

NEW PROFILES SHOW ASTORIA IS ENTITLED TO TERMINAL RATES

Dock Commission Compares Routes of Puget Sound and Columbia River.

GRADES ARE SUBMITTED

Influence of Grades in Directing Routing Minimized by Witnesses at Recent Hearing Here.

One of the strong arguments advanced by the City of Astoria during the hearing of testimony to support its plea for common point terminal rates was the fact that the grades of the routes from Puget Sound to the Columbia river than to Seattle. In support of this contention, the Portland commission of public docks has prepared profiles of the routes of the railroads crossing the Cascades into the Sound country and those taking the water-level route down the Columbia.

The profiles show that the grades which trains must ascend in getting from Spokane into the Sound country are steep and hard, and that the route to the Columbia river and along it to the sea is downhill.

Experts who testified for the railroads in the recent Interstate Commerce commission hearing minimized the influence of these relative grades in directing the normal routing of freight, declaring that density of traffic, or the number of trains handled, is a much more considerable factor.

The profiles show the grades of the Northern Pacific from Spokane to Tacoma; of the Great Northern from Spokane to Everett; of the Chicago, Milwaukee & St. Paul from Tekoa to Tacoma; the Spokane, Portland & Seattle (North Bank) from Spokane to Portland; and the O. W. R. & N. from Spokane to Portland.

It is pointed out that the Canadian Pacific is spending about \$10,000,000 in the building of a tunnel through the Selkirk to overcome an elevation of less than 600 feet and that the Milwaukee is likewise tunneling the Cascades to overcome the worst part of its grade.

Under the leadership of Edward H. Harriman, almost the entire line of the Union Pacific was rebuilt from Omaha to Oregon to save grades and curvatures. Millions were spent by that company in building the Lucin cutoff to overcome a grade and save a few miles round the end of Salt Lake.

The O. W. R. & N. Co. has spent millions in taking out curvatures and grades even along the Columbia river. The Southern Pacific's plan for the Natron cutoff include an avoidance of the steepness of the Skikwyus, and almost every railroad throughout the country is using its available capital to do away with grades and curvatures on the theory that the lower the grade and the straighter the track, the less will be the cost of hauling freight.

Representatives of the railroads at the recent hearing on the Astoria case, however, passed over much of the testimony regarding the steepness of the Cascade mountain grades on the basis of which Columbia river rates were made.

One of the principal arguments advanced by advocates of the principle that common point rates be made applicable to Astoria from the Inland Empire was: "Shall an artificial system of rates prevail against a perfectly obvious natural advantage, and shall the public share with the railroads the benefit of the low cost movement caused by natural reasons; or, on the other hand, shall the producers of the Inland Empire be compelled to have their freight rates measured by the cost of a haul over a range of mountains rather than by the natural advantage?"

Colored Masons Are Holding Convention

Delegates Representing States of Oregon, Washington and Idaho Present at Three Days' Gathering in Portland.

Colored Masons and members of the Eastern Star, representing the governing bodies for the states of Oregon and Washington, with their respective conventions in Portland this morning.

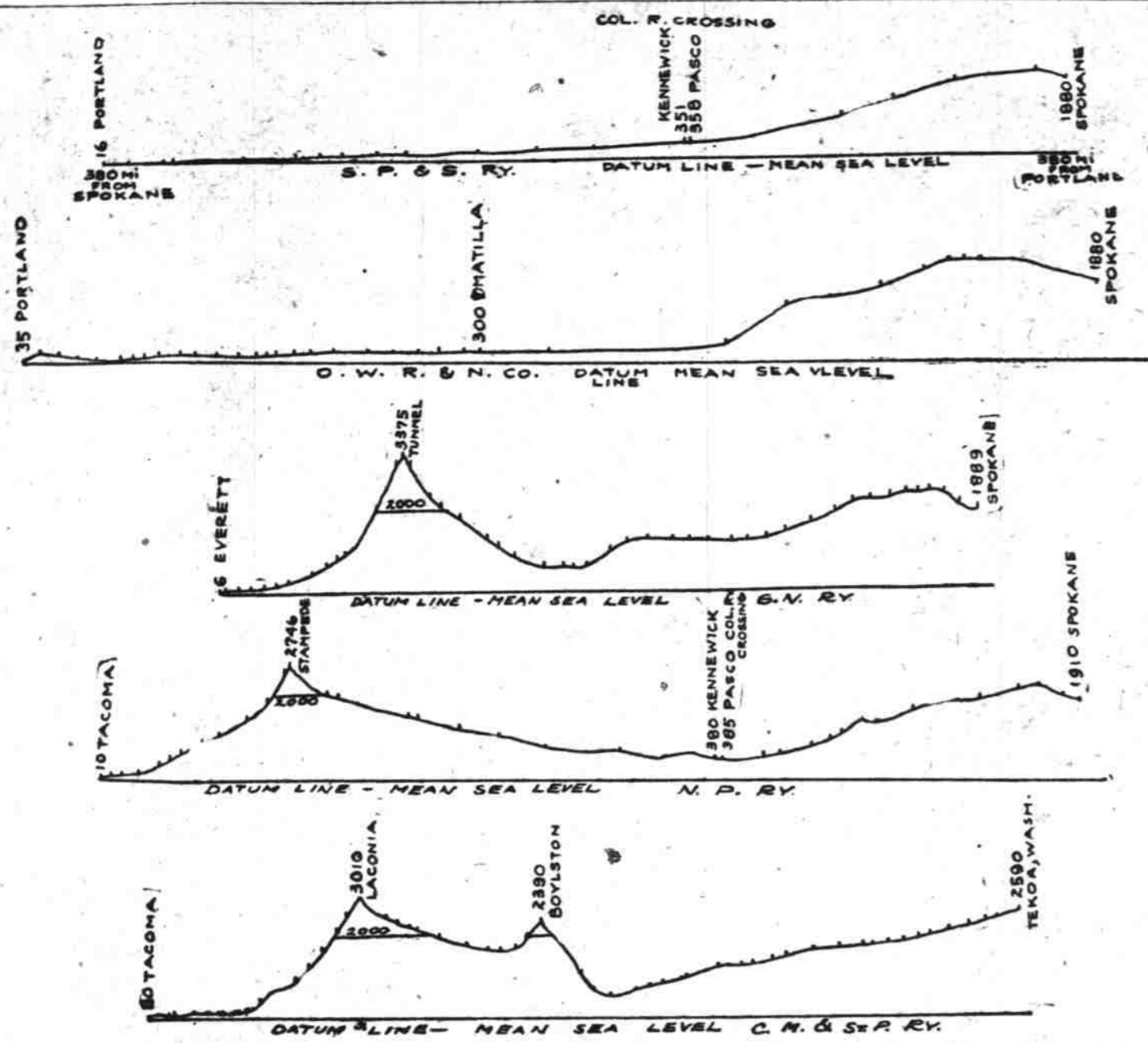
The most worshipful united grand lodge of Washington and Oregon, Free and Accepted Masons, colored, is meeting at Hill hall, Russell street and Williams avenue.

The grand chapter, Order of the Eastern Star, colored, is in session at Mayo's hall, Williams avenue and Russell street.

Presiding over the grand lodge is Most Worshipful Grand Master Newton Solomon of Everett, Wash. For the Eastern Star, E. H. Holmes of Spokane is grand patron and Mrs. Etta Hawkins of Seattle is grand matron.

Four wireless stations are being erected on the island of Borneo.

NATURE ON SIDE OF ASTORIA IN FIGHT FOR COMMON POINT RATES



Drawings give various elevations and grades of railroad routes between Portland and Spokane and Tacoma and Spokane, showing that the Portland and Astoria route is the easier of the two.

HARBOR WORK HERE NOT A QUESTION OF "PORK"

Portland Chamber of Commerce Answers Series of Questions Sent Out by the National Rivers and Harbors Congress.

Repeated charges that "pork" is the chief object of the various rivers and harbor improvement projects of the country are refuted by the Portland chamber of commerce in a series of answers to questions on the subject sent out by the National Rivers and Harbors Congress. The questions covered, chiefly the local situation, but apply in general to the whole country where development work is being conducted.

Similar questions were sent out to all the chambers of commerce in regions where river and harbor improvements are sought through congressional appropriation. The answers forwarded from Portland follow:

1.—Do you consider "the whole scheme of river and harbor improvements a humbug and a steal?"

Answer.—We do not. 2.—Would it be correct to apply this charge to the improvement of the Columbia and Willamette rivers? would this charge apply to other rivers and harbors in Oregon? To show how we feel about it, it need merely be stated that in nearly every instance we aid with money raised by the reduction on our own property. (See below.)

3.—Were the appropriations for these improvements secured "solely for the political advantage of some senator or representative in congress," and if so, whom?

Answer.—They were not. It is of course to the advantage of any public representative, and perfectly proper, for him to advance the common interests of the community he represents in every legitimate way.

4.—What benefits have been derived, or are expected to accrue, from the waterway improvements in your vicinity?

Answer.—The improvement of our rivers and harbors has brought direct and lasting benefit to the producers and consumers of this entire section. To the extent our rivers have been made navigable and our harbors improved the effect has been shown in reduced freight rates. The character of the improvement has been such that it has also had an effect upon charters and the movements of deep sea tonnage. The reduction in rates, as well as the effect on charters and ability to care for larger sized vessels, have entirely most largely to the producers and particularly the farming community. Our difficulty lies in the fact that improvements have not proceeded rapidly enough, and continuous work has been the exception rather than the rule.

5.—Are there any waterway projects adopted by congress or recommended by army engineers, with the facts concerning which you are entirely unfamiliar, and which you consider unwarranted? If so, please name them, and give the reasons for your conclusions.

Answer.—No. There may be cases where the nature of present conditions and the enormous growth of business, as well as the advance in the fact that improvements have been originally planned. Our very intimate knowledge of the work of the army engineers justifies us in saying that more conscientious, careful or qualified body of men represent the public than this highly trained corps. Our criticisms, if any, would be considered by some in the nature of a compliment. We sometimes think they are altogether unconservative in their recommendations.

6.—Kindly add any remarks or make any suggestions that occur to you.

Boy Mayor's Office Goes to Independent

Eugene J. Rich Elected Head of Juvenile Municipality; Abraham T. Weinstein Will Act as District Attorney.

Running independently and without the indorsement of any organization, Eugene J. Rich was elected boy mayor of Portland in the race for the head of the juvenile municipality, which closed Saturday night. He beat his nearest competitor, Herman Kentin, by 4051 votes.

His policy is "the best for the city all the time." He aims to work for a better city, and is a believer in municipal ownership of public utilities.

The results of the contest proved surprising, as Rich was a poor third Saturday afternoon. Before 5 o'clock he had only \$40 to his credit but before the ballot box closed at midnight \$129 had been collected and the votes deposited. He is the son of Mr. and Mrs. S. I. Rich, 50 North Fifteenth street.

Abraham T. Weinstein has been chosen district attorney, while the four commissioners have not been announced as yet. It is expected that the count will be finished this afternoon. The money raised by the contest will go towards paying off the mortgage on the Newsboys' home.

Two Girls Are Drowned. Modesto, Cal., July 13.—A launch capsized in the Tuolumne river, throwing into the water nine passengers, of whom Eva and Blanche Frothing, 15 and 20, drowned.

Streets of Paris Sink. Paris, July 13.—Many more bad cave-ins occurred in streets in the central part of the city as a result of heavy rain.

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COMMERCE CHAMBER ASKS FOR HEARING ON DECK LOAD TOLLS

Letter to President Followed Up by Appeal to Senators for Support.

SUBJECT IS IMPORTANT

Rules of Measurement of Ships Which Pass Through Panama Canal Called Discriminatory.

Appeal to Senators George E. Chamberlain and Harry Lane has just been made by the Portland Chamber of Commerce, following up a letter sent a few days ago to President Wilson, to establish the principle of holding formal hearings before toll rates are fixed on cargoes passing through the Panama canal.

The chamber points out that a discriminatory charge was made upon shippers through proclamation No. 1258, issued November 21, 1913. This gave out rules for the measurement of ships for the canal. Under article 7 of these rules, it is provided that tolls be assessed on deck loads, which the chamber alleges is contrary to the usual practice and contrary to the principle under which it is proposed to levy tolls generally on ships using the canal.

The attitude of the chamber is that, as the subject is of great importance to industries here which should be had at which informed persons may be given an opportunity to discuss the questions under dispute.

The chamber sent this letter to the president:

Letter Sent by Chamber. It is generally understood that these rules were prepared by Professor E. R. Johnson, who may have consulted, and doubtless did consult, with others before coming to his conclusions; but the chamber has no knowledge of anything in the nature of hearings or even discussions having taken place.

As there is to have this matter considered before the canal comes into general use, we would respectfully suggest that it would be well, and certainly more satisfactory to all concerned, if, before the rates finally become effective, public hearings were held upon this question before some tribunal appointed by you to pass upon this matter after hearing both sides.

Important to Entire Coast.

You are, of course, aware that in the fixing of rates by the railroads the duty has been imposed upon the Interstate Commerce commission after full hearing to pass upon the questions within its jurisdiction. The tolls being a charge upon the cargo, the reasonableness or unreasonableness of any rules fixing them, if attacked, it seems to us, might well be the subject of a hearing, and we have no knowledge of any particular question is one of immense importance to the entire Pacific coast.

Butter Contest to Be Held at Fair

Purpose of Competition Will Be to Determine Best Cow in Eastern Clackamas; Specialists to Speak.

Estacada, Or., July 13.—A two-day butter contest, to determine the best cow in this district from the standpoint of amount of butter produced, will be a special feature of the East Clackamas fair, to be held at Estacada September 8 and 9. Oregon Agricultural college specialists will lecture and there will be industrial club exhibits and competitive grange exhibits. The first annual premium list, a 32 page booklet, has just been issued. No entry fee will be charged exhibitors and ribbon prize awards will be made.

In livestock, agriculture, women's work, poultry and juvenile divisions. The program for the two days will include demonstrations of cooking and fruit canning. The Estacada and Springwater baseball teams will play a two game series.

The officers of the East Clackamas fair association, recently organized, are as follows: President, John Ely; vice president, F. J. Harkenrider; secretary-treasurer, Mrs. A. W. Botkin; and superintendent of the fair, Burgess F. Ford. These, with James Shipley, Ed Shearer and F. B. Guthrie, compose the board of directors.

French Exhibit at Fair. Paris, July 13.—The senate has indorsed a bill, already passed by the deputies, appropriating \$400,000 for an exhibit at the San Francisco fair.

Journal Want Ads bring results.



Come on the Run, Men-- A Moyer Sale

Here's another of those history-making bargain events Moyer delights in giving you every now and then. It's far and away the biggest economy opportunity you've had this year. One line tells the tale:

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All are Moyer's regular \$15, \$20 and \$25 Suits; many of them bear the labels of some of the best clothes-makers in the land. You can't put \$5 to \$15 in your "jeans" any easier. All ready? On your mark! Set! Go!

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Oregon Humane Society

67 Grand Ave. N., between Couch and Davis. Phone East 1423, B-2513. OPEN DAY AND NIGHT. Report all cases of cruelty to this office. Local chamber for small animals. Horse ambulance for sick disabled animals at a moment's notice.



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BOSTON	\$110.00	108.50
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Editors Meet Saturday. Cottage Grove, Or., July 13.—The quarterly meeting of the Willamette valley editors will be held at Dallas next Saturday with the Dallas editors and Commercial club as hosts. Secretary Elbert Bede of this city has issued a call for the meeting which states that "The Place of the Newspaper in Politics and Its Duty Towards Legislation" and "Free Publicity" will be the only subjects discussed.

The liner Victoria will return from Alaska via Pavloff, Shishaldin and Katmai volcanoes in the hope that these fire-throaters may be seen in action.