

NATIONAL COMMISSION SESSION

Convention of Railway Commissioners From All States in Session at Washington, D. C.—Program to Be Agreed Upon.

Oregon's Commission Not Formed When Former Deliberations Were Held but Its Members Are Expected to Take Active Part.

By John E. Lathrop.
(Washington Bureau of The Journal.)
Washington, Oct. 8.—The Pacific Northwest is represented at the convention of the National Association of Railway Commissioners which assembled here today. Members of the Washington commission—H. A. Fairchild of Bellingham, Jesse B. Jones of South Tacoma, John C. Lawrence of Garfield and Secretary O. O. Calderhead of Seattle—will occupy a prominent place on the program. Mr. Fairchild is a member of the committee on legislation, which will doubtless report recommendations for the convention to transmit to the congress; Mr. Lawrence is a member of the committee on rates and rate making, and both are vitally important subjects.

Will Try to Evolve Order.

Rates and rate-making is a subject which goes to the core of the whole question of regulation of interstate and intrastate commerce, and out from the complex conditions affecting reform of present practices the committee is expected to evolve some plan of action and make a presentation to the convention calculated to assist in solving the problem.

John S. McMillan, who was a member of the Washington commission last year, was president of the national association. His resignation of the office vacant, C. C. McChord of Kentucky will therefore preside as first vice-president.

Oregon's railroad commission was not organized at the time the convention was held last year, but the members—Commissioners T. Campbell of Clatsop, George O. Goodall of Salem—are looked for today.

One of the vitally important questions to be considered by the convention is the conflict of authority between the state commissions and the interstate commerce commission. Absolute harmony of desire is apparent between the federal and state commissions on this score; members of the federal commission belong to the national association, and the secretary of the federal commission is secretary of the association. In his absence Chief Clerk Connelly of the commission here will serve as secretary.

Equipment Shortage Will Be One of the Important Themes.

As will be demure and reciprocal, uniform bills of lading, classification, rate making, grade crossings and the operation of electric railways.

Relationship Discussions.

Perhaps as large consequences may be expected to flow from the debates on the relationship between the federal and state commissions as from any other discussions. From time to time there has been a serious conflict. Also in the courts questions and situations have arisen which have materially impeded the movement for the proper regulation of common carriers. There have been injunctions and court orders relating to interstate commerce. Such a situation has arisen in Minnesota, and the suggestion that the state commission here to advise these differences so far as possible, so that significant recommendations may be emanate from the convention which will accomplish considerable in obviating these troubles in the future.

The suggestion that the federal commission appoint the state commissions its special agents for the purpose of outwitting the railroad companies, which now refuse to show the suggestion, is a matter which relates to interstate commerce. Such a situation has arisen in Minnesota, and the suggestion that the state commission here to advise these differences so far as possible, so that significant recommendations may be emanate from the convention which will accomplish considerable in obviating these troubles in the future.

Of such widespread import is the equipment shortage that that subject

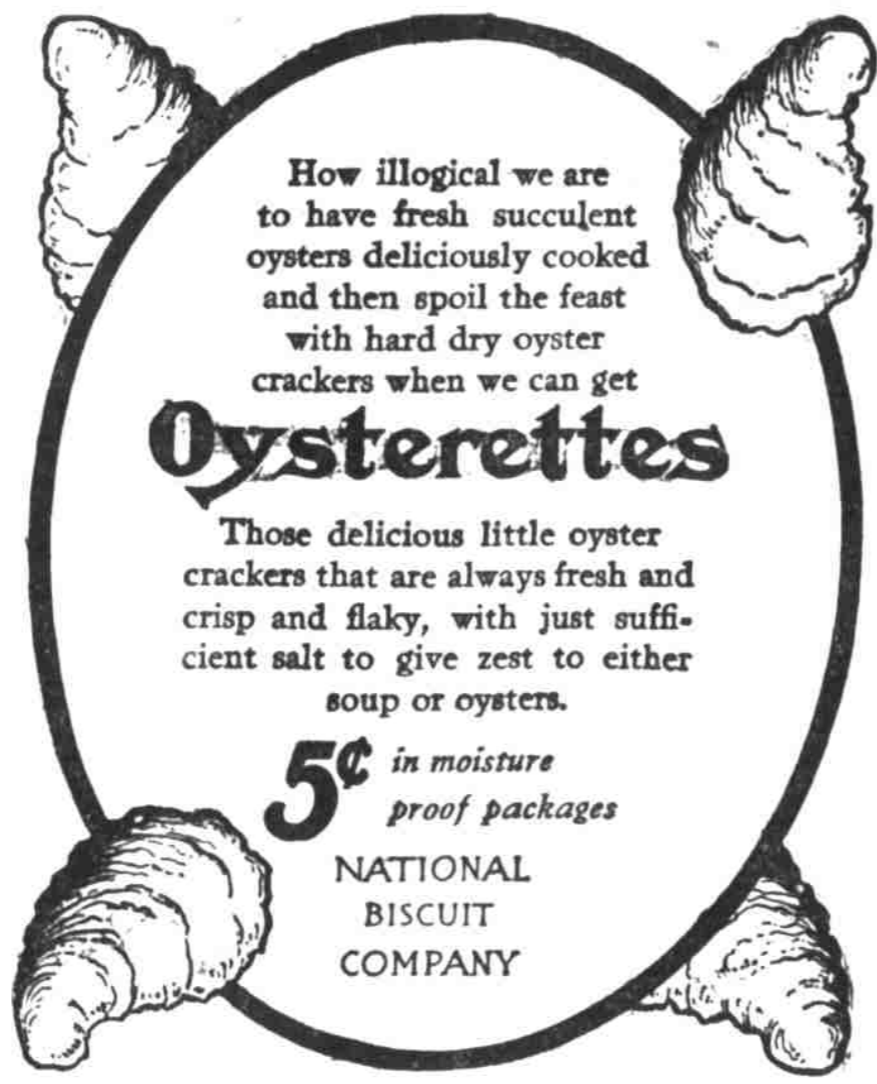
How illogical we are to have fresh succulent oysters deliciously cooked and then spoil the feast with hard dry oyster crackers when we can get

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may be expected to consume much time, and growing out of this largely the coal shortage situation in the west is bound to command attention by the convention.

Coming as they will from all sections of the country, the members of the convention will bring exact knowledge touching practically all issues which plague those who are striving to solve the traffic regulation problems, and the final resolutions to be adopted will be listened to by congress with considerable respect.

Of immediate interest also in the Pacific northwest will be the debates on taxation of common carriers and the question as to valuation of rail property. The imminence of the Spokane rate case, the cases begun by the lumbermen and the various demands for modifications of traffic rules in that region invest the convention here with deep significance. Facts and figures will be elicited bearing directly on the issues involved in the Spokane rate case, and under the head of rates and rate-making the convention will submit final recommendations which will exert potent influence on the interstate commerce commission's views of the issue therein involved.

PROSECUTION

(Continued from Page One.)
quiring retail liquor dealers to pay \$300. a year for license and \$200 a year for a year be enforced, Driscoll objected strenuously. Vaughn thereupon began interrogating the opposing congressman to see just what his stand was in the matter.

Councilmen Have Tilt.

"Do you want to see the law enforced?" "I most certainly do," Driscoll replied.

"Has the city attorney told you what the law is?" "Yes, but—"

"I asked you, Mr. Driscoll, if you stood for law enforcement, and I asked you if the city attorney had not told you that the law required these wholesale liquor men who were conducting three kinds of business to pay a separate license for each of them. You don't answer me intelligently."

Wholesale Labeled In.

Councilman Rushlight, who thought that the wholesalers should not be required to pay a \$400 license in addition to the \$300 license because outside goods were being shipped in a competition, stepped into the breach and asked that a committee be appointed to frame a suitable definition of the three classes of liquor trade. Rushlight also asked to name the committee and suggested Driscoll and Wallace as members. He also suggested that the committee be an active member of the committee and Rushlight acquiesced.

When Vaughn attempted to have a motion passed instructing the inspector to collect all three licenses a majority of the committee refused to pass it.

Ordinance Not Clear.

During the discussion it developed that the present ordinance does not clearly define the distinction between wholesaling and retailing. Several of the members of the committee urged that should the present ordinance be enforced they would not be able to cater to the family trade, inasmuch as the frequently had orders for three dozen bottles of beer. This order, under the government statute, would require the retailer to pay for a wholesale license. The committee was instructed to report at the next meeting and the consensus of opinion was that wholesalers be separated into one class that sells liquor to be sold again, and retailers as a class that sells liquor to be consumed directly by the purchaser.

Mann Raises a Laugh.

During the explanation of the Blumauer & Hoch method of conducting their business by Attorney Mann a laughable incident came up. Mann suggested that while Blumauer & Hoch had their rectifying and wholesaling establishment opening on Fourth street, the department opening into Washington street was a sample room only. He said that his clients maintained a sample bar there, so that their wholesale customers could sample liquor orders where they had seen the bar full and anybody who had a nickel could sample the "moozer" behind the bar. Mann sat down in some confusion at this remark, that Fritz saloon was brought into the discussion, and some of the council thought Fritz should not be compelled to pay two licenses for two bars in one room if wholesalers were permitted to engage in three kinds of business on one license.

DANISH PRESS URGES EXCHANGE TEACHERS

(United Press Leased Wire.)
Copenhagen, Oct. 8.—The Danish press is earnestly discussing the proposition to exchange professors of the University of Copenhagen and other Scandinavian educational institutions and professors of American universities. It is understood that the Scandinavian societies in the United States will be appealed to and that the financial part of the project might thus be brought about.

CRUSHED BY LOG; FEAR OF TROOPS TAKES OWN LIFE BREAKS STRIKE

Claude Harkness Struggles to Free Himself and Failing Cuts His Throat. Trainmen of Nevada-Goldfields Agree to Move U. S. Mails.

(Special Dispatch to The Journal.)

Cle Elum, Wash., Oct. 8.—Pinned under a log and either unable to bear the terrible pain or fearing that even if rescued he would be a helpless cripple for life, Claude Harkness, 30 years of age, pulled a knife from his pocket and cut his throat. Several hours later his lifeless body was found by his uncle, Marlon Harkness, who was working in the timber with him.

How long the unfortunate man cried for assistance will never be known. The ground was torn up on the spot where he was found and tells the mute story of the awful fight the young man made to free himself before he decided to take his life.

Harkness was working on a big log when it rolled over and pinned him. His arms were crushed to the thighs and doctors assert it is doubtful if he would have lived had he been rescued. It is his opinion that he struggled violently until he felt his strength leaving him, then committed suicide.

STATE MONEY ON ROADS OF LEWIS

(Special Dispatch to The Journal.)

Chehalis, Wash., Oct. 8.—The Lewis county commissioners have arranged to take advantage of the new state aid road law. Under the apportionment of funds, which has been made by the board, each of the three commissioner districts will have \$1,200 expended on this work as a preliminary. In the first district Commissioner Young will macadamize from the Meskill quarry southeast through Union precinct, beginning at a point two miles east of Chehalis. In the third district Commissioner Rayton of Coville will use the funds on some heavy grading, two miles east of Winlock, on the road to Coville prairie.

Under the state aid law the state contributes 50 per cent, the road and bridge fund 35 per cent and the road district 15 per cent. Lewis county today has more miles of good, passable road than any other county in western Washington.

LEWIS HAS A NEW COUNTY ATTORNEY

(Special Dispatch to The Journal.)

Chehalis, Wash., Oct. 8.—The Lewis county commissioners yesterday afternoon accepted the resignation of County Attorney M. A. Langmore, to take effect October 15. C. E. Harmon, a well-known attorney of this city, was chosen to succeed to the position. Langmore is a Republican, the commissioners being Republicans.

Million-Dollar Will Contest.

(United Press Leased Wire.)

Newport, R. I., Oct. 8.—A legal battle was begun in the superior court here today to prevent Barnard college from receiving the \$1,000,000 recently willed to it by Miss Emily O. Gibbs. The suit has been brought by Mrs. Edwin A. Post, the only sister of Miss Gibbs. To win Mrs. Post must prove that her sister was insane when she made her will. More than 40 witnesses have been subpoenaed on Mrs. Post's side alone. When Miss Gibbs died it was found that she had willed a portion of her wealth to a niece, Miss Edwina Post of New York. All the remainder of the estate was bequeathed to Barnard college. The college has engaged eminent counsel to defend its right to the legacy.

(United Press Leased Wire.)

Tonopah, Nev., Oct. 8.—The first passenger train to leave here in seven days went out last night shortly after 10 o'clock. The strike was settled by the men returning to their former positions at the time the strike was declared. This leaves out of the service, Engineer Culvert, Fireman Donald and Conductor Cowan, who had been discharged. B. C. Willis, assistant to the president of the Brotherhood of Locomotive Engineers, arrived here yesterday afternoon. He had a conference with the engineers, who assured him that none of the men had refused to go to work, but they had not been called upon, as the other unions were on a strike.

J. S. Roberts, assistant superintendent of the railway mail service, arrived here from San Francisco at 2 o'clock yesterday and saw the strikers. He told them he had been sent by A. H. Stephens, superintendent of the railway mail service, with instructions to work out of town here on time. He assured the men that the mails would go out, and on time, if he had to put troops here.

The men then sent a proposition to the company that they be taken back on the same standing they held when the strike was declared. Freight trains are being made up to go out, and three will be in from Mina this afternoon.

Metzger saves you money on watches.

ON TO SPRINGFIELD WITH EUGENE LINE

Final Surveys in Progress; Cars to Be Running Next Spring—Portland-Salem Connection

(Special Dispatch to The Journal.)
Eugene, Or., Oct. 8.—Final surveys and levels for the Eugene & Eastern Railway company's electric line between Eugene and Springfield are now being made and construction beyond the city limits of Eugene will begin within a few days. The line commences as far out as the middle of Springfield, a suburb between the city and Junction City. Another force is at work on a line a mile long out University avenue to the I. O. O. F. and Masonic complex. When this branch is completed there will be about three miles of track in the city and one which extends toward Springfield.

L. N. Roney, who has the contract for building the bridge across the Willamette river at Springfield, is assembling materials. It is expected to have cars running into Springfield by spring, although the track will have been completed by that time and then can cross the wagon bridge at foot of the city. The company has surveyors working between Albany and Eugene on the proposed line down the valley to connect with the Salem-Portland line. They are expected to reach Eugene within a few days. Right-of-way for the line between Eugene and Junction City has already been pledged by the citizens along the route. The line will extend through one of the richest sections of the state. It will be built through the Willamette river bottom, where the land is more productive than any other portion of the country.

EUGENE WON'T LET MEDFORD HAVE HIM

(Special Dispatch to The Journal.)

Eugene, Or., Oct. 8.—Honore Palmer, who recently purchased an orchard at Medford for over \$25,000, says he will not reside there, as reported in the newspapers of that place. He bought the place as a residence, and will continue to remain in Eugene, where he will erect a fine residence or purchase one already built. He has been figuring with the owner of an \$8,000 residence, and the deal may soon be closed.

SEVENTEEN BAD BOYS ARE BETTER

So Many Paroled and Seven Recommended—Reform School's Report.

(Special Dispatch to The Journal.)
Salem, Or., Oct. 8.—The regular meeting of the state reform school board was held yesterday afternoon. Little business was transacted outside of regular routine.

The report of N. H. Looney, superintendent of the reform school, was read. The report on work accomplished by the boys was very favorable to them. During the harvest season they were permitted to work on the neighboring farms, thus acquiring habits of industry and earning money for themselves. Many of the boys sent the money home to their people, especially if they were in need of it. Several who had widowed mothers devoted the whole amount for their benefit. Money earned by picking hops alone amounted to \$385.75 and \$84 was earned by boys doing other kinds of harvest work. The quarter had been remarkably free from sickness and the only accident was an injured finger which was crushed and had to be amputated. The progress of the boys in their studies was satisfactory.

The superintendent recommended that 200 walnut trees be planted on the grounds this fall.

Recommended for Parole.

It was recommended that the following boys be paroled: Fred Helaso, to his mother, Mrs. J. Reisse of Portland; Mike and Pete Henry to their mother, Antonio Decico of Portland; Charles Greenstreet to his father, George W. Greenstreet of Portland; Lloyd Roycroft to his grandmother, Mrs. D. M. McKean of Portland; R. Kuhn to his father, R. F. Kuhn of Salem; Ross Garber to his mother, W. W. Garber of Salem and Gilbert to Mrs. Joste Drummond of Newport; Eugene Mombert to his father, H. Mombert of Mill City; Robert Irwin to his mother, Mrs. S. Irwin of Idaho; William Goodwin to Mrs. Agnes Goodwin of Arleta, Donald Foley to Mrs. E. H. Foley of Portland.

Nineteen boys have been admitted since July 1. The following were admitted in September: Herbert Martin, Charles Lee, Harry Bennett, Arthur Lutkmeler of Multnomah county, Omer Milligan of Jackson county, Archie Eggen of Douglas county, Charles Stroring of Marion county and Clyde Cribbins of Morrow county.

The quarter commenced with 85 pupils. Two are away on leave of absence. As 19 were admitted, 17 paroled and seven recommended for parole, the number at the 1st of October was 88. The running expenses during the quarter were 19,003.01 and \$291.23 was spent for improvements.

BACON MAY SUCCEED AMBASSADOR TOWER

(Special Dispatch to The Journal.)

New York, Oct. 8.—A dispatch from Berlin to the New York Times says that Assistant Secretary of State Bacon is to be appointed ambassador to that country. Mr. Tower having asked to be relieved on account of private affairs.

Eyes fitted to glasses 11, at Metzger's.

COMING TO PORTLAND

(Continued from Page One.)

Clatsop City and Portland. The line will follow the Lewis and Clark river from Astoria to a point about eight miles inland, where it will join the line from Clatsop City, a station two miles west, near the seashore. From the junction the main line to Portland will follow the easiest grades via Humber creek, Clear creek and Gales creek to Oswego, where it will cross the Willamette river over a bridge that is being built by the Southern Pacific company under a common user franchise secured by Mr. Reid's efforts at the last session of the Oregon legislature.

The terminal of the Portland Oregon Seacoast road will be in East Portland. It will grant equal traffic arrangements with both the Hill and Harriman lines.

Shortest Route.

Surveys show that the line from Portland to Clatsop City will be 80 miles in length, 20 miles shorter than any other route now in operation or surveyed to the seacoast. Completion

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ON YAMHILL STREET

of this line will within the next three years give Portland three inlets for traffic from northwestern Oregon, a great region heretofore practically inaccessible excepting by wagon or a circuitous route traversed by boats from Tillamook bay to the Columbia river.

The Portland Oregon Seacoast railway will be built by British capital. The line from Portland to Astoria will be built first and will cost approximately \$3,500,000. Seventy pound rails will be used and the construction and tunnel work will be up to the standard of the best western roads.

H. Hawgood, president of the company and in personal charge of all arrangements, is a railroad builder of many years' experience. He was for some

years in the engineering service of the Southern Pacific, later chief engineer of the Huntington roads in southern California, and more recently was chief engineer of the San Pedro, Los Angeles & Salt Lake, the railroad built by Senator W. A. Clark from Salt Lake to San Pedro.

The Price of Health.

"The price of health in a malarious district is just 25 cents; the cost of a box of Dr. King's New Life Pills." writes Ella Slayton of Noland, Ark. New Life Pills cleanse gently and impart new life and vigor to the system. 25c. Satisfaction guaranteed at Red Cross Pharmacy, druggist.

ARTLOOM CURTAINS AND TABLE COVERS

It's time to put into execution those deep laid plans for pretty little improvements here and there in your home this Fall.

Maybe it's your bedroom that occupies your thoughts—or perhaps, it's your living room—or it is the parlor? Whichever it may be, just ask the man at the store to show you the "Artloom" Curtains, Couch Covers and Table Covers. Among them you are sure to find those charming effects you have been picturing in your mind, whether in beautiful warm-toned Oriental, delicate floral French creations, Brocades, Velours or solid colors—and at very small cost!

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POSTUM

"There's a Reason"

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