RULING ON LUMBER RATES

TEXT OF DECISION BY INTERSTATE COMMERCE COMMISSION

hauls a much larger percentage of forest products than most of the other carriers.

While it is true that the cost of operating the railroads engaged in this traffic has materially increased in recent years, it is also true that the expense of operation of the mills has increased proportionately.

Due to General Conditions.

There can be no doubt that the present plight of this industry is to a great extent due to the general conditions referred to. On the other hand, it is apparent that the very material increases in the rates have in a substantial degree contributed to the present condition of the industry. Some of the increases amounted to as much as 25 per cent of the old rates, resulting in a gross increase of $60 in freight charges on a carload of lumber weighing 60,000 pounds between points where the rate in effect before the increase would have amounted to $240. On a larger load the increase per car would, of course, be still more. This illustration, however, is made on the basis of the greatest increase shown in these tariffs, but the average increase is probably from 12½ to 15 per cent. It is claimed by the complainants that the advance averages $2.75 per 1000 feet and that this exceeds the average profit to the lumber manufacturer.

A comparison of the rates from the West with those applying on yellow pine lumber from Southern producing points, covering substantially similar distances, shows that these Western rates yield greater revenue per ton per mile than rates from the South. The rates in effect prior to the advances complained of had been in force for long periods of time and in a few instances the carriers had voluntarily maintained rates lower than those in effect immediately prior to these advances. The lumber trade had adjusted itself to the conditions obtaining under those rates, so that the vast interests affected were in a large measure dependent upon the continuance thereof. The defendants derive a large proportion of their revenues from the lumber traffic, and it clearly appears that they have not only earned large profits on their general business, but that the transportation of lumber under the old rates yielded a commensurate part thereof and a reasonable return for the service performed.

In the case of Central Yellow Pine Association vs. Illinois Central Railroad Company et al, 10 I. C. C. Rep., 505, the Commission used the following language:

> When carriers advance a rate which has been for some time in force, the burden of proof is upon them to show sufficient grounds for such advance.
>
> Conceding, however, for argument's sake, that the lumber business had at the date of the advance become phenomenally prosperous and remunerative, this could not justify an advance of a rate already reasonably high.
>
> The test of reasonableness of a rate is not the amount of the profit in the business of a shipper or manufacturer, but whether the rate yields a reasonable compensation for the service rendered. If the prosperity of the manufacturer is to have the controlling influence, this would justify a higher rate on the traffic of the prosperous manufacturer than on that of one less prosperous. The right to participate in the prosperity of a shipper by raising rates is simply a license to the carrier to appropriate that prosperity, or, in other words, to transfer the shipper's legitimate profit in his business fom the shipper to the carrier.

Must Explain Advance.

In H. H. Tift et al. vs. Southern Railway Company et al, 10 I. C. C. Rep., 548, the Commission said:

> The maintenance of materially lower rates for such long periods of time brings this case within the rule that "Where an advance is made in rates which have long been maintained and the evidence shows that the traffic affected is large, important and constantly increasing, the advance will be held unjust unless it is satisfactorily explained.
>
> It is fair to assume that the Supreme Court has approved the principle that "Where an advance is made in rates which have long been maintained and the evidence shows that the traffic affected is large, important and constantly increasing, the advance will be held unjust unless it is satisfactorily explained."
>
> It seems clear from all the facts appearing that the rates in effect prior to the advances made in November, 1907, to points of destination, generally, west of the Missouri River were fairly remunerative. To certain points farther east, involving longer hauls, it is believed that there was justification for some advance in view of the less revenue per ton per mile accruing to the carriers from this traffic.

DIFFERENTIALS ARE DEFINED

Decision in Potlatch Lumber Case Explains Them All.

OREGONIAN NEWS BUREAU, Washington, June 21.—The text of the finding of the Interstate Commerce Commission in the Potlatch lumber case defines exactly what differentials are granted to the lumbermen of the Inland Empire under the rates fixed for the Pacific Coast. This decision is as follows:

It is ordered, That said defendants, except the Chicago, Milwaukee & St. Paul Railway Company of Washington, are hereby notified and required to cease and desist on or before the 15th day of August, 1908, from enforcing their present relation of rates on interstate shipments of lumber, shingles, and other forest products from points of origin in Washington, Oregon, Idaho and Montana, to points in various states and territories east and southeast thereof, excluding those points to which rates are prescribed by the Commission in Case No. 1034 (Portland Gateway) and Case No. 1351 (Southern Oregon).

It is further ordered, That said defendants and each of them, except the Chicago, Milwaukee & St. Paul Railway Company of Washington, be, and they are hereby, notified and required to establish and put in force on or before the said 15th day of August, 1908, and maintain in force thereafter during a period of not less than two years rates on said interstate shipments of lumber, shingles and other forest products in accordance with the following differentials:

Rates from the group of points east of the summit of the Cascade Mountains and west of the present "Spokane Rates" group to points on and west of a line drawn from Pembina, N. D., southward through Grand Forks, N. D., Moorhead and Breckenridge, Minn., Sioux City and Council Bluffs, Iowa, St. Joseph and Kansas City, Mo., and thence to Port Arthur, Texas, along the Kansas City Southern Railway, including all points that now take the same rates as any of the points on that line between and including Sioux City, Iowa, and Kansas City, Mo., shall be less than the rates prescribed by the Commission in the 10-cent advance cases; from the "Coast Rates" group, by differentials beginning at not less than 2 cents per 100 pounds, and graded up westwardly (a) to a differential of not less than 6 cents per 100 pounds at Buford, N. D., on the line of the Great Northern Railway; (b) to a differential of not less than 6 cents per 100 pounds at Medora, N. D., on the line of the Northern Pacific Railway; (c) to a differential of not less than 6 cents per 100 pounds at Edgemont, S. D., on the line of the Chicago, Burlington & Quincy Railroad; (d) to a differential of not less than 6 cents per 100 pounds at Cheyenne, Wyo., on the line of the Union Pacific Railroad; (e) and to a differential of not less than 6 cents per 100 pounds at Denver, Col., on the line of the Union Pacific Railroad.

Rates from the present "Spokane Rates" group and from the present "Montana-Oregon" rates group to points on and west of said north and south line, Pembina-Port Arthur, including all points that now take the same rates as any of the points on that line between and including Sioux City, Iowa, and Kansas City, Mo., shall be less than the "Coast Rates," as prescribed in the cases specified, by differentials beginning at not less than 3 cents per 100 pounds and graded up westwardly therefrom to a differential of not less than 7 cents per 100 pounds at Buford, N. D., Medora, N. D., Edgemont, S. D., Cheyenne, Wyo., and Denver, Col., as described in the preceding paragraph.

For Inter-Mountain Group.

Rates from the group of points east of the summit of the Cascade Mountains and west of the present "Spokane Rates" groups to points east of said line, Pembina-Port Arthur, and excluding all points to which the rates are now the same as to any of the points located on said line between and including Sioux City, Iowa, and Kansas City, Mo., shall be less than the "Coast Rates," as prescribed in the cases specified, by a differential of not less than 2 cents per 100 pounds up to and including Duluth, Minneapolis, St. Paul, and Minnesota Transfer, Minn., and from the Missouri River crossings to the Mississippi River crossings.

Rates from the said "Spokane Rates" group and the "Montana-Oregon" rates group, as those groups now exist, to points east of said line, excluding all points to which the rates are now the same as to any of the points located on said line between and including Sioux City, Iowa, and Kansas City, Mo., shall be less than the "Coast Rates," as prescribed in the cases specified, by a differential of not less than 3 cents per 100 pounds up to and including Duluth, Minneapolis, St. Paul and Minnesota Transfer, Minn., and from the Missouri River crossings to the Mississippi River crossings.

And it is further ordered, That as to the Chicago, Milwaukee & St. Paul Railway Company of Washington the complaint in this proceeding be, and it hereby is, dismissed.

The Milwaukee Road is not operating through Spokane at the present time, hence is not included in the foregoing decision.

The following brief extracts from the opinion rendered by Commissioner Cockrell explain the grounds on which these differentials are granted:

Explains Differentials.

The complaint alleges that the rates now in effect under the tariffs named are unjust and unreasonable; that while the rates in effect prior to November 1, 1907, were reasonable and just from Pacific Coast points, the complainants were and are entitled to lower rates from their shipping points, the Inland Empire, or Spokane district, than should apply to shipments from the Pacific Coast, and should have a greater differential under such coast points than was in force formerly. There is also an allegaton of unreasonableness in the present tariffs in that they create a difference in rates to the Minnesota Transfer and to Missouri River common points. In other words, so far as the complainants are concerned, they allege the justice and reasonableness of the rates in effect prior to November 1, 1907, from Pacific Coast points and ask for a differential of at least 10 cents per 100 pounds under such rates, to apply to shipments eastbound from Spokane district.

The Commission having decided the cases involving the coast rates, the only matter left for consideration in this case is the question of what differential, if any, Spokane should have under the rates from the Pacific Coast.

No reparation is asked in this case.

The defendant carriers have by their own voluntary actions admitted the propriety, not only of a group or blanket, for the purpose of rate making from the Spokane-Sand Point district, but also that some differential under the coast should be allowed to that group. The complainants, however, contend that a much greater differential should be allowed to Spokane than has ever obtained. Their petition asks for a differential of 10 cents under the coast, and the testimony and briefs in their behalf are directed to even a higher differential than that. Their claims in this regard are based upon (a) the distance, (b) the mountain grades to the summit of the Cascades, and (c) the wide treeless farming section, all to be traversed from the coast before the timber of the Spokane district is reached. They allege, and prove, that their lumber is inferior to that produced on the coast; that the standing timber is smaller, more knotty, and requires greater care and cost to mill and market than does the fir of the coast or the yellow pine of the South; and that as their finished product is 93 per cent common lumber, only 7 per cent being upper or better than common, they can never meet sharp competition anywhere outside of the treeless states of the Central West, where no common lumber is produced locally.

"Beacon Lights in Sea."

Two facts stand out as beacon lights in the sea of testimony produced in this case: One is that the lumbermen of the Spokane district prospered under the old rates, though their product was inferior; the other is that the carriers by the tariffs complained of, as well as in part by the old tariffs, have admitted in part the propriety of a differential in favor of the Spokane district, as grouped in the new tariffs and in part in the old, as against the coast.

A careful examination of the testimony as a whole makes it plain that a differential in favor of Spokane and the Spokane district under the rates from the coast should exist, but there is great difficulty in determining just what the amount of that differential should be, and from what shipping and to what destination points it should apply. The same is true of the district bordering the eastern slope of the Cascade Range.

To the old Spokane district proper no differential under the coast was allowed. Under the new tariffs, along the lines of the Great Northern and Northern Pacific the differentials from the present Spokane-Sand Point district under coast rates are 5 cents in Minnesota, and from 5 cents to 8½ cents in North Dakota. By these same new tariffs the rates from the Montana-Oregon group to various common destination plonts are from nothing to 6 cents under the Spokane rates, the basing of the Montana-Oregon group being, however, directly under the coast rates and not under the Spokane rates. The rates from the eastern slope of the Cascade Range are 2½ cents higher than the Spokane rates in all cases, this differential being apparently an intermediate or half step between the coast and the Spokane rates. These facts, though not conclusive of the grouping that should be made under a practical restoration of the tariffs in effect prior to November 1, 1907, are strongly persuasive that some changes in the former groupings should be made.

For the purposes of this case it is sufficient that the defendant carriers by their own acts in establishing the various tariffs, old and new, have made admissions, in the nature of estoppels in pais, that parts of the Spokane district, as grouped since November 1, 1907, should have a differential under the rates from the coast, and that an intermediate differential should apply to the eastern slope of the Cascade Range—the two districts being separated by a natural barrier of farming country.

SMALL COMFORT FOR ROADS

Even Dissenting Opinion Says Increases Are Excessive.

OREGONIAN NEWS BUREAU, Washington, June 21.—The Hill and Harriman railroads will derive scant comfort out of the minority report of Interstate Commerce Commissioners Knapp and Harlan, who dissented from the opinions of the majority of the Commission in the Pacific Coast lumber cases recently decided. In this dissenting opinion, written by Chairman Knapp, it is frankly stated that he and Mr. Harlan believe that the railroads were justified in raising their rates, and had these two Commissioners had their way, the rates would have, in every case, been materially higher than fixed by the Commission's order.

However, the dissenting Commissioners believe that the rates established on November 1 were usually excessive, though not so excessive as the other Commissioners held. The dissent of Commissioner Knapp is interesting. It is here quoted in full:

Knapp's Dissenting Opinion.

The conclusions of the majority in these cases do not seem to me to be warranted, and I am, therefore, constrained to dissent.

A careful examination of the record shows that the contention of complainants rests mainly, if not altogether, upon two propositions: (1) That the rates which were advanced on November 1, 1907, had been voluntarily accorded for a considerable period of years and must therefore be regarded as reasonable; (2) that the earnings of the defendant carriers upon their entire business are so great as to afford ample revenue without advancing the rates in question.

Undoubtedly the fact that a given rate has long been allowed is in the nature of an admission by the carrier that the resulting earnings were fairly compensatory, and when that rate is increased the carrier may properly be called upon for an explanation of its action. But when that explanation has been furnished and the reasons shown for making the advance are prima facie sufficient, any presumption against the carrier loses its force. It is clear to me that the rates in question do not belong to the class of rates originally established on a reasonable basis in the estimation of the carrier, and which therefore ought not to be advanced without convincing reason. In other words, we are not dealing in these cases with the question of a general advance in rates, which has been the subject of recent discussion, nor with the ordinary rate situation which has been voluntarily maintained for a period of years, but with an exceptional instance of rates fixed at a very low figure, lower than might have been lawfully charged, because peculiar conditions induced the carrier to make rates for the time being on a particular commodity which were below the standard of reasonableness.

Were Abnormally Low.

All the circumstances indicate to my mind that these rates when established were regarded by the carriers, and by the shippers as well, as uncommonly if not abnormally low, and that both parties apparently anticipated that at a later date they would be advanced.

I cannot but believe that conditions have so changed since these rates were established as to justify the carriers in refusing to continue them in force. Without detailing the history of these rates or the remarkable development of lumber traffic which followed their allowance, it appears to be undisputed that marked changes have taken place in recent years, and those changes furnished adequate reason, in my judgment, for higher charges than were formerly applied. During this period the market value of commercial lumber has materially advanced, and the cost of railway operations has greatly increased. I think it is clearly shown that lumber values have advanced nearly 50 per cent, certainly not less than 40 per cent, and everything indicates that this advance will be permanent. While prices will more or less fluctuate, and may not at this time be quite as high as they were a year ago, nevertheless I am convinced that lumber as a commodity will generally command prices in the future averaging at least 40 per cent above the prices which prevailed during most of the period when the lower rates were in force. I do not take into account the fact that the business of the Pacific Coast lumbermen has been exceedingly profitable, nor the fact that a reduction in rates will inure largely, if not mainly, as I think, to those who own the uncut timber lands, but I do regard the very substantial and probably permanent increase in the selling price of lumber as a pertinent and important consideration. That the cost of railroad operation has greatly increased within the last few years is a matter of common knowledge, and it is unnecessary to more than allude to a fact with which every well-informed person is familiar.

I am, therefore, of the opinion that these conceded and significant changes in conditions warranted the defendants in increasing rates which were understood to be on a very low scale when lumber was worth little more than two-thirds its present value and when railway service was much more cheaply performed.

Other Ground Less Tenable.

The other ground of complainants' contention seems to me even less tenable. It is undoubtedly true that for a period of several years, and particularly during the fiscal years 1906 and 1907, the earnings of these defendants from their entire business were large. After defraying all the expenses of operation and maintenance, the payment of fixed charges and comparatively liberal dividends, a substantial surplus remained. But it appears to me entirely clear that no considerable part, if any, of this surplus resulted from the transportation of lumber to the territory affected by the advance in rates. This statement seems to be fully confirmed by the fact that the ton-mile rates on this lumber were very much less than the average ton-mile rates upon all the traffic of the defendant lines, including this lumber traffic. I cannot concede that the unreasonableness of these advanced rates on lumber may be inferred from the showing that aggregate earnings from all traffic could be reduced without apparent injustice to these carriers, when the earnings on lumber under the old rates were extremely moderate and even under the advanced rates are comparatively small. The rates in question are not shown to be excessive, in my judgment, by the fact that these roads have been prosperous for the last few years, any more than they would be shown to be reasonable if their entire earnings had been insufficient to maintain their solvency.

Taking into account all the transportation conditions, including the haul over two mountain ranges and through a long stretch of territory which furnishes little traffic, I am of the opinion that even the advanced rates are among the lowest on which any considerable volume of lumber is anywhere moved. They are the lowest rates, all things considered, which the defendants charge on that commodity, and relatively low in comparison with their rates on other traffic. The old rates may fairly be regarded as unreasonably low, even if they did not discriminate against other traffic, and I think the defendants were justified in applying a higher scale of charges. Out of deference to the judgment of my associates, with whom I hesitate to differ on a question of this kind, I would be content to fix these rates on a basis somewhat lower than the advances actually made, but I cannot agree that the basis named in the majority report must be regarded as the maximum of reasonableness.

I am authorized to say that Commissioner Harlan unites in this dissent.

Portland Woman's Success.

A former secretary of the Portland Young Women's Christian Association, Miss Harriet S. Vance, is now in charge of the Pittsburg association, one of the largest and most important in the country.

The association there has selected plans and will begin at once the erection of a $260,000 building. This fine structure of 113 rooms is planned with reference to the needs of the six departments of work to be carried on under its roof, namely, administration, religion, educational, social, resident and restaurant.

An endowment fund of $300,000 will make it possible for the Pittsburg association to accomplish great things, especially under the capable leadership of Miss Vance.

RETIRING SALE

Tailor-Made Suits, Silks, Dress Goods Hosiery, Underwear, Men's Furnishings, Etc.

Good Materials at Little Prices

I AM RETIRING FROM BUSINESS

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Qualities That Are Dependable—Prices That Have No Competition

The people have confidence in this store. They have done business with us for the past twenty-five years. They know that every dollar's worth of merchandise offered by Mr. Shanahan is thoroughly reliable in every respect. This accounts for the store being crowded every day

Notice the Offerings for the Coming Week.

Don't Skip a Line or You May Skip a Dollar

Suits, Coats, Skirts, Waists, Etc.

$25.00 Tailor-Made Suits for $15.00
$7.00 Silk Petticoats, the kind that is guaranteed, all colors $4.50
$15.00 Ladies' Silk Coats $7.50
$18.50 Ladies' Fine Covert Jackets; some box and others tight-fitting $10.00
$3.00 Heatherbloom Petticoats, black only $1.95
$3.00 India Silk Waists, all sizes, for $1.35
$7.00 Misses' Coats for $3.95
$2.00 White Duck Skirts ..... 95¢
ONE LOT Ladies' Winter Coats, worth $8 to $15; each $2.00

Some of Great Interest to Mothers

50c Infants' Slips for ..... 19¢
$1.50 Infants' Dresses, lace and embroidery trimmed 69c
$1.00 Children's White Dresses, age from 6 months to 3 years 43c
65c Children's Combination Skirt and Waist, lace trimmed 19c
75c Infants' Long Skirts ..... 42¢
35c Children's Skirts ..... 11¢
25c Children's Drawers ..... 11¢
35c Children's Drawers ..... 14¢
75c Misses' Drawers, lace and embroidery trimmed ..... 36¢
$1.00 Misses' Gowns ..... 49¢
50c Children's Gowns ..... 24¢
ONE LOT Infants' Caps, embroidery trimmed, 25c and 35c values ... 10c

House-Furnishings

50 Pairs Only—They are real Bobbinet Lace Curtains, 3 and 3½ yards long, with ruffled edges and plain centers; $3.50 ones for $1.50
$5.00 and $6.00 ones $1.90
75 Pairs Fine Nottingham Lace Curtains. They come in white and Arabian; 3 and 3½ yards long; $5.00 values for $1.95
100 Dozen Pillow Cases; regular 17c values 9c
$2.00 Bedspreads; some fringed and others plain, for 98c
Bed Comforters, 90c grade, for ..... 49¢
25c Oilcloth, all colors, for ..... 15¢
20c English Huck Towels for, each ... 9¢

LAWRENCE SHANAHAN 144-146 Third St.

Where Your Dollar Has Double Its Purchasing Power—Between Morrison and Alder

157 Coats WORDS OF WISDOM TO ECONOMICAL BUYERS **157 Coats**

A shipment of Ladies' Long Coats has just arrived. They were purchased for Fall and Winter use. The order could not be countermanded, consequently the goods are here and must be sold. They are yours for the cost of manufacture. All are new, advanced styles for the coming season

$10 Coats for $5--$15 Ones for $7.50—$20 Ones $10

PORTLAND SOCIAL NEWS

CONTINUED FROM PAGE FIVE

Quartet. This interesting programme will be given at the Association rooms this afternoon from 4 to 6, when the Association girls are "at home" to all the young women of the city.

* * *

Miss Lina Linehan presents in vocal recital her pupils, Miss Nina Walker, lyric soprano; Miss Helen White, coloratura soprano; Miss Mary Alice Koch, mezzo soprano, and Mrs. Cora Burdin, contralto. They will be assisted by Miss Mary Mackenzie Cahill, violinist; Mrs. Kathryne Linehan Johnson, at the piano, on Wednesday evening, July 1, at 8:15 P. M., at the Hawthorne Park Presbyterian Church. The public is invited.

* * *

The women of Corinthian Chapter, No. 54, O. E. S., are to give a basket picnic at the Oaks Wednesday afternoon and evening in honor of Mrs. Emma Davis, who has been in Alaska the past Winter. They will leave early in the afternoon, each with a basket full of good eatables, and at 6:30, reinforced by the male contingent, the baskets will be opened and their contents disposed of.

* * *

The O. E. S. Girls announce an informal dancing party to take place at Council Crest Pavilion, Council Crest, Monday, July 6. Stiles' orchestra. Admission by card only. The patronesses are Mrs. A. H. Willett, Mrs. D. L. Houston, Mrs. W. H. Smith, Mrs. R. Schmeer, Mrs. F. S. Fields and Mrs. A. L. Rumsey.

* * *

A rose whist party on next Tuesday night will close a very successful season for Mount Hood Circle Women of Woodcraft. Decorations of roses will beautify the East Side Hall for the occasion. Summer beverages will be served for refreshments if the weather is warm and an orchestra will furnish special music for the dancers.

* * *

The Mizpah Social Club will meet with Mrs. Eva Lillian Hayner, on Thursday, July 2, at the home of Mrs. C. F. Clapp, Kern Park station, on the Mount Scott car line.

* * *

At the Nortonia on Tuesday evening a reception will be given Miss Annie M. Reynolds, of the National Board of the Y. W. C. A. Assisting in receiving will be Miss Emma Hays, National secretary, and Miss Abbie McElroy, now of California, who have recently returned from Seaside, where they have been leading the conference.

SOCIETY PERSONALS.

E. R. Bryson, of Corvallis is stopping at the Nortonia.

Mr. and Mrs. P. Sarrad and family have left for a trip East.

William Collier, of New York, is registered at the Nortonia.

M. J. Evans and wife, of Baker City, are guests at the Nortonia.

Misses Blanch and Hazel McNair, of Tillamook, are visiting Portland friends.

Mrs. J. D. Leonard has returned from a prolonged visit in Seattle and California.

James P. Moore and L. Hodler left Monday night for a six weeks' visit on Puget Sound.

Mrs. William G. Gorslin spent the week with Mrs. Leslie Reed at their country place, Rockmead.

Miss Agnes Dinneen and Miss Mary Concannon will leave tonight for an extended trip East.

Mrs. H. V. Kiel and daughter, Dorothy, will spend the two coming months at Long Beach, Wash.

Mrs. Harvey Smith, of Marietta, O., is the guest of her daughter, Mrs. Leon Peters, at the Irving.

Mrs. Lovegreen and daughter, Agnes Lovegreen, of Anabel station, have left on a trip to California.

Mrs. Claud E. Ellis, of this city, has been visiting with Mrs. H. D. Schmelzer, of Hillsboro, for the past week.

Mrs. H. Borles, of Seattle, an old pioneer of Portland, is visiting her niece, Mrs. H. Bruck, at 744 Kearney street.

Mrs. C. H. Forney, of Chehalis, Wash., visited in Portland this week with her sister, Mrs. C. M. Steadman.

Miss Elizabeth Stewart, daughter of Mr. and Mrs. John Stewart, is home from Oaksmere, a New York finishing school.

Miss Alice Dougherty left Saturday, June 20, for New York and a tour of the Eastern States. She will return the first week in September.

Miss Faye Killingsworth, daughter of Mr. and Mrs. W. M. Killingsworth, has returned after an absence of six months, having visited all the principal cities in the United States.

Miss Jessie Britt, a well known singer and teacher, of Newberg, is in Portland taking a Summer course of vocal study with Mrs. Walter Reed.

Miss Grace Kern, daughter of Mr. and Mrs. Daniel Kern, left Monday in company with Mrs. L. Matteson for an extended visit in the East.

Mrs. J. B. Grimes, accompanied by her twin children, Master J. Frank and Miss Florence Grimes, are sojourning for the Summer at Long Beach, Wash.

Mrs. R. D. Holmes, of Oakland, Cal., and her daughters, Florence and Mary, are spending a few weeks with Mrs. Holmes' mother, Mrs. R. B. Knight.

Word has been received from Dr. Jessie McGavin, who is visiting friends in Scotland, that she is having a delightful time and that she intends spending several months on the continent before returning.

William Wallace Graham, violin virtuoso, will present his students in recital at Ellers Hall, Tuesday evening, June 30, at 8:30. Invitations may be secured from his studio, 738 Gilsan street. Phone Main 4961.

Miss Delta Watson is at Seaside attending the Northwest conference of the Young Women's Christian Association. During Miss Watson's absence Miss Lillyn Glendenning will take her place in the choir of the Westminster Presbyterian Church.

Mrs. H. B. Lancaster, of Spokane, returned to her home Tuesday evening, after visiting relatives and friends in this city for two weeks. Mrs. Lancaster was accompanied home by her sister. Miss Myrtle Hanson, who will visit in Spokane for some time.

Thursday was the birthday of C. M. Steadman and a dozen of his office associates in the Wells-Fargo building surprised him at the family residence on East Thirty-first street with the gift of a meerschaum pipe and a giant can of tobacco. The evening ended in smoke, naturally.

Mrs. John Thompson, of New Westminster, B. C. (formerly of Kalama, Wash.), was in the city this week attending the graduating exercises at St. Vincent's Hospital on Monday evening, when her daughter, Agnes, graduated as a trained nurse. She received many floral gifts.

Among the recent school closings, for the Summer holidays, that of the kindergarten of Miss Marie Claussenius, of 351 Thirteenth street, was by no means the least interesting. A picnic for the little people was held at Mount Tabor, where after a bountiful lunch games were the order of the day.

Mrs. E. H. Schlapp, of 171 East Third street, left on Saturday last for an extended trip East. She will visit friends in Denver, Colo., St. Louis, Mo., and at various other points. She expects to be absent some two months. The night before her departure Mrs. Schlapp entertained informally a few friends.

Miss Laura Hill, formerly of Hood River, left yesterday for Santa Barbara, Cal., where she will spend the Summer vacation with her parents, who have removed to that city. Miss Hill, who, two years ago, graduated from the Agricultural College at Corvallis, has been appointed instructor in biology and invertebrate zoology for the coming term at that institution.

Dr. W. D. Carlisle, of St. Petersburg, Russia, accompanied by Count Alexander Bobrinsky, sailed from Bremen for New York City yesterday. Dr. Carlisle is a former Portland boy and has spent the last five years in the Russian capital. En route to Oregon, Dr. Carlisle will spend some time in the Yellowstone National Park. He will spend the Summer in this state, the guest of his mother, Mrs. L. A. Carlisle, of Seaside.

RAWHIDE AND ITS GOLD

Under this title, J. H. Cradlebaugh contributes to the July Sunset an article on Rawhide as the newest record-breaker among the wonderful treasure towns of Nevada.

A Skin of Beauty is a Joy Forever

DR. T. FELIX GOURAUD'S ORIENTAL CREAM OR MAGICAL BEAUTIFIER

PURIFIES as well as BEAUTIFIES the skin. No other cosmetic will do it.

Removes Tan, Pimples, Freckles, Moth Patches, Rash, and Skin Diseases, and every blemish on beauty, and defies detection. It has stood the test of 60 years, and is so harmless we taste it to be sure it is properly made. Accept no counterfeit of similar name. Dr. L. A. Sayre said to a lady of the haut-ton (a patient): "As you ladies will use them, I recommend 'Gouraud's Cream' as the least harmful of all the skin preparations." For sale by all druggists and Fancy-Goods Dealers in the United States, Canada and Europe.

FERD. T. HOPKINS, Prop., 37 Great Jones Street, New York.