

LUMBERMEN ARE NOT SATISFIED

But Are Pleased That Threatened Advance in Rates Is Not Made.

WANT ALL RATES RESTORED

New Ruling Makes Tariffs Higher to Points East of Missouri River. Slight Raise to St. Paul. Discussion of Decision.

Lumbermen of the state are not altogether satisfied with the recent rulings of the Interstate Commerce Commission regarding the rates on lumber to the Eastern terminals. While rates have not been advanced on lumber from Oregon mills to the lower crossings of the Missouri River, tariffs are higher to stations in the territory east of the river and there has been an advance of 5 cents per 100 pounds to St. Paul, Minnesota, making the new rate 45 cents.

At a meeting of the Oregon and Washington Lumber Manufacturers' Association at the headquarters of the organization in the Commercial Club building, the question of the latest lumber rates was taken up and carefully considered. All appeared to be pleased that the threatened advance in freight tariffs by the railroads had not been put into effect, but at the same time there was some dissatisfaction over the advance in rates to St. Paul as they are at present understood.

After the meeting, A. C. Dixon, chairman of the advance rate committee of the association, discussed the decision of the Interstate Commerce Commission as follows:

Pleased but Not Satisfied.

I think that while the lumbermen are fairly well pleased with the decision as it is reported to have been handed down by the commission, still they are hardly satisfied—if such distinction can be drawn. We understand, from the first dispatches and some private telegrams that have been received that as far as the mill territory to the Harriman lines are concerned they have a rate to Salt Lake slightly lower than the rate to Denver and what is commonly known as Denver or Colorado territory and going away with any advance to this district. The wording of the dispatches would indicate that there has been no advance in rates to Council Bluffs, Omaha and other places commonly known as Missouri River points, which will probably be an advance, graduated from 1 cent to 5 cents per hundred pounds. This places us in all territory west of Council Bluffs about in the same position as we were formerly, except that owing to the advance east of this territory, which at this time cannot be paid by the lumbermen, there will be more lumber put into Western territory and consequently more active competition and less profit to the lumberman. There is a certain class of material shipped into Mississippi River points and places east of the river, which is a 1-cent advance, that comes into competition with yellow pine, and I think the market is somewhat better than it has been in this section. It has largely gone for nothing, and that it will take us some time to work back in this trade.

Long and large timbers and special sizes where competition is largely among the fir mills, would not be affected to such a great extent and the burden in this case will largely fall on the consumer. Mills in this territory shipping over the Hill lines have at least as low rates as they had formerly until they reach Grand Forks; consequently, this entire territory is restored to them. East of Grand Forks it will be possible for the lumber companies to advance the rates if they see fit.

All Rates Should Be Restored.

It appears to the lumbermen that the railroads should now make friends, and also make business better for the lumbermen and for the carriers by restoring all the old rates, including those in the territory which, under the order of the commission it would be possible for them to advance at this time if they saw fit. It is intimated in the newspaper accounts that there are some points other than Salt Lake to which there has been a reduction and the lumbermen are anxiously awaiting definite information as to what like points are, and, of course, different mills, owing to their different situations, will have different views and all of us will not view this readjustment of rates in the same light.

Latest telegraphic advice relative to the Potlatch case, which has to do with the differentials between Coast mills and Inland Empire mills, would indicate that there has been a differential allowed the Inland Empire mills of from 2 cents to 8 cents where they were asked for 10 cents. The Coast mills have always conceded that there should be some slight differential and would probably be perfectly satisfied with the amounts set by the commission.

In my opinion, the details of the decision are available by the mills and worked up so that all thoroughly understand just where our new market rates are to be drawn. We will be well equipped with all the decisions, taken as a whole, and will go to work with renewed energy and a deep feeling of hope that the next time the traffic managers need more money they will consult with the manufacturers before putting in what we have always insisted was an unreasonable and prohibitive advance. It is my opinion that the decisions will not actually stimulate trade in the immediate future, but feel sure that all manufacturers will receive considerable encouragement therefrom and by the time the Fall trade begins we will have courage enough to begin operating with the hope of getting a fair return from their efforts and investments.

Too much praise cannot be given the commission for their earnest and conscientious efforts in rendering a fair and impartial decision.

WILL REVIVE GREAT INDUSTRY

Lumber Rate Decision of Vital Importance to Oregon.

By its decision the commission has restored former rates on lumber shipments practically to all territory west of the Mississippi river, more specifically described as that territory west of a line running from the mouth of the Pembina, on the British Columbia, through Grand Forks, Sioux City, Kansas City and St. Joseph to Port Arthur, Texas. It is to what is known as Denver territory, all lying west of the Mississippi river, that the interested Oregon lumbermen make the bulk of their eastern shipments. By the same decision the lumbermen of the state of Washington did not fare quite so well. While the Commission refuses to grant any advance to points in the territory west of a line from Pembina to Sioux City, it consents to an advance of 5 cents on shipments to St. Paul, Minneapolis and Duluth. The Northern Pacific and the Great Northern had asked that this rate be advanced 10 cents.

It is admitted by lumbermen here that the Commission has allowed some differ-

entials in favor of Spokane, but it will be impossible reliably to determine the ruling of the Commission on that point until the decision can be studied.

By far the most important decision by the Commission, however, so far as the lumber industry in this state is concerned, was that in the case of the Western Oregon Lumber Manufacturers' Association, known as the "Willamette Valley case." This proceeding was instituted by the millmen of the Willamette Valley to restrain the Southern Pacific Company from enforcing an increased rate of \$5 a ton on all lumber shipments to San Francisco and Bay points. The old rate was \$3.10 a ton from all East Side points, south of Portland, and \$3.35 from West Side points, south of this city, the difference in these rates being caused by the extra haul from the West Side points to the main line, via Corvallis and Albany.

The Commission also found that this was an unwarranted advance, but does not allow the millmen the right to advance its rates 30 cents a ton, making the new rates \$3.40 from East Side points and \$3.65 from West Side points. These rates are applicable to San Francisco and Bay points.

Not only are the lumbermen directly interested in the decisions by the Commission, but business conditions generally throughout the state are certain eventually to feel the effects in the way of a revived industry. There prevails a general feeling among business interests that the railroads and the lumbermen, having taken their case to the forum provided by law for the arbitration of such disputes, will submit to the findings of that body and will join hands towards re-establishing an important industry that has been throttled and has suffered incalculable injury through the disastrous effects of a prolonged legal battle over the question of rates.

The original effect of the arbitrary action of the railroads was absolutely to close down many of the mills throughout the interior of the Willamette Valley. Many of the millmen could not take the expense of continuing their shipments into the Missouri River territory and depend on winning out in their fight against the advanced rates. Consequently they closed down their mills and withdrew temporarily their trade relations with that district. The result has been that the manufacturers of white and yellow pine lumber in the Southern states and Minnesota rushed their product into the territory from which the Oregon producers were shut out. During the six months that the rate fight has been on the manufacturers of pine lumber have entrenched themselves in the territory that rightfully belongs to Oregon and it will be some time before the manufacturers of lumber in this state will be able to restore their trade in that district to normal.

The immediate effect of the findings of the Commission, however, will be the steadying of the market in this state and the restoration of confidence among lumber manufacturers. The movement of timber lands, which has been stagnant ever since the controversy began, will be resumed. It is confidently expected that the decision in the Willamette Valley case will result in the immediate resumption of operations in this district throughout Western Oregon. The advance of 30 cents a ton, amounting to 15 cents a 100 pounds on lumber shipments, will not be sufficient materially to affect the trade and the lumbermen will not allow themselves to be shut out of the business by that slight handicap.

PLAN BIG PROJECT

Extensive Paving Mapped Out on East Side.

WIRES GO UNDERGROUND

Holladay-Irvington Improvement Association Has Subscribed Funds for Betterment of Large District—Map Being Made.

The Holladay-Irvington Improvement Association has undertaken a work of great importance and magnitude for the district bounded by Union avenue, Thompson street, Holladay avenue and East Twenty-eighth street. Organized for general betterments in this big and growing district, the club has started on extensive plans to pave all streets with hard surface pavement, but will also lay all water mains, gas pipes and electric wires are laid underground through this district before undertaking the paving of the district. The cost of the paving of this big district in the way contemplated, hard surface, means an expenditure of about \$500,000.

The work that has been started preparatory to this wholesale improvement of the streets will take several months. A. N. Gambell, formerly City Auditor, has been employed by the club to prepare a map of the district within the limits of the streets named, showing the location of all water mains, their size, how long they have been down and their condition. Also the same thing is being done with reference to the gas mains and sewers, so that the map will be a perfect compendium of the pipes in the district and their condition. This map will give the club a complete idea also of what is needed in the district in the way of water and gas mains. All unsightly telephone poles will be removed from the district and the wires of every sort for telephones and electric lights will go underground.

Mr. Gambell has already started on the preparation of the map, which is an extensive piece of work. There are funds on hand to inaugurate this work, \$500 having been raised at the first meeting of the club a few weeks ago. When it was proposed to unify the pavements of the district and the work was outlined, the project was quickly favored by all present at the meeting, and a few minutes ample funds were subscribed to start the preliminary work.

D. I. Povey, the president, said that when more money is needed to carry on the work it will be available. He declared that the intention is to go ahead with the preparatory work, and when it has been settled what pipe, lines and sewers are needed, they will first be laid. Then the wires will be placed underground. All this will be finished before the paving of the district will be undertaken. It will probably take two years to complete what has been started, and the cost will be very great, but it will make this district one of the finest in the city.

The district between Holladay avenue and Thompson street is 12 blocks with the intervening streets, or 3120 feet. Between Union avenue and East Twenty-eighth street the distance is 24 blocks and the intervening streets, making a distance of 6240 feet. Some idea of what the laying of hard pavement on all the streets in this district means may be understood from these figures, and also of the probable cost. It is possible the streets may be parked, as has been done in Holladay Addition Park. A meeting of the club will be held some time during the coming week, when a report of what progress has been made will be submitted.

SEEK TO KILL GUNN LAW

Corporation Will Test Constitutionality in Supreme Court.

OLYMPIA, Wash., June 20.—(Special.)—As had been predicted by Tax Commissioner J. H. Eastday, the public service corporations are taking a lively interest in the case involving the constitutionality of the Gunn law, passed by the last Legislature, exempting money and credits from taxation.

Today attorneys for the Seattle Electric Company filed a brief in the Supreme Court urging that the law be declared unconstitutional. This tends to confirm the truth of the report that public service corporations will demand that all their assessments be reduced, because of the fact that the assessment rolls plainly show that money and credits in this state have never been assessed at more than a mere fraction of actual value.

There are few banks in the larger cities that do not contain more deposits than all of the money that has ever been assessed for taxation in the whole state, while of the millions of dollars of school and other bonds held in the state, few have ever been located by the assessor.

Spectacles \$1.00, at Metzger's.

BLUE AND GRAY SERGES

A FULL BLUE, Black or Gray Serge Suit with extra Trousers of same or striped materials—to order

From Twenty-five Dollars

Satisfaction guaranteed in all cases. Garments to order in a day if required. Full Dress and Tuxedo Suits a specialty.

Wiedt & Saylor

WILLIAM JERREMS' SONS, 108 Third Street

Chinese customs, saying that the dying statement of a Chinaman would not be regarded by Chinese as inviolate, is not true, as the court stenographer's notes will show. I speak the Chinese language in a small way. I have obtained the permit from the Chief of Police for the annual banquets of the Suey Sing Tong Society and have attended them with my mother, sister and many of the most prominent people of Portland and of Oregon. I believe I have been the legal representative of the Lee family for about 14 years, and I have no reason to be ashamed of it. I am familiar with Chinese customs, having, as attorney, tried Chinese murder cases in this country, and I am unable to appreciate what motives may have actuated the writer of the article referred to, as it is in the respects here suggested untrue.

CHARLES F. LORD.

PENSIONS GRANTED TO 28

Government Rewards Old Soldiers Residing in First District.

SALEM, Or., June 20.—(Special.)—W. C. Hawley, representing the First Congressional District of Oregon, has been advised by the Commissioner of Pensions that monthly pensions have been granted to the following persons:

Acker, John H. Coquille	.....\$24
Burch, George W. Silverton	.....15
Campbell, Henry, Roseburg	.....12
Corbett, Sylvanus, Ashland	.....24
Habill, Kinsey, Salem	.....12
Comstock, Byron M., Roseburg	.....15
Green, Roxana, Grants Pass	.....12
Harriman, John W., Hillsboro	.....12
Kelley, Robert, New Pine Creek	.....20
Kennedy, James L., Bandon	.....12
Monarch, Peter, Roseburg	.....15
McClain, Jonathan, Roseburg	.....15
McCauley, Anna M., Walker	.....12
McNutt, Washington, Marshfield	.....12
McTear, Dewitt, Shaw	.....12
Palmer, W. E., Ashland	.....12
Patrick, John, Grants Pass	.....15
Rowland, J. T., Eugene	.....15
Simmons, John B., Gervais	.....12
Sisby, Helen M., Ashland	.....15
Traver, Isaac W., Forest Grove	.....24
Thornton, John W., Wilsonville	.....12
Vidito, Willis, Corvallis	.....15
Will, John H., Ashland	.....15
Wilhelm, William A., Clatsop	.....15

End of National Saengerfest.

INDIANAPOLIS, June 20.—The National Saengerbund of the North American Saengerbund came to a close today, with the selection of Milwaukee for the next meeting. A forest feast was held this afternoon. J. Hanno Deller was re-elected president.

Gladiator Alone to Blame.

LONDON, June 20.—The Admiralty Court has decided that the British cruiser Gladiator alone is to blame

PLAN BIG PROJECT

Extensive Paving Mapped Out on East Side.

WIRES GO UNDERGROUND

Holladay-Irvington Improvement Association Has Subscribed Funds for Betterment of Large District—Map Being Made.

Wiedt & Saylor

WILLIAM JERREMS' SONS, 108 Third Street

Chinese customs, saying that the dying statement of a Chinaman would not be regarded by Chinese as inviolate, is not true, as the court stenographer's notes will show. I speak the Chinese language in a small way. I have obtained the permit from the Chief of Police for the annual banquets of the Suey Sing Tong Society and have attended them with my mother, sister and many of the most prominent people of Portland and of Oregon. I believe I have been the legal representative of the Lee family for about 14 years, and I have no reason to be ashamed of it. I am familiar with Chinese customs, having, as attorney, tried Chinese murder cases in this country, and I am unable to appreciate what motives may have actuated the writer of the article referred to, as it is in the respects here suggested untrue.

CHARLES F. LORD.

PENSIONS GRANTED TO 28

Government Rewards Old Soldiers Residing in First District.

SALEM, Or., June 20.—(Special.)—W. C. Hawley, representing the First Congressional District of Oregon, has been advised by the Commissioner of Pensions that monthly pensions have been granted to the following persons:

Acker, John H. Coquille	.....\$24
Burch, George W. Silverton	.....15
Campbell, Henry, Roseburg	.....12
Corbett, Sylvanus, Ashland	.....24
Habill, Kinsey, Salem	.....12
Comstock, Byron M., Roseburg	.....15
Green, Roxana, Grants Pass	.....12
Harriman, John W., Hillsboro	.....12
Kelley, Robert, New Pine Creek	.....20
Kennedy, James L., Bandon	.....12
Monarch, Peter, Roseburg	.....15
McClain, Jonathan, Roseburg	.....15
McCauley, Anna M., Walker	.....12
McNutt, Washington, Marshfield	.....12
McTear, Dewitt, Shaw	.....12
Palmer, W. E., Ashland	.....12
Patrick, John, Grants Pass	.....15
Rowland, J. T., Eugene	.....15
Simmons, John B., Gervais	.....12
Sisby, Helen M., Ashland	.....15
Traver, Isaac W., Forest Grove	.....24
Thornton, John W., Wilsonville	.....12
Vidito, Willis, Corvallis	.....15
Will, John H., Ashland	.....15
Wilhelm, William A., Clatsop	.....15

End of National Saengerfest.

INDIANAPOLIS, June 20.—The National Saengerbund of the North American Saengerbund came to a close today, with the selection of Milwaukee for the next meeting. A forest feast was held this afternoon. J. Hanno Deller was re-elected president.

Gladiator Alone to Blame.

LONDON, June 20.—The Admiralty Court has decided that the British cruiser Gladiator alone is to blame

TWO GREAT SPECIALS



We are offering EVERY DAY in the year the two greatest Clothing Specials in the United States. At

10 DOLLARS

we show hundreds of Suits—the equal of any suit sold elsewhere in the city at \$15—Guaranteed in every way—Your money refunded if not satisfactory. At

15 DOLLARS

we show Suits that are marked in uptown store windows at \$20 to \$25. Come in and make us prove it.

WHEN YOU SEE IT IN OUR AD IT'S SO

MOYER Third and Oak First and Yamhill

for the collision with the liner St. Paul. The warship and the St. Paul collided off the Isle of Wight last April in a snowstorm. As a result, over a score of the crew of the Gladiator lost their lives, the cruiser being beached and the liner laid up for repairs.

The St. Paul today resumed her sailings for New York.

No New American Cardinals.

ROME, June 20.—It was semi-officially declared at the Vatican today that the

date of the next consistory had not been definitely decided upon. Nothing is known regarding the report that two American and one English cardinal are to be created. It is improbable, however, that there will be any new American cardinals.

"THE STORE THAT RIGHTS THE WRONG"

SOL GARDE

THE NEW PROPRIETOR CHICAGO CLOTHING CO. 69-71 THIRD ST., BET. OAK AND PINE

We offer for a limited time only your choice of our entire line of \$10 to \$12.50 Suits at special price of

\$6.85

These Suits are made in the very best possible manner. You need have no hesitancy of being perfectly pleased, for back of our transaction stands our broadest of all guarantees—"The store that rights the wrong," which means your money back if you want it.

Fullworth Hats—Cannot be duplicated elsewhere less than \$3.00. Price \$2.50

CHICAGO CLOTHING CO.

SOL GARDE, PROPRIETOR 69-71 THIRD STREET BETWEEN OAK AND PINE

KILHAM STATIONERY & PRINTING COMPANY

CALL ATTENTION TO THE WIDE SCOPE OF THEIR BUSINESS AND TO THE VARIETY OF THEIR STOCK, AS INDICATED IN THE FOLLOWING DEPARTMENTS OF THEIR NEW ESTABLISHMENT AT THE CORNER OF FIFTH AND OAK STREETS

- DESKS**—A splendid line of the celebrated Cutler Desks, in all styles, including typewriter desks, and the new leg base Sanitary Desks. Also office tables and chairs.
- FILING CABINETS**—For letters, documents and card index systems. The Washab Cabinets and supplies are standard for quality and lowest in price. All kinds of card record and filing systems designed and installed.
- SECTIONAL BOOKCASES**—A complete stock of Viking Bookcases, "the door that won't bind." Special attention given to the equipment of libraries and law offices.
- STEEL SAFE CABINETS**—Dick Steel Safe Cabinets, fire and dust proof, roomy and safe. Just the thing for the storage of books and papers where there is inadequate vault or safe room.
- CIRCULAR LETTER MACHINES**—The Edison Letter Machine, the standard for economy and rapid circular work. Also the Writer Press, a new machine which produces work exactly like typewriting.
- ARCHITECTS' AND ENGINEERS' SUPPLIES**—Oregon agents for DIETZGEN'S drawing and surveying instruments and supplies, including transit levels, compasses, scales, chains, tapes, etc.
- DRAWING PAPERS**—A complete stock of high-grade drawing paper, detail paper, Bristol boards, tracing paper and cloth, blue print paper and cloth, profile paper and cloth, cross-section paper and cloth.
- BLANK BOOKS**—Ledgers, journals, trial balance books, time books, indexes, minute books, rent books, insurance books, draft registers and other blank forms, etc.
- LOOSE LEAF SUPPLIES**—Loose leaf ledgers, current and transfer binders of all kinds, loose leaf forms carried in stock and manufactured to order.
- COMMERCIAL STATIONERY**—We carry a complete stock of all leading manufacturers' goods in pens, pencils, erasers, inks, paste, mucilage, papers, tablets, etc.
- DESK FITTINGS**—Ink stands, desk pads, calendar racks, baskets, scales, paperweights, etc.
- LEATHER GOODS**—Card cases, purses, memo books, pass cases, bill books, bankers' note cases, desk sets, etc.
- TYPEWRITER SUPPLIES**—No Plus Ultra and Progress brands of TYPEWRITER PAPERS. Forlinx agents for the Rex Lox ribbons and carbons. Sample book and catalogue on application.
- CRUISERS' SUPPLIES**—Section and township plat books and sheets, estimate blanks and books in several forms.
- NOTARY SUPPLIES**—Complete line of legal blanks, seals, etc.
- CORPORATION SUPPLIES**—Stock certificates, bonds, minute books, stock ledgers and journals, seals, etc. Special attention given to new companies.
- LADIES' STATIONERY**—Invitations to weddings and other social occasions and public ceremonies, wedding announcements, visiting cards, monogram stationery, heraldic devices, etc.
- BUSINESS STATIONERY**—Letter heads, cards, bill heads, etc., embossed or printed. Unsurpassed facilities for prompt, high-grade work.
- FOLDERS, BOOKLETS, CATALOGUES**, designed, written, illustrated and printed in our own plant. Samples of work and sketches on application.
- SOCIETY AND LODGE PRINTING**, bylaws, invitations, poster cards, programs, blank books, etc. Special attention.
- LOOSE LEAF AND MANIFOLD WORK**—Special facilities for designing, ruling and printing loose leaf and manifold work. Large experience and careful attention to detail insure satisfactory service.
- BLANK BOOKS**—Large blank book contracts for Texas, etc. Economical and economical. We have one of the most complete plants on the Pacific Coast.
- MAIL ORDER DEPARTMENT**—Correspondence solicited, circulars and descriptive catalogues on request. All mail orders given careful attention and prompt shipment.

FIFTH AND OAK STREETS, PORTLAND, OREGON