

REV. CHARLES H. HOXIE, PIONEER CLERGYMAN, DIES AT WILDERVILLE

Came to Oregon in 1855; Settled in Rogue River Valley; Well Known Throughout State.

Medford, July 21.—The older residents of Medford, the Rogue River valley and Southern Oregon will learn with regret of the death at his home at Wilderville, Josephine county, last Sunday night, of the Rev. Charles H. Hoxie, well known retired minister and former resident of Medford and the valley for many years. He was 81 years old.

Charles Henry Hoxie was born in Dartmouth, Mass., on December 22, 1838. In 1855, with other members of his family, he moved to the Rogue River valley, coming overland to San Francisco, and from there to Portland by boat, continuing the journey with horses.

COST BASE FOR RATES ATTACKED

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under grade and favored Portland, someone observed. MILEAGE GOVERNS SOME PLACES Teal pointed out a number of interior stations where mileage governs the rate, even under competitive conditions, and accused Mr. Blakeley's commission that "chaos" had not resulted.

Teal—Are we to infer from what you said that a mountain haul makes no difference?

Blakeley—No, I said that we should give the benefit of the eastward haul to Pasco, down the slope of the Cascades as against the haul up the S. P. & S.

Teal—In what instances have you used cost in ratemaking?

Blakeley—I don't know that I ever used cost in ratemaking.

Teal—Do you consider use of cost desirable?

Blakeley—Yes.

Teal—Can cost be determined?

Blakeley—No, no exactly.

Teal—Should grades and curves be considered?

Blakeley—Yes, when excessive, as for example, the Camas Prairie line with a 4 per cent grade.

Commissioner Eastman—Have the transcontinental lines ever taken into account grades and curves?

COMMISSIONER ASKS QUESTIONS

Blakeley—No, that is a different matter. On the transcontinental lines the rate has always been what we could get. We used to charge arbitrators for mountain lines and for crossing the Columbia, but all that has disappeared.

Eastman—Should grades affect rates?

Blakeley—For short hauls.

Teal asked him if, in the transcontinental lumber rate case, the Great Northern and Northern Pacific hadn't asked for higher rates because of mountain hauls.

Blakeley admitted they had.

TESTIMONY MILLION WORDS

A million words to prove a truth and unsaid a fallacy?

That will be the Columbia rate case record, according to the estimate of In-

terstate Commerce Commissioner Henry Clay Hall, chairman of the hearing.

He, of course, has spoken only of the number of words, judgment as to the justice of the Columbia basin cause being reserved for the day when the national rate making body announces its decision.

Chairman Hall says that he and his associates, Commissioners Daniels and Eastman, listen to an average of 90,000 to 120,000 words a day.

"And that is some tax on the attention capacity of any man," he observed.

ISSUE REALLY SIMPLE

Yet the simple issue is: It costs less to haul freight along the Columbia water grade than over the mountains, therefore the freight rate should be less for the water route.

Stranger yet, no one during the week in Portland or the three days in Seattle, has attempted to deny the basic proposition.

Arthur C. Spencer, of counsel for the railroads, for example, says the lower cost of water grade haul is "axiomatic."

C. A. Hart, also for the railroads, who, by the way, is conducting the carriers' case on a high plane, even if he is against the interests of the Columbia basin, seeks constantly and cleverly to establish that cost of service isn't much of a factor in rate making, after all.

SOUND PORTS STAND TOGETHER

Seattle and Tacoma, in a way of speaking, throw back their heads and

utter that untimely ha, ha, in which the humor is all on one side. They disagree about the name of Mt. Ranier-Tacoma and they have a lot of other unsettled scores, but they agree that to give the inland empire producers the priceless privilege of marketing their grain on Puget sound is worth all the artificial rate equalization ever hailed from the depths of transportation iniquity.

"Equalized Community Competition" is the slogan of the sound cities, equalization in their meaning the removal of their handicaps, even if the cost, which some one has to pay, falls upon shippers and upon the ports benefit of the benefit of natural advantages.

One who walks for an initiatory day to two up hills down Seattle's semi-perpendicular streets realize why they can scoff at mountain grades.

JOURNAL CONSISTENT CHAMPION

Although to make the statement does not lessen the responsibility of the others, The Journal is the only big newspaper of the Oregon country or anywhere else, that has fought unceasingly and unflinchingly for the cause of the Columbia basin and the ports of the Columbia. To listen to the innuendoes of some of the railroad lawyers and Puget sound newspapers and attorneys, one would think that some sort of stigma attaches to a fighting loyalty to the region that butters your bread and the community you know as home.

The Wednesday afternoon session brought to the witness stand two gen-

eral freight agents, Harvey Loundsbury, of the O-W. R. & N., and imperturbable Henry Blakeley, of the Northern Pacific.

Mr. Loundsbury had a strenuous three hours. He testified that the rates of his road to Portland are low, oh, very low! Almost non-remunerative, in fact.

TEAL GETS OPENING

It was an opening that J. N. Teal welcomed with a Jack Dempsey uppercut.

"How, then, can the O-W. R. & N. afford to haul livestock from Pendleton to Portland, 216 miles, and on to Seattle, 186 miles farther, at the same rate as to Portland? How can the O-W. R. & N. afford to split revenue with the Northern Pacific at Wallula and North Yakima for Seattle consignments? How can the O-W. R. & N. afford to haul lumber to Arlington at the same rate as to Pendleton?" he asked rapidly.

Mr. Loundsbury's answer, after some delay, was, "That is the penalty of meeting competition for long distance points."

"But can you afford to go after this long distance competitive business and neglect local traffic?" pressed Mr. Teal.

"That depends on our best judgment as to whether we win or lose," countered Mr. Loundsbury.

CRUX STATEMENT MADE

The witness also offered a statement largely depended on in the railroads' defense.

He said that the rate of 15 cents a

hundred from Lind on the main line of the Northern Pacific, 311 miles to Puget Sound, was established by order of the Washington public service commission, that the rate of 15 1/2 cents from Walla Walla, on a branch line of the Northern Pacific, 311 miles to Puget Sound, followed the normal rate of the O-W. R. & N. to Seattle, and that, consequently, the claim is unavailing that a rate of 13 1/2 cents to the Sound, if reasonable, is excessive to Portland.

In cross examination former Governor West brought from Mr. Loundsbury that the Lind rate originally was based on the rate to more distant Ritzville, that the Walla Walla rate was fixed by conference of the presidents of the Great Northern, Northern Pacific and O-W. R. & N., and that when the Washington commission's distance tariff order became effective, it resulted in general reductions of all existing rates so that Lind remained relatively higher.

Mr. Blakeley first offered evidence which amounted to a railroad restatement of the often repeated proposition that the Liverpool grain prices is normally the basic price and from it charges of transportation are deducted in paying the grower. He had, however, reached the conclusion that for the water grade to be a differential would operate against the interior mills that enjoy a milling-in-transit rate.

He made a statement intended to re-assert the position that the Northwest rate structure is built on the Northern Pacific, longest and steepest line to the coast. When the Northern Pacific was

originally built, and before it reached the Sound, said he, a rate was made to Portland via what is now known as the O-W. R. & N. When the Northern Pacific reached Tacoma in 1887, the rate published was the same as to Portland. Until 1890 a differential was applied against Seattle.

Mr. Blakeley did not refer to the fact that subsequently the Washington public service commission's distance tariff order, applied only to the Northern Pacific, had been followed by other lines in order to equalize competition between communities.

British Press Greet Warming News Troops Ordered From Russia

London, July 31.—Many newspapers today hailed as favorable news, the announcement of War Secretary Colonel Winston Churchill, in the house of commons, that all British soldiers will be out of Russia within a few months.

"Even with the government undertaking to do the sensible thing, we must watch carefully the gambols of Colonel Winston Churchill, for there is too much of the 'war lord' about him," said the Daily Express.

The Daily News took the attitude that "it is better to feed Russia than to fight her."

Contract for Second Eugene Plant Unit Let; First Nearly Up

Eugene, July 31.—With the first unit of the new plant of the Eugene Fruit Growers' association almost complete, the contract for the second unit has been let to Stein Brothers, local builders.

The new building will cost between \$8000 and \$10,000 and will be used as a storage plant. Its dimensions will be 40 by 96 feet.

The first unit, which is almost completed, will be used as a green fruit storage warehouse this fall and next year will be made the cannery proper. The association plans to enlarge the plant.

Zealandia Arrives With Nearly 2000 Overseas Soldiers

New York, July 31.—(I. N. S.)—A field up and broken propelled transport Zealandia arrived from Brest today two days overdue. On board were the thirtieth field artillery of the fourth di-

vision, 60 officers and 1470 men, and the 112th ammunition train, 15 officers and 420 men. The artillery unit, which fought at Chateau-Thierry and in the Argonne forest, was commanded by Colonel Wright Smith, who won the distinguished service medal and the croix de guerre.

GIRLS! USE LEMONS FOR SUNBURN, TAN

Try it! Make this lemon lotion to whiten your tanned or freckled skin.

Squeeze the juice of two lemons into a bottle containing three ounces of orchard white, shake well, and you have a quarter pint of the best freckle, sunburn and tan lotion and complexion whitener at very, very small cost.

Your grocer has the lemons and any drug store or toilet counter will supply three ounces of orchard white for a few cents. Massage this quickly fragrant whitener into the face, neck, arms and hands and see how quickly the freckles, sunburn, windburn and tan disappear and how clear, soft and white the skin becomes. Yes! It is harmless.—Adv.

Read "Out o' Luck" by Oswald Biltmore—It's Sure Funny—75c per Copy—The Book Shop, Main Floor

We Give S. & H. Stamps With Purchases Amounting to 10c or More—Trading Stamps Given on All Charge Accounts if Paid in Full on or Before the Tenth Day of the Succeeding Month

Olds, Wortman & King The Standard Store of the Northwest Reliable Merchandise—Reliable Methods

Sale Extraordinary 300 Women's Tub Dresses

Muslin Underwear Underpriced Manufacturers' Samples At About Factory Prices

Special Shipment Just Received In the Garment Salons, Second Floor

65c to \$1.00 Neckwear At 35c

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Girls' Wash Dresses

Girls' Coats At \$5

Boys' Suits, Special \$6.75

Basement Millinery Sale

Model Grocery

Royal Baking Powder 39c

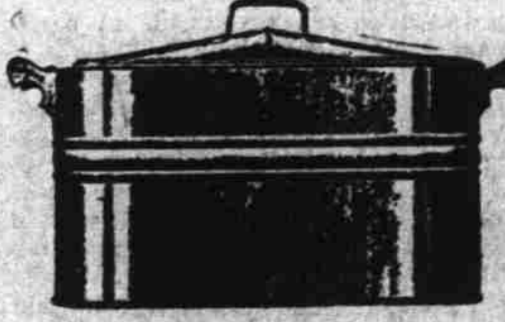
White New Cloth 25c Yd.

\$7.50 to \$10 Sport Hats Special \$5

Millinery Salons Second Floor

Wash Boilers \$2.59

Fruit Jars and Accessories



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have a well deserved reputation as a safe and effective remedy for stomach ailments. They are

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helpful in bilious attacks, sick headache, dyspepsia, heartburn and constipation. They act gently and surely on the organs of elimination, purify the blood, tone the system and very quickly

Strengthen Digestion

Largest Sale of Any Medicine in the World Sold everywhere. In boxes, 10c., 25c.

For Itching Torture

There is one remedy that seldom fails to stop itching torture and relieve skin irritation and that makes the skin soft, clear and healthy.

Any druggist can supply you with Zemo, which generally overcomes all skin diseases. Eczema, itch, pimples, rashes, blackheads in most cases give way to Zemo. Frequently, minor blemishes disappear overnight. Itching usually stops instantly. Zemo is a safe, antiseptic liquid, clean, easy to use and dependable. It costs only 35c; an extra large bottle, \$1.00. It will not stain, is not greasy or sticky and is positively safe for tender, sensitive skins.

The E. W. Rose Co., Cleveland, O.