UNFAIR, SAY

Portland Merchants Protest Against Rates of American-Hawaiian Steamship Company on Freight of European Origin.

Shippers of certain commodities from this port to New York and other Atlantic coast distributing points, and importers of freight from Europe are complaining bitterly against the American-Hawaiian Steamslip company because of the continuation of a differential in freight rates against Portland as compared with the basis upon which freight is bandled by that line to and from Seattle and San Francisco.

The matter has been given close attention for some time, even to the extent of one firm a few weeks ago sending a representative to London to ascertain what could be done over there in the way of providing lower rates on freight of European origin, and a movement is now on foot to inaugurate a concerted crusade for what is termed "a square deal" from the steamship company which has so far enjoyed a liberal and constantly growing patronage from this territory.

Traffic men assert and it is admitted

pany which has so far early and constantly growing patronage from this territory.

Traffic men assert and it is admitted by the company's representatives here that on salmon, for instance, the freight from Portland to New York, by way of the American-Hawaiian line and the Tehauntepec railroad across the Isthmus of Pansma, is 5 cents higher per 160 pounds than from Puget sound. leaving the Columbia river canners at a disadvantage in distributing goods out of New York, the sound shippers being enabled to reach points much further inland than the Columbia river shippers because of this very differential. These salmon shippers, it is understood, are now figuring on returning to all rail shipments across the continent, rather than to submit to what they term is an unjust and uncalled for discrimination.

ination.

Up till a few weeks ago, the American-Hawatian line's rate from Europe to Portland was on most commodities 15 cents higher per 100 pounds than to Seattle or San Francisco, but a revision just announced shows this differential reduced to 9 shillings 3d per ton, or about 10 cents per 100 pounds, the base upon) which freight is handled to San Diego and Los Angeles, the latter including the railroad haul from the sea to the inland city.

To Beason for Differential.

the line used to ship by way of Tacoma years ago.

"At that time the company charged the regular steamship rate plus 15 cents charged by the Northern Pacific for the haul to Portland. This haul has now been done away with, but still the company, until a few days ago, retained the 15 cents per hundred differential. This has led us importers to conclude that they will charge every cent that they think the city will stand for as long as possible.

Delay in Shipments.

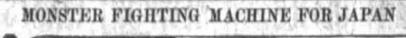
"Another cause for complaint against the company's method of doing business is that in many instances shipments are unreasonably delayed and the importer is given little or no information as to what may be expected in the way of delivery.

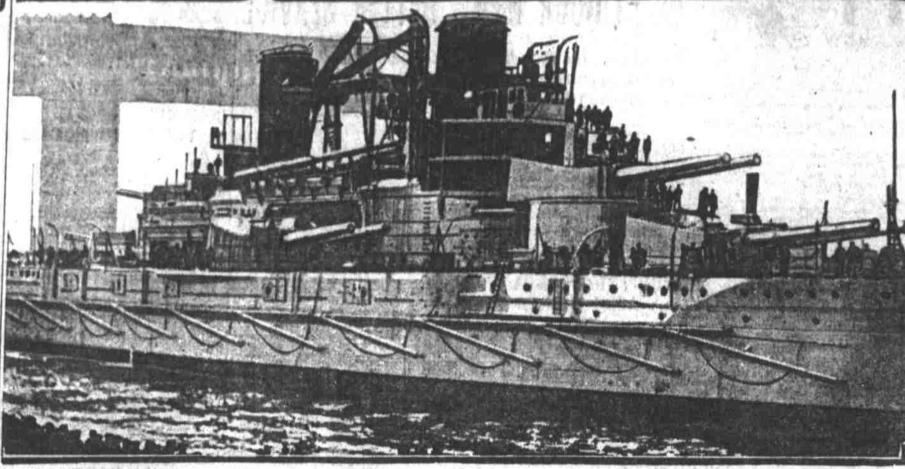
Thiess redress is forthcoming in the near future, we shall make 'slow shipment' from Europe by asiling vestels until the completion of the Panama canal when there will be enough competition to give the various ports along the coast all that we ask for, an equal chance.

The argument put forth some time

"The argument put forth some time go that Portland does not give enough reight to warrant having the larger men call here on their way north, does of seem to hold for the reason that be bulk of the freight new going to eattle could as well be handled through arriand should the company feel so

PERSONALS





Monster Brazilian "Dreadnaught" battleship, "Minas Garaeos," of 20,000 tons, displacement, just completed at Elswick-on-Tyne shipyards, England. Although contracted for as an acquisition to the navy of Brazil, this "super-dreadnaught" is believed to be intended and

SILENT FORCE AT WORK WHILE CAR WHEELS WHIR

How the Railway Mail Clerks Expedite the Movement of Missives on Trains, From Speech Delivered by National Vice President P. J. Schardt.

steamer Falon at San Francisco, but ship as say this does not appear plause this cince this alleged extra expense is not demanded on goods shipped here from New York or other Atlantic coast ports on which the rate to Fortland is identical with the rate to Fortland is identical with the rate to Scattle. It is held that if the transfer really proves more expensive than carrying it on the larger steamer, as is done with the Puget sound freight, then it should demand a differential on freight of Alantic coast origin as well as on freight of European origin.

But," said a prominent importer today, "steamers can be handled as cheaply out of Portland as from Fuget sound and with equal safety, and we are going to prove this assertion before we set through with our campaism of the real provided the real that is the case, the argument of Portland so from Fuget sound and with equal safety, and we are going to prove this assertion before we set through with our campaism of the real provided the real through with our campaism of the real provided the real through with our campaism of the real provided the real through with our campaism of the real provided the real through with our campaism of the real provided the real through with our campaism of the real through with our camp

"This vast problem of the transporta-

"This vast problem of the transporta-tion of the mails that carries with it an annual outlay for transportation alone of approximately \$50,000,000, is under the management of the second assistant postmaster general. To the general su-perintendent of the railway mail service is assigned the organization and super-vision of this branch of the second as-sistant department.

"So that this service may be admin-istered to better advantage, the country

"So that this service may be admin-istered to better advantage, the country is divided into 13 divisions, with a di-vision superintendent at the principal commercial center of each division. Subordinate to these officials are the assistant superintendents and chief clerks. clerks.

clerks.

"The railway postal clerk has been performing his work so satisfactorily and with such an absence of noisy complaint that he has attracted but very plaint that he has attracted but very little attention to himself. But that you may not underestimate his standards, let us remind you that before entering the railway mail service the candidate is required to furnish a certificate of character, so searching in its investigations of his antecedents that there is little likelihood of any undesirableness from a moral standpoint creeping into the service.

Bramination Is Strennous.

The service.

"Should his certificate of character be satisfactory he is next obliged to underso a physical examination at least as stringent as that required to enter the army or mavy. The applicant must be between the ages of 18 and 25, he not less than five feet five inches in height, and weigh not less than 130 pounds, and there must be no sign of disease or physical defects.

"Should the candidate meet the requirements of the extrance test his name is piaced upon the eligible list in the order of his relative standing, and as the department useds additional men, his name is certified in regular order for a substitute appointment. He is then requested to greenent himself at the chief clerk's office to take the onth and to receive the necessary oral instruction.

This done, the chief clerk hands the unsuspecting sub's copy of the black book, that contains the postal laws and regulations as they apply to the rallway utill service. Also a train schedule and a scheme of distribution showing the proper routing and dispatch of every

ination. It is few weeks ago, the American Burope to Portland was on most commodities is cents higher per 100 pounds than to Seattle or San Francisco, but a revision fust announced shows this differential reduced to 9 shillings 3d per 105, or about 10 cents per 100 pounds, the Base upon which, freight is hander to 10 pounds, the Base upon which, freight is hander to 10 pounds, the Base upon which, freight is hander to 10 pounds, the Base upon which, freight is hander to 10 pounds, the Base upon which, freight is hander to 10 pounds, the Base to the mind city.

The railway mail service has been the company officials and progress of the nation, and the assertion of imbust differential and city.

That there is not the least reason for inhis did a there is not the least reason for purpose of the reason is least of a likewown or understood; but no blame should be attached to the pulse of sending the company's large liners to Portland. Under existing arrangements, the steamer Falcon, a comparatively small vessel, is maintained on a sent monthly schedule between the pulse of the public to gain any accurate or clear out ideas regarding it. It is operated, it is quite impracticable in the state in which he is assigned.

At the annual banquet of local rail assigned.

Feats of Memory.

In four of five years he will have comitted to memory from 3008 to 15,-000 offices, according to the section of the said:

The railway mail service has been that time country for which he makes distribution, and if his car record by that time country for which he makes distribution, and if his car record by that time country for which he makes distribution, and if his car record by that time country for which he makes distribution, and if his car record by that time country for which he makes distribution, and

to 1904 railway postal clerks were not even required to furnish a bond. Then on account of the increasing volume of registered matter, money and other valuables that were being sent through the mail, the clerks were ordered to furnish a bond in the amount of \$1000, and the bonding companies considered us at a premium of 40 cents. This year we are paying 50 cents on a \$1000 bond. The inspection departments admits that the loss through dishonesty of railway postal clerks is insignificant.

"Some time ago a commission was appointed to draw up a suitable plan for the retirement of aged and worn."

Hamilton and son, with their families, made the excursion to Collins Springs in the excursion to Collins Springs in the excursion to Collins Springs in the Bailey Gatzert with the Undertakers' convention.

Mr. and Mrs. E. E. Cummings left for The Dalles this morning. They will make their home there.

Mrs. M. C. Black and E. H. Wright are visiting friends in Minnehaha.

Miss Francis Dobmier returned to her home in Minnehaha today from St. Joseph's, after recovery from a severe attack of appendicits.

Dr. and Mrs. A. G. Cook of Long Beach, Cal., are visiting C. C. Gridley

out civil service employes. This commission recommended that the average civil service employe be retired at the age of 70, but that the railway postal clerk ought to be retired at the age of 60, thus establishing the fact that the earning period of the railway postal clerk's life is 10 years shorter than that of the average government employe.

of the average government employe.

"The railway postal clerk's salary ranges from \$800 to \$1600. Less than 4 per cent, however, receive a maximum of \$1600. The average salary is about \$1160. From a record which clerks were required to keep for a given period last year it was learned that the average living expenses of the clerks while on duty amounted to about \$150 and away from their headquarters. This will leave him a net salary of about \$1000 per year for use of himself and family at home.

Pays Expenses on Boad. "With all the foregoing facts in mind, is it any wonder that many of our best men are leaving the service and being supplanted by an inferior grade of men? Here in the west the eligible list is exhausted, part of the time, and it is necessary to import men from the east. hausted part of the time, and it is necessary to import men from the east.
The railway postal clerk is the only
government employe who is obliged to
pay his road expenses while away from
his home in the discharge of his duties.
Just why he should be discriminated
against is not quite clear, and our department has urged congress to appropriate an amount sufficient to cover the
item of our road expenses.

"We have been led to hope for suc-

item of our road expenses.

"We have been led to hope for success many times, and have for some reason or other been disappointed just as often. We want to continue to give you our best efforts. We wish to contribute our share toward the nation's greatness, and all we ask in return is that the nation show a proper and substantial appreciation of our efforts, and thus make itself worthy of the grandest and most efficient railway mail service that intelligence, fidelity to trust and diligent application to duty can make possible."

At the Hotels.

(Special Dispatch to The Journal.)
Vancouver, Wash., Sept. 30.—The following are registered at the Vancouver locals: hotels:
Columbia—D. W. Lister, Tacoma; L. J. Harding, Portland; J. D. Murphy and wife, Seattle; Charles Kutsche, Tacoma; W. Stafford, Hood River; H. B. Freeman, LaCenter; J. H. Downing and wife, Condon; J. H. McCarty, T. Richards, city; C. O. Green, Seattle; G. E. Mitchell, City; C. Conklin, Hillsboro, Or.; J. S. Ford, Chicago; Veronica Smith, W. A. Godley, Portland; James P. Hurley, city. W. A. Godley, Portland; James ley, city.
St. Elmo—W. M. Wynne, Portland; C. Lindblon, Turlock; John Myquist, California; Dr. Carver Gibson, Portland; J. E. Olson, Tacoma; A. M. Burton, Kalama; F. Wilson and wife, Granit Hall; W. M. Beime, Grand Dalles; William Elllot, Tacoma; W. H. Lother, Tacoma; W. B. Presby, Goldendale.

Deeds Filed for Record.

(Special Dispatch to The Journal.)
Oregon City, Sept. 30.—The following leeds were filed in the county recorder's ffice yesterday. Bazil Delore et ux to Mrs. Hattie Jayne, 75 acres in section 24, township 2 south, range 5 east; \$1. Jessie M. Case et vir to Mrs. M. Sut-ton, lot 11, block 2, Robertson; \$1. Mrs. M. Sutton to R. W. Tripp, lot 11, block 2, in Robertson; \$10. Frank J. Prenschoff et al to J. H. Miller, 100 acres in section 12, township south, range 4 east: \$10.

Mrs. E. S. Piers et ux to C. E. Ricka-baugh, all of tract "C," in Willam-ette; \$1. Mary S. Brown et ux to Isa M. Landis, 2.26 acres in the D. L. C. of Daniel D. Thompkins and wife; \$1850.

John M. Loser et ux to John Uniker, 100 acres in section 7, township 2 south, range 3 east; \$13,500.

Real Estate Transfers.

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Dr. and Mrs. A. G. Cook of Long Beach, Cal., are visiting C. C. Gridley of this city.

Real Estate Transfers.

(Special Dispatch to The Journal.)

Vancouver, Wash., Sept. 30.—The following transfers of real estate were diffice yesterday:

C. C. Landon and wife to H. B. Mc-Donald, lot 3, block 4, Fourth addition to Yacouver, wash, Sept. 30.—A. H. Newman and I. S. Philipps, both of Molalla, were in the county seat yesterday.

C. S. Smith and wife to J. L. Huckins, block 5, Hathaway's addition to Wancouver; states of the Clarke County Development company, lots 1, 2, 3, 8, 9, block 1.

Thompson's addition to Vancouver; states of the Clarke County Development company, lots 1, 2, 3, 4, 5, 6, block 8, Sparks and Nielson's addition to Vancouver; states of the Clarke County Development company, lots 1, 2, 3, 4, 5, 6, block 8, Sparks and Nielson's addition to Vancouver; states of the Clarke County Development company, lots 1, 2, 3, 4, 5, 6, block 7, Columbia Orchard lots; \$1.

E. W. Hall and wife to the Clarke County Development company, lots 13, 14, block 7, Columbia Orchard lots; \$1.

WHITE SOX AGAIN TRAFFIC MAN BEAT ATHLETICS ON COAST R

Boston, Sept. 30.—Detroit was this afternoon defeated by the Boston Americans. Score: Detroit 7, Boston 9.

Philadelphia, Sept. 30.—The Chicago Americans this afternoon practically put the Philadelphia Athletics out of the pennant running when they defeated the latter by a score of 8 to 3.

National League. At Pittsburg— First game— ew York New York 6 12 6
Pittsburg 5 6
Batteries—Klawitter and Wilson; Wililla, Lever and Gibson, Simonds.

New York

(United Press Leased Wire.)
San Francisco, Sept. 30.—The second trial of Patrick Caihoun on the charge of offering a bribe to former Supervisor John J. Furey was resumed before Judge Lawior today.
Twenty-six talesmen were examined and rejected, the grounds for objections in most cases being either that the talesmen possessed a fixed opinion or that their names did not appear on the assessment rolls. assessment rolls.

The attorneys for the defense de-clared they would be seriously handi-caped by the absence of one of the lead-ing counsel. Stanley Moore, who is still ill from the effects of an operation which was performed for appendicitis several weeks ago. The defense also argued for a postponement of the trial alleging that the stress of the political campaign would make it impossible to give the defendant a fair and impartial trial District Attorney Langdon declared

that neither politics nor Moore's Illness would affect the case of the defendant. The final argument of the matter will come up tomorrow.

SARAH DIXON ON UPPER RIVER ROUTE

The Open River Transportation company today chartered the steamer Sarah Dixon of the Shaver Transportation company to run between Portland and The Dalles opposite the company's steamer J. N. Teal, thus giving dally service. At Big Eddy the boats connect with the steamers Inland Empire and Twin Cities, operated by the Open River Transportation company on the upper Columbia. The Sarah Dixon was chartered in response to the heavy wheat movement.

At the Electric Hotel,

At the Electric Hotel.

(Special Dispatch to The Journal.)

Oregon City, Sept. 20.—Those on register at the Electric hotel yesterday were: B. C. Blucher and wife, Frank Gallagher, Thomas Rae, Charles E. Monroe, Harry Austin, Theodore Topping, M. H. Miller, Portland; Jackson and wife, Portland; G. M. Cansey, Portland; Mrs. W. F. McGinnis, Seattle, R. B. Long, Seattle; O. S. Boyles, Molalia; E. B. Anderson, city; J. Bunkely and wife, Portland; D. K. Bill, City; I. S. Phillips, Molalia; Ah Newman, Molalia.

Personal Mention.

(Special Dispatch to The Journal.)

Oregon City, Sept. 30.—A. H. Newman and I. S. Philipps, both of Molalia, were in the county seat yesterday.

O. S. Boyles, who halls from Molalia, Common City a visit on Wednes
Aerson

Aerson

Vancouver, Sunrise Circle Women of will give a social at Eichenlaub's hand w

sioner Charles A. Prouty here today, revealed the fact that inland points destitute of water communications are forced to pay higher freight rates on shipments of goods from the east than are points on the Pacific coast. Among the instances cited was that of window glass, which, it was shown, costs more to ship to Spokane than the original cost of the glass. Freight Traffic Director Woodworth of the Northern Pacific railway was a witness and declared that the road gave a lower rate to the coast on shipments of iron furniture because of a large factory at Portland. It was shown that coast rates were granted on many other things and Woodworth acknowledged that the rates were mot based on a reasonable compensation for carriage. The hearing will continue for several days. CROWDS CONTINUE

(Special Dispatch to The Journal.)
Pendleton, Or., Sept. 30.—Despite the rain large crowds still attend the Umatilla-Morrow fair. Yesterday was Stanfield day and the residents of the newest town in Umatilia county made much of the occasion. The livestock parade today eclipsed all previous events.

AT PENDLETON SHOW

Woodworth of the N. P. Testifies Before Commis-

sioner Prouty.

(United Press Leased Wire.) Spokane, Wash., Sept. 20 .- Testimony

before Interstate Commerce Commis-

sioner Charles A. Prouty here today,

parade today eclipsed all previous events.

Tonight is Elks' night and members of the antiered herd plan a big time.
Tomorrow the first of the broncho busting contests begins.

EAST SIDE WOMAN RUN DOWN BY AUTO

Mrs. E. Worthington of 169 East Eighth street, was run down and bruised by an automobile run by George Evans of 454 East Twenty-third street north, yesterday afternoon at Grand avenue and East Morrison street. Mrs. Worthington had alighted from a Sunnyside streetcar, and was walking around the rear end of it, when the automobile dashed upon her. She went to her home.

GETS RESPONSE TO LETTER AT ONCE

Some bucolic correspondent tried to mail a letter in fire alarm box No. 214, at the corner of East Water street and Hawthorne avenue shortly before noon today and called out engines 1, 7 and 11; truck 1, Hosecarts 2 and 3, and the fireboat. Within the last year letter writers have rung in more than 10 false alarms while trying to drop missives in fire alarm boxes.

Employment Agent Arrested.

John McCamant, manager of Lyon's John McCamant, manager of Lyons Employment agency, was arrested this afternoon on the charge of assault and battery, the complainant being at present registered as John Doe. The latter says that McCamant went into a downtown store this morning and after a few words precipitated a mix-up with the proprieter, as a result of which the complaint was filed.

Patrolman Egerton Resigns. Patrolman J. J. Egerton, who has been a valuable member of the police force for the past three years, presented his resignation today son account of illi-

A man near Grants Pass put an end to the devouring activities of an iml mense cougar.



Values for Friday and Saturday

ONLY TO BE HAD AT THE WONDER

See Our Windows for These Extra Specials for Tomorrow



Children's Trimmed Hats

New shape, best quality English felt, trimmed with satin ribbon, bows and ties. Hat alone worth the price. Here tomorrow, all trimmed, all colors, at

\$1.69

See Our Trimmed Dress Hats

For tomorrow at \$3.97, \$4.49 and \$4.97. They won't last long.

Positively at Half Price Sold in Other Stores

25 Styles Untrimmed

All silk, satin, bengaline, moire, satin and felt combinations; some with silk velvet facing. Values up to \$4.50. For Friday and Saturday, special

\$1.97

New Black Patent Leather Droop Sailors

See our new black plush and fur Beavers, large and medium shapes. BUY YOUR WILLOW PLUMES TOMORROW

THE WONDER MILLIN