

COMMISSION TO HEAR SPOKANE RATE CASES

Interstate Commerce Board Will Take Evidence in Portland on Discriminating Tariffs.

HEARING IMPORTANT TO SEABOARD SHIPPER

Evidence Expected to Show That Water Transportation Governs Rail Haul Between Atlantic and Pacific Seaboards.

Next Monday the interstate commerce commission will hold a session in Portland to take further evidence in the Spokane rate case. The Portland hearing is regarded as perhaps the most vitally important from the standpoint of the seacoast shipper, and the evidence given here on the point of water competition will serve as a basis for the entire contention of the seacoast cities that the present system of transcontinental ratemaking should be maintained.

The evidence to be given in Portland is expected to show beyond any question of doubt that water transportation governs in the rail haul between the Atlantic and Pacific seaboards, and also that the freight rates from seacoast to inland points that have no water competition. Data obtainable in Portland will be produced sufficient to convince any commission in existence that water competition between this point and the Atlantic ports is a reality, and that it absolutely governs the ratemaking for transcontinental railroads, even though the Panama canal is not yet a reality.

Decision on Long-Haul Rates.
That water competition may to an extent annul the long and short haul clause of the interstate commerce law has been recognized as a principle by the commission. But it has also held that such competition has come too far in eliminating the distance factor in the fixing of rates.

In 1905, when the Denver case was decided, an opinion written by Commissioner Clements held that a railroad has no right to charge unremunerative rates on a long haul with a view to making up the loss of rate charges from intermediate points. The commission therefore assumed that a rate differential between New York and Portland is remunerative, notwithstanding the fact that it is lower owing to water competition. Therefore it was decided that it was unjust for the railroads to charge to Denver, which is 1,500 miles east of the Pacific coast, any higher rate for the Atlantic seaboard than was charged San Francisco.

Eliminate Spokane Local.
Such a decision in the Spokane case would eliminate the local return rate from Portland to Spokane and give to Spokane the same rate that Portland has on freight from Chicago and the east, regardless of the fact that Portland is a harbor where ships unload cargoes from New York at lower rates than any interior shipper could get from a transcontinental railroad. At the time the commission had no power to fix rates, and the decision was practically without effect on shipping.

If the arguments of Spokane are accepted, and the commission follows its own precedent, the effect will be completely to revolutionize the present plan and theory of ratemaking. Nearly all the jobbers west of Chicago will be swept off their feet by new rates, water competition will be practically wiped out so far as its advantageous effect is felt on distributive points at the seaboard, and as a controlling factor in transcontinental ratemaking, and a new era will be established. It is said Chicago will be one of the hardest hit of all the great distributive cities.

Charges Wages Discrimination.
Spokane contends that it is subjected to unjust discriminatory freight rates because it is charged a through rate from the east that is made up of the through rate to Portland plus the local from Portland to Spokane. While this is literally true, the seaboard city vindicates its right to do business on that basis by showing that its advantageous location at tidewater enables it to get the goods in ships around the Horn at a freight rate that forces the transcontinental road to cut down its through rate from the eastern point of freight origin to Portland, to meet the water-carrier's rate.

It is said the inland city could not justly claim this advantage, and that the admission that an inland city could have the tidewater terminal rate by rail would be equivalent to saying that the distance tariff should prevail for intermediate points, no matter even if the water-carrier's rate to the nearest seacoast were so low as to be prohibitive for the railroad.

Would you care to take a piece of meat that was about to go on your family table and bring it down to a Beef Trust market and let it lie in a place exposed to the dust and heat and germs? Would you care to let it absorb the polluted atmosphere of thousands of human beings and animals of the vicinity? And then consider that the street cars come along every few minutes and churn up dust enough to almost hide the meat. Then the street sweepers come along and do their work. Could you eat the meat after all this? Honestly, you couldn't. Well, that's the kind of trash that is offered for sale at the Beef Trust markets.

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Beef Rib Steak.....12½c	Veal Stew.....8c	Pickled Pork.....12½c
Beef Round Steak.....10c	Veal Shoulder Roast.....10c	Pork Loin Roast.....15c
Beef Shoulder Steak.....8c	Leg of Veal.....12½c	Pork Chops.....15c
Beef Shoulder Roast.....8c	Breast of Veal.....10c	Pigs' Heads.....5c
Hamburger Steak.....8c	Pork Steak.....15c	Pigs' Feet.....5c
Rolled Rib Roast Beef 12½c	Leaf Lard.....12½c	Sausage.....12½c
Corned Beef.....6c	Lamb Shoulders.....10c	Pork Shoulder Roast 12½c
Liver.....5c	Lamb Shoulder Chops 12½c	Pork Sides.....12½c
Soup Meat.....3c	Lamb Loin Roast.....15c	Lamb Rib Roast.....15c
Brisket Beef.....5c	Our Own Pure Lard, 5 lbs.....65c	Legs of Lamb.....15c

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If the precedent established in the Denver case is followed in the Spokane case, no higher rate can be charged to Spokane than is charged to Portland. The result would be to turn over to Spokane the bulk of the inland empire jobbing trade, unless the Portland jobber could secure still lower rates from the water-carriers.

The effect of such a decision would be fully to recognize the factor of distance as paramount in ratemaking, regardless of modifying conditions. While it would hurt Chicago in one way, it would place that city in a position to say to the commission: "You have held that consideration should be given to distance; since Denver is 1,500 miles nearer than San Francisco to New York, then Spokane is 400 miles nearer than Portland to New York. If that is just, why should not consideration be given to the fact that Chicago is 1,000 miles nearer the Pacific coast than is New York, Boston or Philadelphia?"

EAST SIDE BUSINESS MEN IN CONVENTION

The big convention of east side business men will be held tomorrow evening in the hall at East Pine street and Grand avenue. Invitation has been extended to every east side merchant from Hillwood to St. Johns and a social, as well as a business session, will be held. Boxing contests, music and other features are numbered on the program. The business men will talk over their interests and an effort will be made to secure some of the trade that is daily passing over the bridges to the west side. They will attempt to promote more loyalty to the east side interests.

PLAN NEW TOWNSITE IN PENINSULA DISTRICT

Governor Chamberlain and Associates Buy Twenty-Five-Acre Tract From Railroad.

The Tunnel Townsite company, which was organized some weeks ago by Governor Chamberlain and associates, took title yesterday to about 25 acres located in the northern part of University Park, near McKenna Junction. The tract was conveyed by the Oregon & Washington Railway company, and the consideration named in the deed was about \$110,000 or \$4,000 an acre. The incorporators of the land company propose to build a new town on the peninsula, which will be a flourishing suburb of Portland. They are planning to spend a large amount of money in permanent street and sidewalk improvements.

JUST BECAUSE
your cough is only in the throat and does not trouble you now, don't think that it needs no attention. When it has not had much of a start is the time to check it. The slightest cough easily leads to Pneumonia, Bronchitis and Consumption. A bottle of Ballard's Horehound Syrup will cure that cough. The price puts it within reach of all. Sold by all druggists.

Farrish Divorce Case Appealed.
(Special Dispatch to The Journal.)
Albany, Or., April 10.—The celebrated divorce case of Farrish vs. Farrish has not been finally disposed of, for the attorneys for the plaintiff have filed a notice of appeal in the office of the county clerk and will carry it to the supreme court on alleged errors in the trial of the case. This has been one of the most hotly contested cases ever known in the history of the local court and the outcome will be closely watched by the large list of acquaintances of the respective parties.



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The Dog That Will Fly at a Tramp

Will wag his tail when a genteely dressed person passes by

Animals as Well as Humans Judge Folk by Their Clothes

The first warm Sunday you'll probably feel ill at ease in mind as well as body in your heavy winter overcoat. Be among the first to wear the new model Spring Topcoat. An incident of interest to all good dressers of the male persuasion occurred a few days ago at

The Brownsville Woolen Mill Store

No more or less than the arrival of a swell lot of "blue bloods" in the newest styles of MEN'S SMART NEW TOPCOATS from our own factory in New York. Materials "Made in Oregon," Topcoats "built" in the metropolis of American fashions. A radical contrast to the loose back that has held sway for so many years, this new style is so "smart" that it's certain to sweep the country as the sun is to rise in the east and set in the west. But like all brilliant styles it is difficult to make—to draft right, cut right and put together right. Our expert tailors have mastered every difficulty, however, and our results are perfect gems of the Sartorial art. We are not showing just a few coats of the new models, but scores of 'em, in many different shades of swell gray coverts, novelty worsteds, herringbone patterns, in fancy cassimeres, velour cassimeres; cut in medium length, the swagger modes adopted by clever New York dressers. The only rivals of the custom tailors' coats at \$35 to \$40. Our Coats—

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