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### FULL LEASED WIRE TELEGRAPH REPORT

#### EASTERN REPRESENTATIVES

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### PORTLAND'S HARD PROBLEM

The recent ruling of the Interstate Commerce Commission discontinuing competitive water rates on transcontinental traffic hurt all the coast cities, but Portland, worst of all. It is a case of "hoist with their own petard." In order to control trade within certain areas or districts naturally tributary to these coast cities, the rule was made that they because the railroads entering them were in competition with ocean rates, were entitled to rates on the roads that would permit them to do business and meet such competition. In other words the terminal cities were given rates lower than inland cities which these same roads ran, and through which freight consigned to them, had to pay the rate to the city to which they were tributary and the local rate back. The rate to Baker City, for instance, from New York, was the through rate from New York to Portland plus the local rate from the latter to Baker City.

It will be seen that this was a good business deal for Portland, which got low rates and secured the business of Baker City. This was done at the expense of the Baker City merchant first and the merchants' customers finally. The system levied toll on all consumers within a certain radius for the benefit of Portland in this case, but it applies to every coast city where ocean freights are landed.

The ruling of the interstate commerce commission spoken of is inexcusable so long as the system is recognized as the correct one. It was simply a turning of the public over to the railroads and inviting them to help themselves.

If the railroads could haul freight to Portland from Chicago at a given rate while ships were delivering it at that rate, and make a profit at it, why can they not haul the same freight over the same route at the same price when the ships quit business? The answer is they can. The other answer is that the commission deliberately turned the public over to the railroads to do as they pleased with it, and the railroads at once proceeded to do it.

The trouble with Portland is that she is between the devil of Spokane and the deep blue sea of Astoria and the Sound. Her contention is that having a river level and a shorter haul she should be entitled to lower rates than Astoria or the Sound. Her reasoning is sound and under all the laws of fair and equal treatment she should have preferential rates over either of these places.

But suppose her contention is allowed? Will not The Dalles, Baker City, Spokane and every other city along the line from Chicago to Portland be entitled to a lower rate than Portland? If so these interior cities can get their freight from Chicago cheaper than by purchasing in Portland, which they could for the reason that they would have a lower freight rate from Chicago than Portland would have, and besides would not have to pay the local freight rate from Portland on top of it. Hence if Portland wins her contention she will lose unless the interstate commerce commission with its great power simply discriminates in favor of Portland. Under the present arrangement Astoria gets the same rates as Portland and is therefore in better position to control ocean shipping than Portland handicapped with towage and other charges. Portland is surely up against a hard proposition.

This is from the Oregonian's report of Hughes' Tacoma speech: "The anti-dumping provision of the pending revenue bill was discussed by Mr. Hughes. 'I had some experience with statutes,' he said, 'and if that statute works it will be a tremendous surprise to me.' Possibly this law is as badly muddled as the decision of the supreme court in the O. & C. grant land case, handed down while Judge Hughes was a member of the bench. If he understands what himself and colleagues intended to say in that decision it is more than anyone else who has read the decision has been able to do."

When Hughes gets back to Portland from his trip along the Columbia, he may realize that he has been traveling along the rugged edge of a tremendous bluff.

### OUR SELFISH, SHORTSIGHTED METROPOLIS

While discussing Portland's hard lines it might be well to add that little sympathy is being given her by the balance of the state. She has so conducted herself time out of mind that she has few real friends in Oregon. In her shortsightedness she has reached after every industry started in the state, grabbing it for her self and wanting it within her city limits, utterly forgetting that her growth she overlooks and neglects all the little civic decencies of the cities of the state that are naturally tributary to her.

With a half dozen cities in the state of from 50,000 to 100,000 population each, Portland would have her business doubled and trebled. The doubling of the population of the Willamette valley would much more than double the trade between this section and Portland, but she cannot see it that way. She wants everything within her limits, and has been trying to lift herself into renown and greatness by her bootstraps. She has not succeeded and she never will until she changes her methods and remembers there is part of the state outside of her boundaries.

She overlooks and neglects all the little civic decencies that make for respect. A case of it is on today, when Mr. Hughes touring the country after votes, is held up by Portland and to his own political injury, taken up the Columbia instead of on a trip through the valley and giving hundreds who desired to see him the opportunity. It is such indecency to the balance of the state, such a disregard for civic goodfellowship that has caused much dislike for Portland among those who would really like to love her if she would so act that they could. But liking is not engendered by ill treatment, nor respect by neglect and contempt openly expressed.

The following is from the Oregonian's report of Candidate Hughes' Tacoma speech:

"Mr. Hughes reviewed Democratic tariff legislation and the Democratic platform plank of 1912 relating to the tariff. Our opponents said they would reduce the cost of living, he said. Behold the result."

We presume from this remark that Mr. Hughes, if elected, promises to reduce the cost of living; well, how does he propose to do it? By reducing the prices farmers are getting for wheat, livestock, butter and eggs? If not, perhaps Mr. Hughes as president would enact laws tending to reduce the cost of manufactured goods, thus reducing the price of clothes which would affect the cost of living; but how would such laws conform to the vaunted policy of protection to the workingman? Low prices for clothes or any other goods must of necessity mean lower wages for the men and women who make them. Just how Mr. Hughes would reduce the cost of living without affecting the income of the farmer or the workingman would be interesting to the people of the country if he would explain his plan in detail.

The threatened strike still lowers, but there are a few breaks in the clouds and it is still hoped a peaceful settlement will be reached. President Wilson is devoting his entire time to getting the disputants to agree, or at least agree to let some board or tribunal settle their troubles for them. Arrangements are such that the both sides will call on the president again today. It is understood that arbitration in any form has been dropped as the men will never consent to it, and that some other plan will be tried at the meeting today when the 600 delegates meet the president. The greatest contention, that for an eight hour day, has been conceded by the railroads with the understanding that the question of over-time will be taken up later. This in a measure passes the buck up to the men. President Garretts of the conductors' brotherhood, says the men will do all possible to avoid a strike, and with the parties discussing the question in a friendly way it looks as though an agreement must be reached.

In a foreclosure suit recently filed in which the sum sought to be collected is some \$15,000 an attorney's fee of \$1,000 is provided for. Just why such a fee should be demanded is one of the things the layman cannot understand. To foreclose a mortgage for \$1,000 requires as much work on the part of the attorney as one ten times that sum, yet the fee for foreclosing the one is ten times as great as for doing the same work on the other. Maybe the attorneys understand why but the outsider can see no reason for the difference.

Forest Grove physicians have filed a complaint with the public service commission charging that the Independent Telephone company employs boys for the hello work at night and as they work at some other job during the day the youngsters go to sleep and patrons have to go to the central office and wake them up to get wanted numbers. Under these conditions the service is not a public convenience but they call it instead an unmitigated nuisance.

Great Britain goes to some trouble to tell Secretary Lansing how neutral mail is examined, and points out that supposed letters and newspapers proved to be contraband goods in disguise. That may account for the fact that \$255 in good money was missing from a letter after the English examiners got through with it. The money was contraband.

David Crabtree and Barbetta Marx were married a few days ago at Pacific Grove, California, after being engaged for thirty-two years. He is 71 and the bride 60. It took a long time for this "Love's young dream" to come true, and it lacked but little from being not a dream but a nightmare.

### STATE HOUSE NEWS

The following cases are announced for hearing by the supreme court at the September term: September 5, Foreman vs. School District, Columbia county; State ex. rel. vs. Evans, September 6, Coates vs. Smith; Sorley vs. Breuningshoven, September 7, Lane vs. Ball; Woods vs. Dunn, September 8, Stennick vs. J. K. Lumber company.

A complaint has been received by the public service commission from a number of physicians at Forest Grove. They want a night operator at that town's telephone exchange. They say that the present night service consists of boys who work at other jobs in the daytime, and that it is often necessary to go to the exchange and wake up a boy before it is possible to obtain telephone service.

Eighteen of the scales used in Tillamook county creameries and cheese factories have been condemned by District Sealer Jones, according to a report received by State Sealer Buchelt. During his trip through Tillamook county Jones made a total of 600 inspections. Twenty-five scales were adjusted and 125 were corrected and sealed.

Mark V. Weatherford of Albany, nominee for congress from the 1st district on the democratic ticket, has filed with the secretary of state a petition for nomination on the prohibition ticket also.

Application has been made to the public service commission by County Judge Busbey for Marion county asking permission to construct two grade crossings over the tracks of the Oregon Electric railway at Fargo station.

An application from the Great Northern Express company for authority to apply a greater rate on fresh fruits and vegetables from Tigard to Salem than now prevails from Portland to Salem has been set for hearing at the Portland office of the public service commission September 14. The present rate on fresh fruits and vegetables from Portland to Salem is 35 cents a hundred. The rate desired from Tigard to Salem is 40 cents a hundred.

The public service commission issued an order this morning granting the Portland & Oregon City Railway company permission to construct its line across various streets, highways and other railway lines in Portland and vicinity.

The industrial accident commission took immediate action on the application received yesterday of Mrs. Carrie Otto, whose husband lost his life July 31 at Portland by falling into a vat of boiling glue. The commission decided that the applicant is entitled to compensation under the law. She will receive \$30 a month during her widowhood and the amount set aside to meet her individual payments is \$4,461.31. Each of her three children will receive \$6 a month until they arrive at the age of 16. If Mrs. Otto and her children live to their expectancy, they will have been paid \$10,935.00 from the state insurance fund.

The following companies filed articles of incorporation at the office of the state corporation commissioner this morning: The Oregon Film company, of Portland, with a capital stock of \$50,000; Bronson Motor Equipment company, of Portland, \$10,000; Oregon Commercial studio of Portland, \$1,000; Wah Lee Yeum company, of Portland, \$4,998. A certificate of dissolution was filed by the Pacific Tire and Supply company, of Portland.

A petition of the Valley & Siletz Railroad company for permission to cross certain streets and highways in Polk county has been filed with the public service commission.

### THE TATTLER

Hughes isn't the only easterner who has come to Oregon and missed seeing the best of it.

Yesterday was quite a lively day considering how quiet it was.

Almost two days of deer shooting gone and every guide still intact.

A Salem woman who stated that she hadn't a word to say was quite correct. She had two thousand six hundred words to say, as near as the hearer could estimate.

Whether or not no news is good news depends much on the point of view.

Local optimists are coming out strong on the baseball situation. It is a situation requiring strong optimism.

### STANDARD CUTS GASOLINE

St. Louis, Mo., Aug. 16.—The Standard Oil company today announced a one cent cut in gasoline prices in St. Louis. The price for the best grade today is 21 1/2 cents. Second grade sold at 20 cents.

### CASTORIA

For Infants and Children  
In Use For Over 30 Years  
Always bears the Signature of *Chas. H. Hitchcock*

## Tuxedo Fans by Walt Mason

Tuxedo fans are always loyal to that one brand, superb and royal. They say, "What is the use of trying the other kinds, and sample buying? We know Tuxedo can't be beaten; it's good as bread, when bread is wheat; it keeps us all in cheerful humor, and makes of each an ardent boomer; it with a blissful peace appoints us; Tuxedo never disappoints us. It is the worker's one consoler, when Business, with its big steam roller, has run him down and left him jaded, with all his dreams and prospects faded. 'Tis then Tuxedo smooths the wrinkles, and to his sad eyes brings the twinkles, and braces him for future battles, down where the loom of commerce rattles." These fans are found in every station, in every trade and occupation; the able jurist and the baker, the boss of many a rolling acre, the butcher, as he sells his rasher, the banker and the haberdasher, the cattleman in far Laredo, all pin their faith to good Tuxedo.



Walt Mason

## Rippling Rhymes by Walt Mason

THE ROAD HOG  
The road hog drives his team of mules along the middle of the way, oblivious to all the rules that govern every decent jay. Behind him, in your car, you ride, and toot upon your horn a blast, expecting him to turn aside, and give you room to journey past. The road hog slowly looks around, perched on the summit of his load; he does not heed the warning sound, he holds the middle of the road. And you must trail along behind, still tooting in an angry pitch, or else with murder in your mind, get past by plunging through a ditch. The road hog makes you sore and hot, but there is nothing you can do, for if you plug him full of shot, a rustic cop will collar you. When folks in motor cars offend, or violate some trifling law, they have no advocate or friend—a full, round punishment they draw. But some old rube can hog the road, and bring disaster to our cars, and jays will throng to his abode to hand him nose-gays and cigars.



Walt Mason

Instead of chasing those escaped prisoners, the governor might save the expense by paroling them, the Oregonian won't object.

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