RATE DECISION IS WON BY ASTORIA

Commerce Commission Holds Port on Parity With Portland and Puget Sound.

NATURAL GROUP IS FOUND

Demand for Equality of Treatment With Respect to Traffic Originating in Inland Empire Territory Is Demanded.

(Continued From First Page.) difficult, upon the record before us, to advance any sound reason for holding that the Astoria rates, to and from the Inland Empire as a whole, should be higher than the rates in effect at the same time at those two ports. The the same time at those two ports. The fact that those ports are reached by four transcontinental lines, while Astoria is reached by but one, is not sufficient standing alone to justify the present rate disadvantage of Astoria. The operating conditions to Astoria, especially west of Kanzawick, are shown of retoru to be materially more tavorable than the operating conditions to Seattle and Tacoma, the traffic of to Seattle and Tacoma, the traffic of the defendants to those points being carried over the Cascade Mountains. On the other hand, if Astoria be considered solely in its relation to Port-land, it would seem that Astoria might fairly take rates from the Inland Em-pire, again considered as a whole, that are somewhat higher because of the additional haul of 100 miles; and this view was expressed in Farmers' Cooperative and Educational Union vs. Great Northern Railway Company.

Effect of Competition Considered, When the entire situation, as it appears from the record, is carefully analyzed the more important question that emerges is whether the fact that the Northern carriers were forced by the competition of Portland as a port and terminal to give to Scattle and Tacoma the same rates as to Portland justifies either the carriers or this Commission in disregarding the effect upon Astoria of the competition of Tacoma and Se-attle with their lower rates, even though they may be compelled rates. On that question it will suffice to say that in recognizing the effect of Portland's competition on Tacoma and Seattle the carriers may not lawfully overlook the effect of the competition of Seattle and Tacoma upon Astoria as s port and harbor. A careful examination of the record

"A careful examination of the record makes it clear that these North Facilic Coast ports have a closer geographic and economic relation, one to the other, than is at this time reflected in the tariffs of the defendant carriers and that the latter in their present rate adjustment unduly discriminate, against storia and unders. We

The excess in the rates from Seattle representation for the version of the case from the set of the case of the rates from the set of the reflected in the tariffs of the defendant carriers and that the latter in discriminate against vioria and under prefer discriminate against vioria and under prefer also conclude and finish from the records and the result in under prefer also conclude and finish from the records and the result in under prefer also conclude and finish from the records and the result in under prefer the Puget ... and ports, We also conclude and finish from the records and ports, We also conclude and finish from the records of the traft in question.

Rattle of Rates Decided
"All the facts adduced of record being fully considered, we have reached the source of the traft in question."

Rattle of Rates Decided
"All the facts adduced of record being fully considered, we have reached the control of the traft in question."

Rattle of Rates Decided
"All the facts adduced of record being fully considered, we have reached the control of the traft or the traft of Astoria. As to stations on the Oregon-Washington Railroad & Navigation Company and stations on the Spokane, Portland & Seattle, west of Pendleton and east of the Cascade Mountains, the Astoria rates may exceed the Portland Astoria rates may exceed the Portland rates by the same amount that the Seattle and Tacoma rates are higher than the Portland rates, the differ-entials over Portland in no case to ex-

ceed the local rate between Portland and Astoria. Only Interstate Rates Affected. An order to this effect will accordingly be entered. It is scarcely neces-sary to state that our conclusions and order cover only interstate rates. The Commission, after showing the location of Astoria, Portland, Seattle

"With respect to transportation to and from the se-called Inland Empire, the geographical location of Astoria is said by the complainant to be fully as favorable as the location of Tacoma and Tacoma, says: and Seattle, and on that general ground Astoria is before us asking for relief

in the matter of its freight rates,

"To and from points east of a line
drawn from Buford, in the state of
North Dakota, to Trinidad, in the state
of Colorado, Astoria is accorded the
same rates as Scattle, Tacoma and
Portland; and to many points in Montana west of that line the rates on
lumber from all four points are the
same. That section of the country extending from the Cascade Mountains
on the west to the Rocky Mountains
on the east and including the eastern
portions of the states of Oregon and in the matter of its freight rates, portions of the states of Oregon and Washington, Western Montana and practically the entire state of Idaho, is cenerally known as the Inland Empire and is so referred to herein. To and from points in this extensive territory, embracing about 300,000 square miles on or east of the line of the Northern Pacific extending to Pendleton, in the state of Oregon, through Pasce and Kennewick to Spokane, all in the state of Washington, and on or east of the line of the Great Northern extending from Spokane northward, substantially all of which points are in competitive territory, the Portland, Seattle and Tacoma rates are the same. To and from points north of Kennewick and West of the competitive territory just described, the Seattle and Empire are generally greater than land Empire are generally greater than the state of the Spokane, Portland, Seattle is based on the short haul of 105 miles between Pasco and Lamont; on Astoria traffic that line would receive the entire revenue on a haul of 435 miles.

Issue Broader Than Previous One.

To a large extent also the defendants rely upon Farmer. Co-operative and Educational Union vs. G. N. Rail-way Company, 17 L. C. C., 406, involving the reasonableness of the rates.

PERTINENT EXTRACTS FROM COMMERCE COMMISSION'S DECISION IN ASTORIA RATE CASE.

Under such circumstances it does not seem unduly venturesome to assume that this inactivity on Portland's part indicates no lack of interest in Astoria's complaint, but, rather, as the defendants anticipate, a purpose on the part of Portland, in case of a reduction in the Astoria rates to the basis of the rates to the Puget Sound ports, to call our attention at a later date to its advantage over Astoria of 100 miles in the distance from Inland Empire points, and to predicate upon that fact a demand for a corresponding reduction in its own rates. It is obvious, however, that there is something of a natural relationship in the rates of Seattle, Tacoma, Astoria and Portland that cannot be ignored, and a reduction in the Portland rate to and from the Inland Empire does not necessarily follow as an inevitable consequence of a reduction in the Astoria rates to the basis of the Seattle and Tacoma. Under such circumstances it does not seem unduly venturesome to reduction in the Astoria rates to the basis of the Seattle and Tacoma

The operating conditions to Astoria, especially west of Kennewick, as we have already explained, are shown of record to be materially more favorable than the operating conditions to Seattle and Tacoma, the traffic of the defendants to those points being carried over the Cascade Mountains. On the other hand, if Astoria be considerely solely

the traffic of the defendants to those points being carried over the Cascade Mountains. On the other hand, if Astoria be considerely solely in its relation to Portland, it would seem that Astoria might fairly take rates from the Inland Empire, again considered as a whole, that are somewhat higher because of the additional haul of 100 miles.

It is clear that the carriers in their present rate adjustment unduly discriminate against Astoria and unduly prefer the Puget Sound ports. We also conclude and find from the records that there is such a relationship between Seattle, Tacoma, Astoria and Portland as to require them to be considered as forming more or less of a natural rate group with respect to such of the traffic in question.

The rates of all the North Pacific ports are based on the Portland rates. Portland, if not the oldest, is one of the oldest of the North Coast settlements. It was officially a port of entry even before it was reached by a railroad. It was the first of the North Pacific Coast ports to have railroad connections with the transcontinental territory, and until some time after the rails of the Oregon Railroad & Navigation Company had reached Portland there was no other transcontinetal route to the North Coast. The Portland rates were, therefore, the first rates established to a North Pacific Coast. Later, when the Northern Pacific and the Great Northern entered Seattle and Tacoma, they adopted the policy of giving those points rates that were no higher than the prevailing rates to and from Portland. That course was forced upon the northern lines in order that they might secure a share of the Inland Empire traffic. This has been their rate solished basis of rates on the four transcontinental railroads that now serve Seattle and Tacoma, Under this rate policy Seattle and Tacoma have become the great terminals in the state of Washington and Portland the great rates on the four transcontinental raintends that now serve scattle and Tacoma. Under this rate policy Scattle and Tacoma have become the great terminals in the state of Washington and Portland the great terminal in the state of Oregon. Astoria, with its fine harbor and facilities, has grown also, but it has not become a great port and terminal in comparison with Portland, Scattle and Tacoma.

Large investments in terminal facilities have been made by the different carriers reaching these three points, and substantial expenditures of public funds have been made in improving the waterfronts

ferent carriers reaching these three points, and substantial expenditures of public funds have been made in improving the waterfronts and harbors so that the traffic might readily be handled. Large sums have been expended by the National Government at Astoria also. The municipal government and private interests have likewise invested substantially in developing its facilities. But, as we have said, the steamships do not regularly stop at Astoria and the record shows that they will not stop there so long as lower rail rates are available to and from other ports on the North Pacific Coast. Apparently, therefore, Astoria cannot develop into a great port while this rate relationship continues, and the general geographic relationship of the three ports to the Inland Empire makes it clear that Astoria is being subports to the Inland Empire makes it clear that Astoria is being subjected to an unlawful rate burden in its competition with the Puget Sound ports for that traffic unless the lower rates to the latter ports grow out of and rest upon a substantial difference in the conditions surrounding their traffic

Comparison of Rates Made.

on the one hand, and the Inland Empire on the other hand. On class traffic between Astoria and the Inland Empire attle. But the complainant urges that the rates are made by combination on Portaind.

Comparison of Rates Made. "A comparison of the rates from As-toria to Spokane with those from Seattle to Spokane follows:

Difference 25 20 15 12.5 10 12.5 10 10 10 10

"The excess in the rates from As-toria over those from Seattle repre-sent the local class rates between As-toria and Portland

ington.

Same Rate Basis Demanded. "In this connection it should be mentioned that while the average distance from Astoria to Inland Empire points is only 45 miles greater than the distance from Seattle, nevertheless from tance from Seattle, nevertheless from all points in the Inland Empire Astoria is 100 miles more distant than Portland, is 100 miles more distant than Portland rate would call for similar rates would rate wo the basing point, as just explained, for rates to and from Astoria. As to transcontinental traffic, Astoria is a Pacific Coast terminal, as stated, and takes the same rates as Portland. Seattle and Tacoma, and it asks, in substance, that Tacoma, and it asks, in substance, that the time the Seattle and Tacoma rates were first established there was no rail line to Astoria, the lines which the same rate basis as is now applied on

coma. The Commission describes rail-and-The Commission describes rail-and-water transportation from the Inland Empire to the several coast cities, and iticipate in traffic between Astoria and

Seattle and Tacoma rates are the same. To and from points north of Kennewick and west of the competitive territory just described, the Seattle and Tacoma rates, with a few exceptions, are lower than the Portland rates, while to and from stations on the Oregon-Washington Railroad & Navigation Company, herein after referred to as the Oregon-Washington, east of the competitive to the Oregon-Washington east of the latter \$31 miles from Astoria and states from Seattle. The distances between Astoria and points in the Interpretation of the competitive points over the Short Line the average difference in distance is but 45 miles in favor of Seattle, as just stated. To a large extent also the defendants rely upon Farmert' Co-operative and Educational Union vs. G. N. Railway Company, 17 L. C. C., 406, involving the reasonableness of the rates on grain and grain products from points in Washington and Idaho to Astoria, to which point the rates were then 13 centre and Educational Union vs. G. N. Railway Company, 17 L. C. C., 406, involving the reasonableness of the rates on grain and grain products from points in Washington and Idaho to Astoria. The company of the rates of the rates

rates as Seattle and Tacoma now enjoy would, it is claimed, result in a demand by Portland for rate reductions based on its shorter haul; reductions in the rates, and the final result would be, as the defendants contend, to place the

Tacoma, and it asks, in substance, that the same rate basis as is now applied on transcontinental traffic shall be made applicable also on traffic to and from points, as well as other Puget Sound points, reach Astoria either directly or through their connections, the Spokane, the same is that Astoria shall be put on the same is that Astoria shall be put on the same is that Astoria shall be put on the same is that Astoria shall be put on the same is that Astoria shall be put on the same is that Astoria shall be put on the same is that Astoria shall be put on the same is that Astoria shall be put on the same is that Astoria shall be put on the same is that Astoria shall be put on the same is that Astoria shall be put on the same is that Astoria shall be put on the same is that Astoria shall be made applied by the same is that Astoria shall be made applied by the same is t n-Washington by means of its line in Portland. Oregon-Washington

Empire to the several coast cities, and continues:

"Tacoma, Seattle and Portland are served by the Great Northern, the Northern Pacific and the Oregon-Washington. The two cities first named are served also by the Chicago, Milwaukee & St. Paul, hereinafter referred to as the Milwaukee; Aberdeen is served by the Northern Pacific, the Milwaukee and the Oregon-Washington; Everett is reached by the Great Northern Pacific and the Milwaukee, and Bellingham by the Great Northern and the Northern Pacific and the Milwaukee, and Bellingham by the Great Northern and the Northern Pacific and the Spokane, Portland & Seattle and points local to its innection with the Northern Pacific between Seattle and points local to its line cast of Pasco, which are lower than the class and commodity rates between Northern and the Northern Pacific and the Spokane, Portland & Seattle and the Inland Empire and are parties to tariffs naming rates with respect to which unlawful discrimination is alleged. The Spokane, Portland & Seattle is a party to and participates in foundation of the participates in traffic between Astoria and the Inland Empire and are parties to tariffs naming rates with respect to which unlawful discrimination is alleged. The Spokane, Portland & Seattle is a party to and participates in foundation in the Inland Empire and are parties to tariffs naming rates with respect to which unlawful discrimination is alleged. The Spokane, Portland & Seattle and Foundation is alleged. The Spokane, Portland & Seattle and Foundation is alleged. The Spokane, Portland & Seattle and Foundation is alleged. The Spokane, Portland & Seattle and Foundation is alleged. The Spokane, Portland & Seattle and Foundation is alleged. The Spokane, Portland & Seattle and Foundation is alleged. The Spokane, Portland & Seattle and Foundation is alleged. The Spokane, Portland & Seattle and Foundation is alleged. The Spokane, Portland & Seattle and Foundation is alleged. The Spokane, Portland & Seattle and Foundation is alleged. The Spokane, Portland & Seat Portland & Seattle alone, while Spo-kane is on the rails of all these five lines.

Lamont is 39 cents, while between As-toria and the same station the rate is \$1.24. Out of these joint rates the di-

Milwaukee & St. Paul has since ex tended its lines from the East through the Inland Empire to Seattle and Ta-coma; the Oregon - Washington Rall-road & Navigation road & Navigation Company now reaches the latter points by joint trackage arrangements with the Northern Pacific. The Federal Government is constructing extensive works at the mouth of the Columbia River with a view to maintaining a channel with 40 feet of water at low tide, and \$500,000 has been appropriated for this purpose by the Ports of Portland and Astoria; the city of Astoria is engaged in the & Navigation Company the city of Astoria is engaged in the construction of a public dock with a waterfrontage of 2500 feet, and is making other improvements estimated to cost \$1,000,000 to cost \$1,000,000, which, when com-pleted, will accommodate the largest ocean vessels. At this time such steamers do not ascend the river to lower terminal rates in effect to and from that point. Nor do they stop at Astoria, notwithstanding the fact that it has a fife harbor and excellent dock facilities. Portland, notwithstanding the existing facilities.

"Because of the higher rail rates prevailing to and from Astoria the steamships as a rule continue to the Puget Sound ports, where lower rail rates are in effect. The record tends, however, to show that if Astoria be given terminal rates, the ocean lines would ston their steamships there. The would stop their steamships there. The harbor at Astoria embraces an area of 12 square miles available for anchorage, and has a depth of water that puts it on an equality with the great harbors of the country.

Preference to Be Determined. mount question presented of record is whether the Great Northern and Northern Pacific, being responsible for granting terminal rates to Seattle and Everyone was rejoicing and con-Tacoma, unduly prefer those points and unjustly discriminate against Astoria when they refuse to extend terminal

Seattle and Tacoma; from Spokane to
Seattle, for a haul of 339 miles, the
rate on grain is 17 cents, this being the
This afternor rate also to Tacoma for a haul of 378 miles. To Astoria, a distance of 468 miles, the rate is 21.5 cents. The rate to Aberdeen, 470 miles from Spokane, is to Aberdeen, 470 miles from Spokane, is 19.5 cents, the same rate being applicable also to South Bend, for a haul of 479 miles. In other words, because of its longer haul by 129 miles. Astoria pays, on grain, 4.5 cents per 100 pounds in excess of the Seatle rates; while Aberdeen, with a haul of 131 miles in excess of the haul to Seattle, pays only

cents more than Seattle.
"At the same time Astoria, with a haul from Spokane two miles shorter than to Aberdeen, pays 21.5 cents, while the rate to Aberdeen is 19.5 cents.

Much Lumber Manufactured.

"On lumber and lumber products the

reductions to Astoria mills if the re-ductions would, in fact, result in suffi-ciently increased business to offset the

effect of lower rates.' Lower Rates Not Defensible.

"It would seem to be conceded that the maintenance of lower rates on lumber from Aberdeen and South Bend than from Astoria cannot be success fully defended. This would seem to be equally true with respect to the grain rates to those points. On sash, doors and blinds the rate to Lewiston, Wallula, Walla Walla and Spokane from Seattle, Tacoma and the Washington coast ports is 30 cents, while to the same points from Astoria the rate is 37.5 cents. On salt Astoria's arbitrary over Portland is 7.5 cents. On traffic moving under combination rates the differences in favor of Seattle and Ta-coma are considerably greater. On bags and bagging the Astoria rates are 12.5 cents per hundred pounds higher than the Scattle rates; on sugar, canned goods, iron and steel articles, cement and petroleum oil the Astoria rates are 10 cents higher. These examples are illustrative of the general relation of the commodity rates from and to com petitive territory. As heretofore stated, on class traffic between Astoria and the Inland Empire the rates are made

such a rate relationship adversely af-fects the commerce of one point and fects the commerce of one point and thereby materially benefits the commerce of the other point, that it may be said to involve the preferences and discriminations prohibited by law as between different communities served by the same carrier. What is the real situation in this respect as shown upon the record before us here? the record before us here?

Rates All Based on Portland. "The rates of all the North Pacific ports are based on the Portland rates. Portland, if not the oldest, is one of the oldest North Coast settlements. It was officially a port of entry even before it was reached by a railroad. It was the first of the North Pacific tion Company, herein after referred to as the Oregon-Washington, east of the Cascade Mountains, excepting Pendleton and competitive points north thereof, and to and from points on the Oregon Short Line, the Seattle and Tacoma ma rates are higher than the Portland mates. The rates charged by the defendants for the transportation of freight between the port of Astoria and points in the Inland Empire are generally higher than those charged by the carriers operating between Puget Sound and the Washington Coast, Puget Sound and the Washington Coast, provided in favor of Seattle, and as just stated. To Lewiston the distance from Astoria is 154 miles and from Seattle, and 156 miles, and from Seattle, and 157 miles, and 158 miles from Astoria and Seattle, and 158 miles from Seattle, and 159 miles from Seattle, and 268 miles from Seattle,

OVER RATE RULING

Decision Is Taken as Victory for Columbia River Basin Rather Than for City.

Arrangements Made for Fitting Celebration, to Which Leaders Throughout State Have Been Asked by Telegraph.

ASTORIA, Or., Feb. 19.—(Special.)— This has been a gala day in Astoria, the occasion being the favorable de-cision of the interstate Commerce Com-"The entire capital stock of the Spokane, Portland & Seattle is owned in equal parts by the Great Northern and the Northern Pacific. It is contended by the complainant that as a result of this joint ownership the parent companies have diverted over their own rails to the Puget Sound ports traffic which naturally would move to and from Astoria over the rails of the Spokane, Portland & Seattle. However this may be, it is clear that the paramount question presented of record is

one mass of waving colors.

Everyone was rejoicing and congratulating his neighbor upon the successful outcome of a fight that had been waged for years. But with all the when they refuse to extend terminal rates also to Astoria.

'On shipments moving between Astoria and the Inland Empire the rates are made by combination on Portland. This is true with the exception only of grain, lumber and lumber products and salt, as to which the Astoria rates are certain arbitraries over the Portland rates. Under the case last cited the grain rates from competitive territory to Astoria are 4.5 cents per 100 pounds by placing the manufacturers and prohigher than from the same territory to ducers on an equal footling with those nigher than from the same territory to ducers on an equal footing with those

Big Celebration Proposed.

This afternoon a meeting of citizens was held at the Chamber of Commerce was held at the Chamber of Commerce
to arrange for a suitable celebration in
honor of the event which is looked
upon as the greatest and most important in the history of Astoria and
the Lower Columbia River district.
Robert Shaw, manager of the Hammond Lumber Company's mill, was
haveral speakers urged Robert Shaw, manager of the Hammond Lumber Company's mill, was chairman and several speakers urged that the celebration be one of magnitude in which the citizens of the entire Columbia River district be asked to participate. It was decided to hold a big demonstration and banquet next Tuesday night. Dr. Alfred Kinney was appointed chairman of the committee to have charge of the affair and special invitations have been telegraphed to Mayors, officials of commercial clubs, leading citizens and railroad officials in Portland and every other city in the state and as far east as Spokane to join in the festivities.

During the meeting today a telegram was received from the Portland Chamber of Commerce extending its congratuations upon the successful outcome of the suit and it was received with hearty applause.

Then III B. Menefee Company has leased the Burlington mill below this in the state and as far east as Spokane to join in the festivities.

During the meeting today a telegram was received from the Portland Chamber of Commerce extending its congratuations upon the successful outcome of the suit and it was received with hearty applause.

Then III be workmen will be made of the chamber, to show its appreciation before the end of March.

The Chamber, to show its appreciation before the end of March.

The Twin Falls Logging Commany and the Lower mission, sent that body a telegram reading as follows:

"All the Northwest, and the Lower mission, sent that body a telegram reading as follows:

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mission, sent that body a telegram reading as follows:
"All the Northwest, and the Lower Columbia River in particular, rises to congratulate the members of the Interstate Commerce Commission on their clear annunciation of the rate question for the Lower Columbia River, for which Astoria has stood sponsor. The effect of this decision means the de-velopment of one of America's greatest arteries of commerce. The Lower Columbia River and the people of Astori will utilize the opportunities given by the decision in developing the third great harbor on the Pacific Coast.—

Astoria Chamber of Commerce, R. S. Shaw, Chairman." Telegrams expressing the thanks of the citizens of Astoria for the assist ance rendered in connection with the fight for equitable rates were sent to the Ad Club, Realty Board, Rotary Jub and Oregon Manufacturers' ation of Portland as well as to Col-ctor of Customs Burke and others

M. H. HOUSER WON'T BUILD GRAIN ELEVATOR.

Exporter Says He Is Not Bamboozled Into Believing Portland Tariff Will Be Lower.

A large grain elevator is, other things, the immediate price Portand will pay in the Astoria rate case adjustment.

M. H. Houser, one of the largest in

dividual grain exporters in the United States and a member of the grain bureau of the Chamber of Commerce, announced last night that all plans for the proposed grain elevator for the Irving Dock property north of the Broadway bridge on the east shore of the river are off. The plans have been held in abeyance since the Astoria rate case started. Mr. Houser holds the dock site on a lease, and until the case came up had proposed to buy it and build an elevator of 500,000 to 750,000 bushels capacity. It would have rep-resented an investment of several hun-

the Inland Empire the rates are many the Inland Empire the rates are many to combination on Portland.

"It has long been a settled doctrine in this commission that the mere maintenance of higher rates to one point than to another is not an unjust discrimination within the meaning of the act. It is only when the general conditions of transportation and the conditions of transport dred thousand dollars,
"My plans for this elevator are now entirely abandoned," said Mr. Houser last night. "The decision leaves me velopments. If a fight for lower rates for Portland is successful, which I doubt very much, I may change my plans again. At any rate, I will wait now.

now,
"A lot of people have been bam-boozled into believing a reduction for Astoria to a Puget Sound basis meant proportionate reduction for Portland, ut I have not been bamboozled. If but I have not been bamboozled. I the railroads are forced to haul to As oria at the same rate as to Portland stands to reason someone will have to pay for getting the steamers and sailing vessels up the river to Port-

UNION PACIFIC IS LEFT OUT

Freight May Be Diverted to Puget Sound as Result of Ruling.

As a result of the Astoria rate de-cision the Union Pacific Railroad, rep-resented locally by the O.-W. R. & N. company, is left in a position that is puzzling to officials of the railroad as well as to the shippers of the Northwest.

If Astoria is to be made the western-

most terminus on the Columbia River enemy fled southward."

pending the Commission's decision, never gave much consideration to such an arrangement, it is believed that the subject will merit some future consid-

On the other hand, it is pointed out

the O.-W. R. & N. Company now erates into Seattle and Tacoma the lines which it leases from

Northern Pacific north of this city.

permit them to interchange traffic there. It is possible that the O.-W. R. & N. Company might seek to hold all its traffic to the Yakima route.

This doubtless would lead to the early

FOUR PLANTS TO BEGIN RUNNING IN NEAR FUTURE.

will be resumed at two of its plants in the vicinity of Yacolt, Wash, at once. Work will be given about 250 men and the first shipment of men to the scene of operations will be made

'NO COMPROMISE' VOTED

CALIFORNIA REPUBLICANS REJECT

PROGRESSIVES' OFFER.

Delegation to National Convention Will

Not Be Divided and Will Go

Without Instructions.

SAN FRANCISCO, Feb. 19.—Com-promise between the Republicans and

Progressives of California in the nomination of California delegates to the

Republican National Convention to b

held in Chicago June 7 was rejected by the executive committee of the Re-

sublican State Central Committee at

cutive committee, brought the ques-tion of compromise to the crux when

ie told the committee that Meyer Liss

ner, Progressive leader, had offered to let the Republicans nominate 13 of the

26 Republican delegates if a like num-ber of Progressives would be accept-

Chairman Bacon called for the sense of the committee. Expression of ad-verse opinion was offered so radically

and vehemently that the proposition never reached a formal vote. It was decided by the committee that

the California delegation to Chicago should go uninstructed.

Hard on the refusal to compromise

the committe voted unanimously to in-dorse a referendum on the recent spe-

cial session legislation on the direct

declare party affiliation on registra

Days of February.

January's booze imports are insig-nificant in the light of February's

For the entire month of Januar

mmon carrier of booze between Cali-

cember for a long dry spell isn't last-ing well," yesterday commented Dep-uty County Clerk Gleason, who is in

charge of the liquor division of County

Clerk Coffey's office. He doesn't ex-pect many beer shipments before the warmer weather sets in, the present

consignments being chiefly of whisky.

PETROGRAD, via London, Feb. 19,-

the units of the Turkish army, we turned and captured, northwest of Erzerum, the remainder of the 34th Turkish division with 13 guns, machine guns and ammunition wagons,

and also, in the vicinity of the Erzerum high road, the remnants of one regiment. One of our gallant corps,

he text of tonight's official statement

"On the Caucacus front, in pursuing

only 806 liquor affidavits were neede by the Wells-Fargo Express, the chie

primary law making it unnecessary

tion affidavits.

progress.

meeting here today. Walter R. of San Francisco, chairman of

tomorrow,

to do?

eration.

be left without rail connection with the lower river scaport. What, then, is the Union Pacific

Its natural and most logical move would be to seek a favorable arrangement with the Spokane, Portland & Seattle or North Bank road, operating the line between Portland and Astoria on the south bank of the river, if the O.-W. R. & N. Company is able to reach Capacity of Astoria Plant Is to Be Doubled.

an agreement with the Spokane, Port-land & Seattle that will permit it prof-itably to haul its wheat to Portland and turn it over, at this point, to the North Bank for delivery to the salps at \$100,000 WILL BE COST While official's of the two roads

> Officers of Flouring Company Announce Plans for Dally Output of 1000 Barrels on Hearing News of Decision.

Northern Pacific north of this city. It could very well retain the business on its own lines and enjoy the long haul instead of dividing the revenue with the North Bank, which division would be necessary if the traffic were delivered to the latter road in Portland.

Yet another method of procedure is open to the O.-W. R. & N. Company, and that is to diver its traffic to the Beneficial effects of the Astoria rate ise decision on industries at the mouth of the river were noted here immediatey on receipt of the news yesterday that that is to divert its traffic to the a decision favorable to Astoria had Northern Pacific at North Yakima. been rendered. The Astoria Flour These roads have rates in effect that Mills Company decided yesterday to double its capacity. At present this plant, located at Astoria, has a dully capacity of 500 parrels.

On receipt of news of the decision This doubtless would lead to the early construction of the line between North Yakima and Tacoma which the Upion W. Smith, president of the company; F. Pacific has had in contemplation for the last few years.

Output

Description of the line between North favorable to Astoria's contention, E. V. Swanton, manager, and E. L. Harper, California representative, went into appropriate and depided to specific and depid

Yakima and Tacona Pacific has had in contemplation for the last few years.

Should the company desire, however, to confine its traffic to the Columbia large the output. They declared that will have of the Columbia River between the bank of the Columbia River between to the existing route and Mesler.

It is understood that the Commission would grant the parity of rates to the north bank of the Columbia, at its mouth, just as well as to the south bank.

TO DECLIMATE

W. Swalls representative, went the conference yesterday and decided to enlarge the output. They declared that he rate equality with Puset Sound means much for the future of flour milling at Astoria.

While prospects were bright yesterday and decided to enlarge the output. They declared that means much for the future of flour milling at Astoria.

We now have every conceivable advantaged that the Pacific Coast. We now have every conceivable advantaged that the output was prompted by the advantage.

"The original idea to build the milt in Astoria was prompted by the advantageous location for shipping and a firm belief that a parity of rates with Puget Sound would be granted," said President Smith. "This gave a downgrade haul from the interior for ob-IDLE MILLS TO RESUME taining raw material and an ocean port St. Johns Lumber Company, Menefee

"We were so confident of a rate de-cision favorable to Astoria that we constructed an elevator and buildings

Company and Twin Falls Concern to Help Supply Increased Demand.

Renewed demand for Pacific Northwest lumber is responsible for the announcement yesterday of the reopening of idle mills near Portland in the near future, which will mean employment for many idle men.

The St. Johns Lumber Company will reopen its mill February 28. The plant, which is located on the St. Johns waterfront, has been closed for the past 18 months. The mill employs about 200

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