

LUMBER RATES TO BE RAISED, IS REPORT

Interstate Commission Has Private Information of Contemplated Increase.

NEW HEARING NECESSARY

Purpose of Hill and Harriman Lines Not Officially Declared—Eastern Markets Already Lost, Says Local Shipper.

OREGONIAN NEWS BUREAU, Washington, Sept. 3.—According to private advice received by the Interstate Commerce Commission, the Hill and Harriman railroads contemplate again advancing the rate on lumber shipped East from Pacific Coast points when the existing rates fixed by the commission expire automatically on October 15. It is reported that the railroads contemplate advancing the rates even beyond the point which they sought to attain two years ago, at the time when the commission made material reductions in their schedules as filed.

In the event that this attempt is made and is resisted by the lumber interests, the commission will be compelled to go over the same ground it covered in 1908 to its decision two years ago and the railroads, to justify their proposed advance, will be obliged to show increased cost of service since the commission established the present rates, October 15, 1908.

"If the railroads increase the rate on lumber it will absolutely be prohibitive," said F. H. Hanson, manager and treasurer of the Western Lumber Company, last night. "The rate is so high now that lumbermen of the West do not feel like making an effort to go after business in the East. The jockeying of rates in the East has had the effect of discouraging lumbermen in attempting to seek Eastern trade. Southern lumber has practically shut us out of Nebraska and even Colorado. A few years ago we shipped dozens of carloads of lumber every month to Eastern Colorado. This year we shipped only one car. Southern lumber is sold in Eastern Colorado for \$3 to \$4 less a thousand than we can afford to sell."

"I believe the railroads realize our predicament and that any increase will be prohibitive. Instead of increasing the rates I think the railroads might be more disposed to reduce them and get the business. Two weeks ago I talked with high officials of both the Harriman and Hill roads regarding lumber rates and their own opinion is that it would not be advisable to increase rates. In view of present conditions and the high rate that has made it not worth while to go after business in the East, it is hard for me to believe that any increase is contemplated by either of these roads."

"But what about the Milwaukee?" suddenly asked Mr. Hanson. "We want to know what the Milwaukee is doing. We understand they are in the West for business and they contemplated increase in rates on lumber."

R. B. Miller, general freight agent of the O. R. & N., said last night that he had not heard of any contemplated increase in rates on lumber.

"It is all news to me," he said, "and having heard nothing about an increase in rates on lumber, I cannot say anything about the reports."

"TAP LINE" RATES SUSPENDED

Interstate Commission Heeds Protests of Southern Lumbermen.

WASHINGTON, Sept. 3.—Radical action was taken by the Interstate Commerce Commission by the suspension of new rates and charges filed by the Kansas City Southern Railway Company, the Texas and Arkansas Railway Company and the Arkansas Western Railway Company against certain so-called "tap lines" connecting with these roads. By the three lines named, joint routes and through rates were cancelled and "tap lines" were established.

All the "tap lines" transport lumber from certain districts to junction points on through routes. Heretofore the main lines have granted to the "tap lines" the privilege of making through routes and joint rates to various points of destination in states other than that in which the traffic originated.

The cancellation of the through routes and joint rates would increase from 2 to 4 cents a hundred pounds the rates on shipments from points on the "tap lines" to points in other states. The case involved 125 "tap lines" connecting with the main lines of various railroads in Arkansas, Missouri, Texas and Louisiana—the yellow pine region of the United States.

Scores of protests have been received by the commission from lumber operators in this territory against the cancellations arrangement proposed by the main line roads because it would increase the price of marketing their lumber 2 to 4 cents a hundred pounds. Such an increase would mean, it is alleged, the loss of markets heretofore enjoyed by the "tap lines" lumber companies.

The tariffs suspended today were to have become effective September 2 until January 8.

COMMISSION NOT SUSPICIOUS

Investigation, Says Prouty, Is Being Approached With Open Minds.

CHICAGO, Sept. 3.—Interstate Commerce Commission, Chicago, who attended the railroad rate hearing here yesterday, said the commission was approaching the rate investigation with an open mind.

RUSSIAN BAREFOOT DANCER FASCINATES NEWPORT SOCIETY WOMEN.



Countess Tamara de Swirsky in Two of Her Most Fetching Poses.

NEWPORT, R. I., Aug. 29.—(Special.)—A new Russian barefoot dancer has captured society at Newport with her wonderful classic dancing at the Casino. She is the Countess Tamara de Swirsky. She has been besieged with requests to teach society women the Russian and Slav dances, and has cancelled all her out-of-town engagements to accept society engagements at Newport. She has been engaged by Mrs. James B. Haggin to give her barefoot dances at a dinner which Mrs. G. Haggin will give this month. She has also been engaged to dance the Russo, Slav and butterfly numbers in bare feet on the lawn of a prominent woman's cottage in Newport.

ROAD WORK STARTS

Hood River Highway Soon to Be Realized.

GOOD ROADERS ASSEMBLE

Enthusiastic Conference at Commercial Club Results in Decision to Call Gatherings Monthly in Future—Plans Laid Out.

Work has been started on the Hood River road—an improvement that the "Good Roads" people of Portland have been demanding ever since the movement was inaugurated.

Announcement that a corps of civil engineers had been put to work on the route of the new thoroughfare was made by County Judge Cleton and Commissioner Goddard at a recent meeting of the Oregon Good Roads Association.

Judge Lionel A. Webster, who has been traveling over the state for the past few months in the interests of the association, gave a report of his work and told the good roads movement he had seen at various places. He stated that he had been successful in securing the indorsement of the state grants of the scheme whereby a county might be privileged to issue bonds or extend its credit in any other manner to pay for the improvement of its public highways and said that his address and demonstrations among many of the farming communities had influenced those who had been opposed to the movement to favor it. He urged a vigorous campaign to be made among the metropolitan and country press as a further means of enlightening the voters and taxpayers on the benefits and advantages of the proposed improvement of the main avenues of rural and suburban travel.

Aid of Press Sought.

"The press rules this country," Judge Webster declared. "The power of the press is greater than that of any one other institution. Enlist its aid in the good roads movement and you will soon have the farmer and the general taxpayer on your side. The time will come when it will be a matter of course for the press to see it ahead—when we will have a vigorous press ready upon people who will be clamoring for good roads instead of using our efforts to influence them to secure their construction as at present."

The speaker advocated the employment of a state highway commissioner at a salary consistent with services and ability requisite for the position and declared himself in favor of some man who is not a resident of the state and who would be removed from politics and local differences if any such exist.

Following his address, a motion was passed authorizing further publicity among the voters of the initiative amendment providing for bond issues or extensions of credits in those counties of the state where the taxpayers desire to raise funds to procure better roads.

Henry Wenne, president of the Portland Automobile Club, declared himself in favor of a law compelling counties to make improvements if a sufficient number of the taxpayers demand them. He also suggested an improvement of the present course of many country roads.

The cited instances in various parts of the state where the traveler is compelled by reason of the roads being constructed in irregular manner, to cover 15 miles in reaching a point only nine miles away. These roads should be straightened out, he said, and the land restored to the owners of the adjacent property.

Roads Like Railway System.

Another improvement suggested by Mr. Wenne was the establishing of "trunk roads" and "feeder" roads similar to those of a great railroad system.

Judge Cleton said it was proposed to use convict labor in the construction of some of the more difficult stretches during the coming winter. He said that the sympathy of the County Court is

RESERVOIR WOULD UNDERMINE TOWN

Army Engineers Fear Nature of Soil Will Make Umatilla Project Inadvisable.

BOARD WILL INVESTIGATE

Proposed Extension May Not Be Built—Normal Flow of River Already Appropriated, Is Latest Report.

OREGONIAN NEWS BUREAU, Washington, Aug. 30.—The Board of Army Engineers, now in the West inspecting government irrigation projects for the President, probably will spend several days on the Umatilla project, looking into engineering and physical conditions affecting the feasibility of the west-side extension.

From a purely engineering standpoint, it is deemed by officials of the Reclamation Service that this contemplated extension is entirely feasible. The land is of good quality, and lies between the suitable reservoir site and with storage sufficient water could be impounded to irrigate all the lands embraced in the proposed extension. Moreover, the high lands considered, this new part of the project could be built at a figure which land owners and settlers could afford to pay.

But it is learned that there are other features to be considered before this west-side extension can be adopted, and it will be for the board to determine whether the Government in building the project, or whether they make it advisable for the Government to abandon this field to private enterprise.

It is the first place, it is learned that the normal flow of the Umatilla River is appropriated. Water for the west-side extension must be obtained by storage. This means the building of a dam across the Umatilla River, and the backing up of the waters behind this dam to the very edge of the new town of Stanfield. The town will not be flooded by the waters of the reservoir, but will flood the bank of a long, narrow artificial lake.

The town, which has grown tremendously in the past year, according to information on file in Washington, is comparatively flat, and the soil throughout the country porous. The erection of this big storage lake or reservoir, bringing the water close to the town, would, it is feared, have a marked tendency to saturate the land on which the town is built, rendering the maintenance of the town impossible, and otherwise damaging the value of property.

Should this presumption prove correct, it would be necessary for the Government, before building the Umatilla extension, either to buy out or move the town of Stanfield, or else pay heavy damages resulting from the saturation of the soil and the consequent damage to town real estate. This, in itself, is one of the obstacles to be reckoned on, Tuesday evening of each month and the offices of the association in the Beck building were fixed at the respective time and place for holding the meetings.

CATALEPTIC NOW TALKS

PATHOLOGICAL SLEEP CONVERTED INTO HYPNOTIC.

Skilled Physician Believes Patient May Yet Be Restored to an Active Life.

PARIS, Sept. 3.—(Special.)—The Paris papers publish the story of a servant named Josephine who has fallen into a cataleptic slumber and cannot be awakened. She is at present in the hospital at Alencon, where she has been since January 22 of this year.

Josephine, who is 32 years old, has for the last 13 years been subject to nervous fits, which occurred every few months. She was completely prostrated after these attacks and was incapable of working for several days. Her cure was extremely slow in the hospital. Her spirits were affected and she became convinced that she would never work again. As her character became more somber her nervousness increased.

On June 11 last, after a day in which she exhibited unusual mental agitation, she fell into a sleep from which she has not yet recovered. The anaesthesia is generalized. Hearing, sight and taste are suspended. Only the sense of smell remains in a certain measure. The effect is similar to that of a cataleptic sleep, but at intervals the patient gives utterance to inarticulate groans.

Dr. Paul Faure, professor at the School of Psychology, is extremely interested in this remarkable case, and is using his best efforts to convert the pathological sleep into a hypnotic state, in which state the patient would be more accessible to suggestions of a therapeutic efficacy. His labors in this direction have been crowned with success.

When she fell into the catalepsy, Josephine was completely speechless, today she articulates in a loud voice—the effect of suggestion. Responding to the same influences, she sits up without assistance in bed. Under the guidance of the doctor her faculties return little by little.

Her medical attendant is now working upon the "muscle memory" which she has lost. She has lost their most elementary notions of movement. Her medical attendant is now working upon the "muscle memory" which she has lost. She has lost their most elementary notions of movement. Her medical attendant is now working upon the "muscle memory" which she has lost.

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STRAUS STARTS FOR HOME

Ambassador to Turkey to Spend Vacation in United States.

CONSTANTINOPLE, Sept. 3.—American Ambassador Straus, accompanied by Mrs. Straus, left today for a holiday in the United States. Prior to their departure the Ambassador cleared up a number of matters relating to American educational institutions in Turkey. Among other things he arranged for the property for the building of the new American College for Girls; obtaining a permit for the enlargement of Robert College and an Imperial decree extending the American College at Beirut from various annoying restrictions.

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decline and fall of the Roman empire was due to the increase of luxury, old age and decay. He has a great deal to say about the entrance of the Turks from Asia, but he does not chronicle the coming of a single mosquito. In fact, it is doubtful whether he mentions the mosquito in any one of his volumes. Certainly he has no distressing account of its stinging the Roman people to death. The German writers are famed for thoroughness and accuracy of detail, and we cannot see how the ravages of such a formidable invader, if it really ravaged, escaped the attention of the great Mommsen.

We fear that the professor will have yet more trouble with his theories when he goes back to Greece. Ovid tells how Io, changed into a cow, was chased about the world by an insect. But it was a gnat, not a mosquito. If the mosquito had existed actively in Greece, a discerning goddess like Juno would certainly have chosen it as the instrument of her jealousy and vengeance.

The Greeks themselves were originally an Asiatic people, and when they were sending off into Europe the emigrating streams that founded Athens, Sparta, Corinth, and other famous

cities, an energetic, intelligent insect like the mosquito would never have stayed behind. And if the professor's logic is good, why did Egypt herself, which he claims to have been one of the countries responsible for the mosquito, endure about 6000 years?

When you go over into Asia the same tale is true. Babylon was the New York and London of its time for a couple of thousand years or so, and Nineveh fell before the busy battle-axe, not the buzzing insect. May it not be that the malaria introduced by the mosquito is fully offset by the activity and energy produced by its stings?

Company Inspects Timber.

HUSKIM, Wash., Sept. 3.—(Special.)—Clark W. Thompson, of Cascade Locks, Or., president and manager of the Wind River Lumber Company, operating along the White Salmon River, is here on a tour of inspection, visiting the logging camp eight miles above here. The company owns several thousand acres of fir and cedar timber along the river, north and west of Trout Lake. Gus Johnson, Chief Deputy Game Warden and Fish Commissioner, recently granted the company a permit to run logs down the White Salmon River for another year.

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