreation for disabled, ex-service men.

THE DALLIES, Or., Sept. 3.—(Special.)—Arrangements have been completed whereby Pat Foley, now proprietor of the Hotel Dalties, will assume the management of the new Albert hotel, to be opened here about October 1. The new hotel is owned by the Citizens National bank, a newly organized institution which expects to open its doors at the same time. The hotel has 42 rooms, half of these with baths and will cater to the commercial trade.

Mr. Foley is a well-known hotel man in L. P. Brown came here from LaGrange several years ago.

PREMIERS IN CONFERENCE

Economic Pact Between France and Belgium Expected.

PARIS, Sept. 3.—Premier Delacroix of Belgium, here supposedly on official business, took luncheon today with Premier Millerand. It is understood he came to Paris to arrange the final details for ratification of the military accord between France and Belgium, already signed.

It is expected here that an economic agreement will follow closely upon conclusion of the military alliance.



TODAY! 159 Fashion Park Suits

For Men and Young Men

Suits of the finest ALL-WOOL materials Tailored by Skilled Experts—

Single and Double-Breasted, Hy-line and Belter models, also semi-English styles.

Cassimeres Cheviots Unfinished Worsteds Plain Colors Mixtures Stripes

In All-year-round weights

Your Choice Without Reserve

At the Very Remarkable Price

\$49.00

—At this unheard-of figure for Clothes of Fashion Park quality we must charge for alterations.

—Come early, positively no suits will be reserved. College Men, Business Men, Professional Men—THIS IS YOUR ONE GREAT OPPORTUNITY.

Fifth Floor—Lipman, Wolfe & Co.

The Great Sale of Ties Today!

YOU KNOW how fine, how beautiful are the ties in our regular stocks. Then picture to yourself thousands of the most beautiful of these ties, reduced as never before, in a surpassing birthday sale.

Lot 1

—Ties in plain colors and beautiful figured effects. —Many at half and less than half regular prices.

50c EACH

Lot 2

—Ties of heavy silks of sumptuous richness and unusual wearing quality. —Priced at near cost and even below cost.

95c EACH



Use Resinol at the first sign of skin eruption

Chalmers Porosknit Union Suits, the original. \$1.55

Chalmers Porosknit Shirts and Drawers—the garment. \$1.15

—Buy for now and later at the Lowest Prices in Two Years. Men's Shop, Just Inside Washington-Street Entrance—Lipman, Wolfe & Co.

Advertisement for Men's Porosknit Underwear Reduced! featuring Chalmers Porosknit Union Suits and Shirts and Drawers.

2 & R. green stamps for cash. Holman Fuel Co. Main 352, 510-21. Adv.