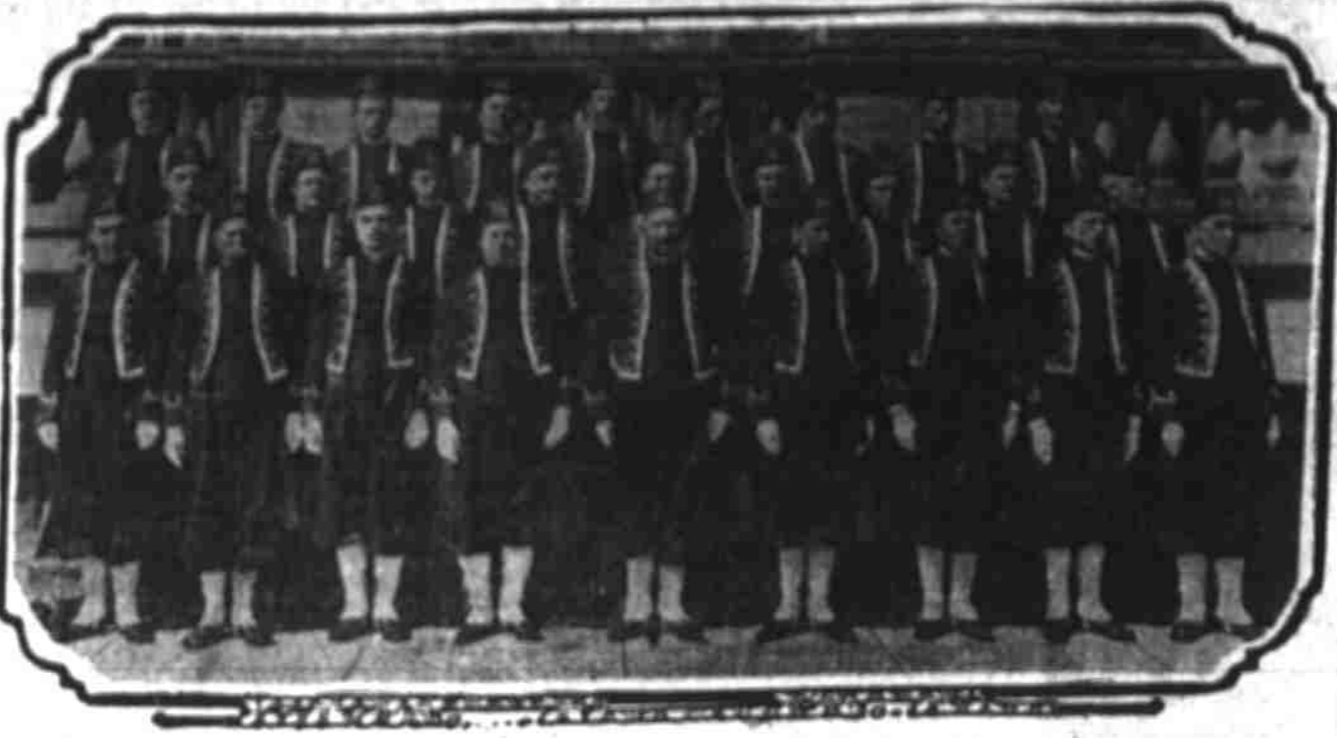


Famous Arab Patrol of El Katif Temple, Coming May 2



Body which will escort the Spokane delegates to the Imperial Council at Los Angeles.

Spokane, Wash., April 20.—El Katif temple of Spokane, Nobles of the Mystic Shrine, will send the Arab patrol as escort to its delegates to the Imperial Council at Los Angeles May 4 to 11 in a special train leaving this city May 1.

the canal, and not the American ports, under the proposed law.

Take the rates on grain in 1911 between Portland and Japan, when, to be sure, there was a rate war. The speaker showed that whereas cargoes were sent from Portland across the Pacific at \$1.40 and \$2 per ton, in 1911 the rate to San Francisco was \$2.35 and to San Pedro it was \$2.50.

Among other reasons why the appeal of the west coast should be heard is the need of the east coast coals, as there are no high grade coals in the west except the Alaska coal, and the growing demand for Idaho white pine in England and Australia where good markets for it can be developed.

Without terminals, said Mr. Teal, "a river is as useless as a railroad without terminals. There should be public terminals at every port and landing place where there is water transportation—open to every one. The railroads choose their own boats in making up through lines and make out bills of lading for their own lines."

NEW FREIGHT TARIFFS MAILED TO SHIPPERS

(Salem Bureau of The Journal.) Salem, Or., April 13.—Copies of an analysis of railroad freight tariff No. 21, which affects all the railroads west of the Mississippi river, were mailed today by the state railroad commission to all the commercial clubs and a few of the principal shippers in the state for inspection.

When this new tariff was put out by the railroads there was such a strong protest against it that interstate commerce commission suspended the tariff until August 1 of this year to give time for shippers and state railroad commission to investigate it with its maze of changes over former tariffs.

Twelve western states, including Oregon, which have state railroad commissions, appointed a committee to prepare an analysis of the new tariff, and it is the report of this committee that is now being sent out to commercial bodies and shippers with the request that anyone who has a protest to make should send it in to the state commission.

There are over 600 changes, most of them raising the rate, which automatically increases the rate on the goods affected. The list of changes covers 52 pages of a large sized pamphlet. The report is so arranged and indexed that each shipper may readily see what changes affect his particular line of goods. If the protest against the changes in the tariff is great enough to warrant it the state railroad commission will make a fight before the interstate commerce commission to have the new tariff abolished.

ANNUAL CELEBRATION AT CHAMPOEG MAY 2

Provisional Government day will be celebrated for the twelfth time at Champeog on Thursday, May 2 next. This will be the sixty-ninth anniversary of the famous meeting of 1843, at which time the first civil government west of the Rocky mountains, in American territory, was organized. The celebration will be conducted by the members of F. X. Mathieu cabin No. 12, Native Sons of Oregon. Ex-governor Theodore Thurston Geer of this city will be president of the day and the principal address will be given by Mr. Frederick W. Holman, president of the Oregon Historical society. Mr. Mathieu, the only survivor of the 102 persons who participated in the important meeting 69 years ago, and whose 34th birthday was celebrated on the 2nd of this month, the founder of Butteville, but now a resident of Portland, will participate in the celebration indicated. Champeog can be reached by taking steamboat from the foot of Taylor at 6:45 a. m. or by the electric line, not later than 9:15 a. m. which will connect with the steamboat at Wilsonville.

No Water Regulation Needed. In the opinion of Mr. Teal, regulation of rates by the interstate commerce commission is not the way, as some believe. Why, he asked, should water rates be regulated? Ships returning from the east or west coast would naturally look for cargoes at any rates they could get. "On the Pacific coast," he said, "Vancouver insists that Canadian ports will get the benefit of the competition."

DIVERS WILL SAVE SUNKEN TREASURE

(By the International News Service.) London, April 20.—A notable feat was accomplished by the divers at work on the liner Oceana, which sank off Eastbourne after a collision. There was specie amounting to over \$250,000 in the strong room, and naturally the chief aim of the divers was to secure this at the earliest possible moment. Two divers went down and remained below the surface for about an hour. They found that the steamer, which carried away two of the masts last week, also caused considerable damage

to the funnels and other parts of the liner.

An enormous quantity of wreckage from the masts, davits and deckhouse, had crashed down on the deck. Nevertheless one of the divers at work in the fore part of the vessel managed to reach the captain's cabin. There he discovered the keys of the bullion room, opened all the hatches and succeeded in opening the door of the after specie room ready for working.

Should the fine weather continue prospects of salvaging the three quarters

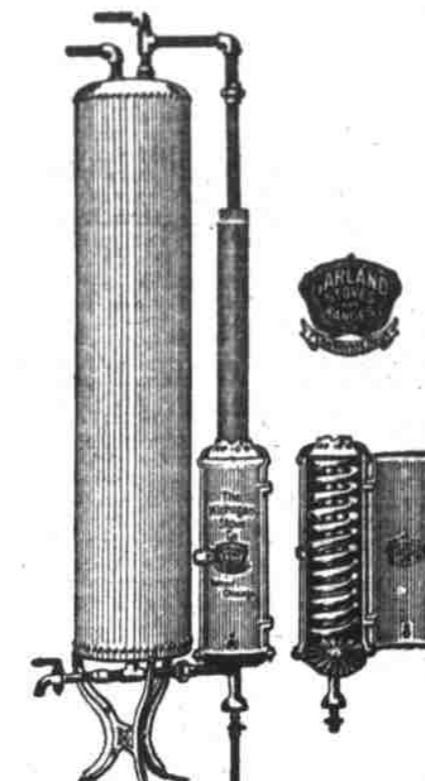
of a million of treasure are good.

The divers have already recovered one case of specie from the forward end of the vessel, and two bars of silver from the after end of the wrecked liner. The red painted fore and aft masts of the Oceana are still showing well above water. About half a mile away southeast by east is the temporary lightship, on which the warning word "wreck" is painted in large characters. The lightship has experienced very rough weather during the past few days.

Formal Opening Merchants National Bank. The officers and directors of the Merchants National bank take pleasure in announcing the opening of their new banking rooms in the new Merchants National bank building, Washington at Fourth street, tomorrow, Monday, April twenty-second, at the regular banking hour. No effort has been spared to provide a modern banking institution that will in all respects meet the requirements of depositors and insure a service consistent with the demands of the day. Notable among these are the convenient arrangement of the different departments, additional paying and receiving tellers, individual telephone compartments, private reception room for women, a savings department, and one of the largest and latest approved types of bank vault. The formal opening will occur the following day, Tuesday, April twenty-third, between the hours of four and nine p. m. A cordial invitation is extended to the public to meet the officers and directors on this occasion and signalize another step in the remarkable growth and development of this city and this bank. Merchants National Bank WASHINGTON AT FOURTH STREET

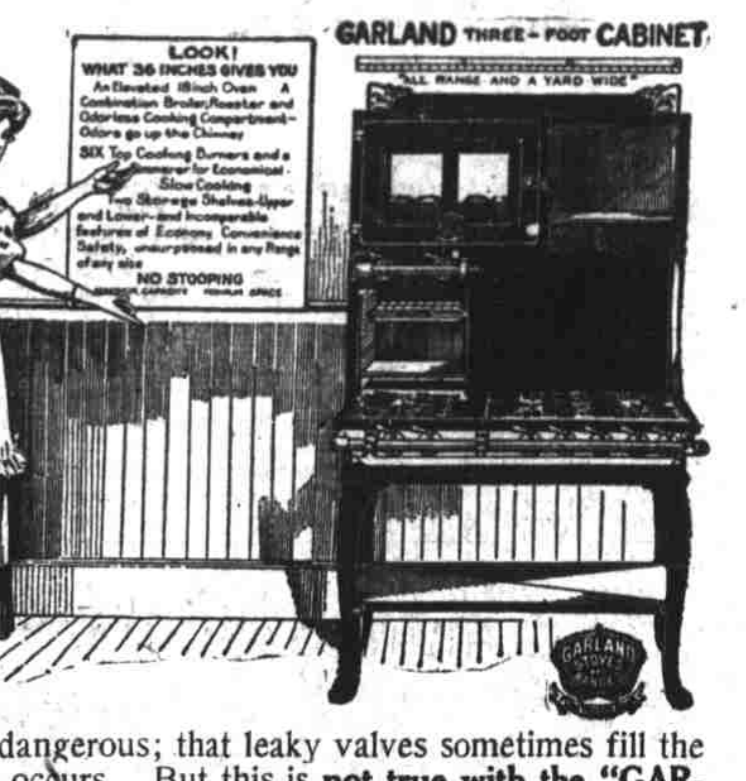
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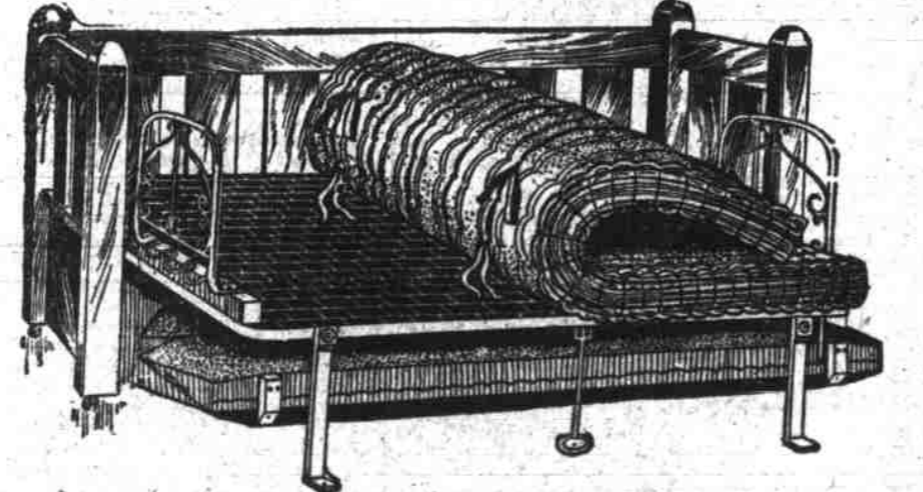
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WATERWAY SHOULD BE FREE TO TRAFFIC EXPERT CONTENDS

Joseph N. Teal of Portland Gives Able Argument on Establishing Policy for Panama Canal Business.

(Washington Bureau of The Journal.) Washington, April 20.—Whatever congress may decide to do regarding the fixing of rates on Panama canal traffic, it can hardly be alleged after it is all over that the Pacific coast, and especially Portland, failed to make known its desires and its opinions on the subject. In Joseph N. Teal, Portland sent to Washington a man peculiarly well fitted to make a plea for what the coast believes to be the right. He has presented the case in a way which can hardly fail to have results, unless, indeed, congress had made up its mind to advance and grant hearings merely out of courtesy.

Without doubt, one of the very ablest, most thoughtful, most effective statements made on the subject of canal tolls, was that which Mr. Teal made before the senate committee in last week's session. The committee itself gave evidence by its attention to the respect in which it held the advocate before it.

Should all who use the canal pay? asked the representative of Portland. If so, he added, in the last analysis the burden would be laid on the consumer, or the producer. And then, if that rule were adopted, every improved waterway in the United States should be paid for, he declared. This idea, he added, had gone so far that a bill had been introduced in the house providing for a tax on every vessel using improved waterways in this country.

Mr. Teal was of the opinion that the revenues of the railroad would not be affected at all. The canal, he said, would develop business and there would be more business from coast terminals inland, at higher rates than the transcontinental traffic earned. He quoted James J. Hill and the Wall Street Journal to support his opinion.

Taking up the question whether railroad owned or controlled boat lines should be allowed to use the canal, he said that in the northwest it was held that the railroads are destroyers of water competition, and sturly so. If the railroads are allowed to own competing water lines, said Mr. Teal, there would be no pay in wheeling. Water competition could be had. He referred to the fact that the bureau of railway economics maintained here by the railroads, is putting out literature similar in form to government publications, and which, Mr. Teal said, aimed to mislead the public. At any rate, he gave the impression that it was misleading. He referred especially to a pamphlet in which figures were given to show the inefficiency of the Erie canal as compared with the railroads. He also referred to the publication by the railroads of a pamphlet or book in which it was alleged to have been demonstrated that the improvement of waterways was unwise. "There is a purpose," said Mr. Teal, "in the railroads to destroy all water competition."

Need of Subsidy. By way of illustrating the methods of the railroads with water competition, Mr. Teal referred to the establishment of the Columbia river of a boat line. "The railroad has an income," he said, "of \$140,000,000 or \$150,000,000 a year and the independent boat line has no subsidy. Suppose the railroad loses \$100 a day on the boat line, and the independent boat line loses \$100 a day. The railroad stockholders would never feel it, but the stockholders of the independent boat line would soon be forced to quit." He then showed how in 1905 when the independent boat line started the rate on cement was 10 cents to The Dalles and 13 cents to Salina. Recently the rate was reduced to 6 1/2 cents to The Dalles and the competing line has raised the rate to four cents. "That is the kind of competition," said Mr. Teal, "which independent boat lines meet all over this country."

Signs of Monopoly. Referring to the profession of ignorance by some persons regarding the ownership of boat and rail lines by the same interests, Mr. Teal said that the Union Pacific owned all of the stock of the Portland and San Francisco steamship company, and that the Southern Pacific's rails connected the two cities named. "Look at the Mississippi, the Ohio, the Tennessee, the Cumberland, or any other river where there is steamboat business," he continued, "and you will find that the competitive lessons have been severe."

Citing specific examples of the "merciless competition" waged by the railroads, he told of the experiences of Captain Spencer who had been a steamboat man on the Ohio, the Willamette, the Columbia and the Willamette, and had been driven off one after the other by railroad competition.

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