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cret agreement among the fuel dealers of Portland, in the opinion of Ivan Humason, special city investigator, who filed a lengthy report yesterday with Mayor Baker reciting this; also the fact that Portland faces a serious fuel

of a year ago. This figure is concurred in by D. C. Zink, who handles the cord-wood transportation business for the Portland Railway, Light & Power Company.

## Mayor Calls Meeting of Fuel Men.

As a result of the fuel shortage and the other conditions, Mayor Baker has called a meeting of all fuel dealers for 4 o'clock tomorrow afternoon in the City Council chamber at the City Hall, at which they will be given a hearing. Mr. Baker will attempt to get from them an agreement on the price to be charged for fuel next Winter.

It is planned to have the city enter the fuel business unless the dealers are willing to agree on prices that will not be exorbitant during the Fall and Winter. Mr. Humason reports that he has made arrangements whereby the city can at any time step in and take the entire output of three coal mines for local sale. Assurance has been received from the railroads that good rates will be given and tests have been made of the fuel offered and it has been found good.

"After thorough investigation of the fuel condition of the city of Portland I beg to submit the following report: "In my opinion, there is no trust, combination or secret agreement be-tween the fuel dealers of the city of Portland. The existing conditions were brought about by two things-the high

shortage of cordwood as a result thereof. "A year or two ago cordwood could have been contracted for \$1 per cord— this season it costs \$1.50 and \$1.75 per cord. Then there were plenty of horses to haul the wood, 'swamping' is the term used, from the timber to the railroad. This year they report that all the large horses have been

thus increasing the cost. producers