

EASTERN JURIST ON THE SPOKANE RAIL RATE CASE

Judge Bijur, Late Intervenor on Behalf of Atlantic Commercial Bodies, Elucidates From Eastern Standpoint.

New York, Jan. 15.—Supreme Court Judge Nathan Bijur, of this city, who has had charge of the Spokane rate case for the Merchants' association of this city, has prepared an exhaustive and interesting resume of the case, which is herewith given:

"At the bottom of the Spokane rate case lies the question of the extent to which ocean traffic shall influence railroad rates. To understand the case and its importance to us here in the east it is necessary to understand the present conditions. There are four important geographical points to be born in mind in studying this question. First, the eastern sea coast, of which the type would be New York. Next the middle west, of which the type is Chicago. Then the intermountain territory, the region covered by the Rocky mountains, of which Spokane and Denver are an example, and finally the Pacific coast, of which we may take Seattle as a type.

"The rates by railroad from New York to Seattle, which is known by the transcontinental route, naturally are affected very considerably by the ships traveling from New York to Seattle. Formerly they used to go around the Horn. Now the traffic is carried and broken at Panama and at the Isthmus of Tehuantepec. In those cases the ocean rates is an important factor, and I need not tell you that a very profitable ocean route would be less than one-half of what the railroad rate might amount to; consequently the transcontinental rate has in reality been reduced to one-half of what it would be if we did not have ocean competition.

"The railroads—and I cannot enter into detail here—for policies of their own, have extended to Chicago and to the middle west, and all the territory east of the Missouri river the same continental rates; in other words, the rate from New York to Seattle has been extended to all the territory east of the Missouri river. The rate to the Rocky mountain territory is constructed in this way. The railroads have to pay the transcontinental rate and back haul. Suppose the rate from New York to Seattle was \$3; the same rate would obtain from Chicago and St. Louis and St. Paul to Seattle. Now, to reach Spokane the railroad would have to pay the freight to Seattle and haul it back to Spokane and add the local rate from Seattle to Spokane, which may be \$1.50. So that the rate from Chicago would be \$4 and the rate from Chicago to Spokane \$4.

"It is the ocean rate that is determining that. You must appreciate, as the Interstate Commerce Commission has frequently said, that this consideration that we have the ocean enables us to say that New York is nearer to Seattle in transportation units, in transportation facilities than is Chicago to Seattle.

"Now you see the railroad has given Chicago the same rate that New York enjoys to Seattle. In other words, we have extended it to the middle west, putting them on a par with the Atlantic

Old People Everywhere Say

Pe-ru-na is Good for Coughs, Colds and Catarrhal Diseases.

MRS. S. A. ROGERS.
MR. J. R. PRINCE.
MRS. MARTHA AVERY.
MR. HENRY MERZ.

Catarrh Fifteen Years.
Mr. J. R. Prince, R. R. 2, Cattaraugus, N. Y., writes: "I am not very well satisfied with the picture that I am sending you, but when the reader looks at this picture it he could only realize that the original suffered for forty-five years, the best of his life, until your kind advice and prescription cured him, he would know from whence these wrinkles came. Next month I shall be sixty-six years old."

Nervous Prostration.
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WORKINGMEN AND FARMERS WAR ON ASSEMBLY PLAN

Pass Resolutions Commending Direct Primary Law and Promising to Fight Assembly Candidates.

Workingmen and farmers of the state of Oregon have banded together in the fight for the protection of the direct primary law and against the assembly and all assembly candidates who may be put in the field during the coming campaign.

At a meeting held Friday night between representatives of the State Grange and the Oregon Federation of Labor, strong resolutions were adopted pledging unrelenting warfare upon the assembly plan and the proposed return to the old convention system of political manipulation.

Copies of these resolutions are being sent out over the state and the farmers and the workingmen are being enlisted in the fight against the overturning of the present system.

When the campaign opens these forces will stand compactly behind the primary law and opposed to the assembly combination and candidates. The principal clause of the resolutions as adopted at the meeting of Friday, is as follows:

"Resolved, That we hereby ask all law-abiding citizens to pledge with their earnest endeavor, by all honorable means, to defeat every candidate for nomination and election who seeks acceptance, without publicly protesting, any recommendation or endorsement by any so-called assembly or convention of delegates of any political party which is subject to the direct primary law."

equity, naturally flowed from the situation which I have just explained, and that is the way it has been presented to the commission. Let me repeat it, because the situation is somewhat complicated, and you must always bear in mind the crucial fact that New York is nearer to Seattle than is Chicago to Seattle, or than is Spokane to New York, because that water rate which New York has to Seattle, if she chooses to use it, by ship, would naturally be very much lower than the through railroad rate from New York to Spokane, or than Chicago to Spokane; and in all those cases where New York is nearer to western territory, as it is to Seattle and to the territory near Seattle, Chicago is accorded the same right, and then whenever the commission may determine that Chicago is nearer to Pacific territory by water New York ought to have the same right, because, if the blanket rate is fair into Seattle, as a favor to Chicago, then the blanket rate is equally fair into Spokane as a favor to New York.

"The legal value of that argument is not really at issue. Nobody knows how a judge is going to decide, and sometimes not even the judge himself, and of course nobody can say what certain judges are going to decide, but I think we made some impression, and the important fact is that this is the first time that the eastern commercial interests have been seriously represented before the Interstate Commerce commission. Had we had representatives when this case was first presented who could have gone through with all the complicated steps and the intermediate decisions of which I have spoken, I doubt very much whether that slip would have occurred and whether the ends of that blanket would ever have been lifted.

"It is hard to repair damages. It is not always an easy thing to even let the stable door after the horse is stolen, but the importance of our experience in respect to this decision lies in the resolution which I think the eastern commercial bodies will take, that they will hereafter be actively represented in all rate litigations before the Interstate Commerce commission. It happens that there is another litigation progressing now in the supreme court of the United States, not quite so important, but nevertheless equally significant from the fact that the middle west has advantages over the east, and obtain them because it is awake, while we are napping. They appreciate in the middle west their rights and go after them.

The Missouri River Rate Case.
"The Missouri river rate case is pending today. The significance of that is this: The roads, as they say in railroad parlance, break at the Missouri river. You can ship goods from New York to St. Louis at a certain rate. Bulk can be broken at St. Louis and the goods can be shipped from there to Kansas City or Denver at another rate. Suppose we call that rate \$1. You can say the goods are unloaded at St. Louis and are taken from St. Louis to Denver. If they do not break at St. Louis the rate is \$2. Generally the through rate is cheaper than the sum of the locals. Along the Mississippi river bulk can be broken and there is no additional charge for it. Kansas City merchants complain of that, and the Interstate Commerce commission lowered the rates from the east to Kansas City about 7 per cent.

Case Up to Supreme Court.
"That decision was enjoined by the United States court, and an appeal has been taken to the United States supreme court. The significance of the situation is this: A man in Buffalo cannot do what a man in St. Louis can do; he cannot buy goods in New York and on a break bulk and then ship them on. A man in New York can buy goods and get goods from Albany and Poughkeepsie and bring them to your warehouse and show them to the buyers from Kansas City without paying the local rates on Poughkeepsie and Albany to New York; and the rate from Poughkeepsie and Albany to New York to Kansas City is always the same.

"The result is, if you want to break bulk in Boston or New York, you have to pay the local rate, 10 or 15 or 20 cents, before you can get the goods into the warehouse. Then you have to pay \$2. So that if you sell goods as a jobber to Kansas City the rate would be \$2.25, and if a St. Louis jobber wants to sell them he can bring them from St. Louis for \$1.

"This is typical of the general condition in the middle west, and they are constantly active in promoting their interests and the interests of their merchants and manufacturers in all these transportation questions, while we are not and if our experience shall result in our having established here some committee or body which will be as active in caring for the transportation interests of the east as the various commercial bodies in the middle west are in protecting their interests, the work which I have done will not be in vain."

OREGON POULTRY SHOWS POPULAR

H. H. Collier, Judge of Birds, Says Cottage Grove Has Many Enthusiasts.

Harry H. Collier, the poultry judge from Tacoma, Wash., passed through the city yesterday from Cottage Grove, Or., where he judged the second annual poultry show held in that city this week. Speaking of the show Mr. Collier said:

"The poultrymen of Cottage Grove and vicinity are alive to the importance of good poultry and their show this year was a great improvement over their first annual, which was held in December, 1907. The officers of the show were F. H. Rosenberg, president; W. C. Connor, secretary; Charles Walker, superintendent. The boys cooped about 40 birds and most of them were of superior stock. The utility classes, such as the Rocks, Wyandottes and Rhode Island Reds, were the large end of the show, yet there were many good games, Hamburgs and Bantams. The display of turkeys, geese and ducks was also very good.

Shearer Gets Cup.
"The cup for the highest scoring bird in the show went to Edward Shearer, Eugene, on one of his fine light Brahmas pullets. President F. H. Rosenberg made the high score of 95 1-4 points on one of his Buff Cochins pullets. There were many birds from outside of Cottage Grove that took many of the blue ribbons.

"Cottage Grove has one of the most enthusiastic bunch of poultrymen that I ever met in my travels. This show made the seventh that I have judged this season, and I want to say that no

town in the northwest of equal population could put up as good a show as that given by the Cottage Grove boys. "I have judged the following shows this season: Boise and Twin Falls, Idaho; Kent and Olympia, Wash.; Endorby and Ashcroft. I go from here to Walla Walla, where I judge next week and from there to Colfax, Wash., Boise, Idaho. The Dalles, Ore., and then back to Jerome, Idaho."

Poultry Industry Booms.
"The poultry industry is on the boom in every section of the northwest. Everyone who has any knowledge of poultry and who is attending strictly to business is making good money. There is a large demand for thoroughbred stock from every quarter. There has been more shows held in the northwest this season than ever before and everyone of them has received a large patronage from the public.

"James J. Hill, president of the Great Northern railroad, has raised the cry of 'back to the farm' and I believe that it is going to be followed by many people. If those interested could realize the great possibilities of the Willamette valley, Oregon would add \$50,000 to her population within the next two years. Washington is fast settling up with eastern people, who are paying as much for raw lands over our way as improved farms would cost them in parts of Oregon."

STATE EDITORS WILL GATHER IN BAKER CITY

The State Editorial association will meet at Baker City June 17 and 18 next for its annual meeting and election of officers, according to the dictum of the executive committee, which held a meeting at the Imperial yesterday afternoon.

Besides the selection of the place for holding the next annual meeting, little business other than of a routine nature was transacted. Those who attended the meeting yesterday were: C. H. Fisher of Eugene, Bruce Dennis of Baker City, C. L. Ireland of Moro, George Cornwall of Portland, George L. Small of Baker City and George Putnam of Medford.

HELEN TAFT SEES SHIRTWAIST GIRLS

Daughter of President Attends Meeting of Society Which Is Aiding Strikers.

(By the International News Service.) Philadelphia, Jan. 15.—Miss Helen Taft, daughter of the president of the United States, today showed her sympathy for the striking shirtwaist makers by attending the meeting of society women in their behalf, held at the home of Mrs. H. L. La Bards Jayne.

Miss Taft took an early train from Bryn Mawr college in order to attend the meeting. She was accompanied by a number of her college friends, girls who are interested in social problems, and who have been working untiringly in the strikers' interests.

While Mrs. Raymond Hobbs, president of the National Women's Trade Union league, described the appalling conditions under which the shirtwaist makers work, Miss Taft listened attentively. She appeared to be deeply interested in the struggle of the Russian Jewish girls to maintain existence. At the close of the meeting Miss Taft left without any display. She was evidently eager to avoid the attention which would have been given her had she been recognized.

Particulars may be had at any time from the Alameda Land company, owner Alameda Park, 322 Corbett building.

SEEING IS BELIEVING AT ALAMEDA PARK

Free Auto 2 to 5 p. m. Today from Present End of Broadway Line.

Ten minutes of seeing will tell one more about Alameda Park than whole columns of reading matter. Everyone must see for himself to appreciate the matchless natural advantages, and the comprehensive improvements which are making Alameda Park not only one of the best, but the best residence section in Portland.

This is not merely rhetoric, but sober fact, which a visit to Alameda Park will verify in the minds of all of those who appreciate a select residence section in a beautiful spot.

All should see how the carline is fast approaching Alameda Park, and they will understand why prices will advance on all lots in Alameda Park as soon as that carline is finished.

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Only 73 Are Left!

If You Want a High-Grade Piano Greatly Underpriced, You Must Act at Once—Tuesday Evening or Wednesday Morning Will Surely See the End

There's not a moment to lose. If you've been figuring on getting a piano at the greatly reduced prices at which they're offered in this Warehouse Sale and Advertising Test, you must act quickly now. At the present rate the remaining instruments will surely be disposed of within the next 48 hours. Remember, these are strictly brand-new, fully warranted pianos—the very latest styles. Remember, too, we guarantee quality and we guarantee price. Your "money back" if you can buy the same grade of piano elsewhere, east or west, at anywhere near these low prices.

Actually Worth \$350	Now \$248
Usual Price \$400	Reduced 126
Sold Elsewhere at \$250	Now only \$167
Regularly Sold at \$475	Now only \$307
Guaranteed Worth \$375	Warehouse Sale Price \$255

Fair Warning!

If you come tomorrow morning you can still secure a Weber or Kimball, or Hallet & Davis, or Hobart M. Cable, or Smith & Barnes, or one of the other equally meritorious and worthy instruments now offered at the lowest prices ever known. Remember, each and every instrument is strictly brand new—the very latest style—and fully and unconditionally warranted. Your purchase is protected in every way.

Any piano selected during this sale can be turned in toward a Chickering or Kimball or Weber or Pianola—Piano any time within two years, and every penny paid will be credited on the new instrument. This is surely the fairest and squarest offer ever made by responsible dealers.

As to terms, we'll agree to accept any terms that are anywhere within reason—as low as \$1.50, or even \$1.25, weekly if you desire.

Bear in mind, quickest action is necessary. Be on hand the first thing tomorrow morning.

Cut This Out—Worth \$30

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Thirty Dollars

As first payment on a Piano at Warehouse Sale Prices if presented on or before January 19, 1910.

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353 Washington Street

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\$2.00 for \$1.00

Should you desire to pay any cash, in addition to this certificate, we will give you a receipt for \$1.00 for every dollar you pay up to \$10.

Example:

Present this Certificate and get a receipt for	\$20.00
Present this Certificate and pay \$5 in cash and get a receipt for	\$25.00
Present this Certificate and pay \$10 in cash and get a receipt for	\$30.00
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Present this Certificate and pay \$20 in cash and get a receipt for	\$40.00
Present this Certificate and pay \$25 in cash and get a receipt for	\$45.00
Present this Certificate and pay \$30 in cash and get a receipt for	\$50.00

353 Washington Street at Park