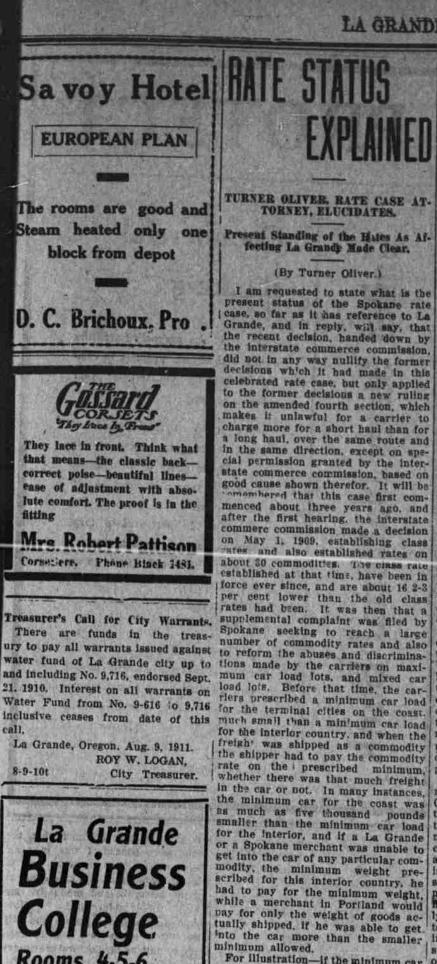
LA GRANDE EVENING OBSERVER, MONDAY, AUGUST 14, 1911.

PAGE 7



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all.

Rooms 4-5-6 For illustration-if the minimum car Foley Buildi :g Term begins August 15th Shorthand Typewriting being the minimum car to Portland. lic and certified copies sent out. This There was a discrimination also, in last decision recognized the general

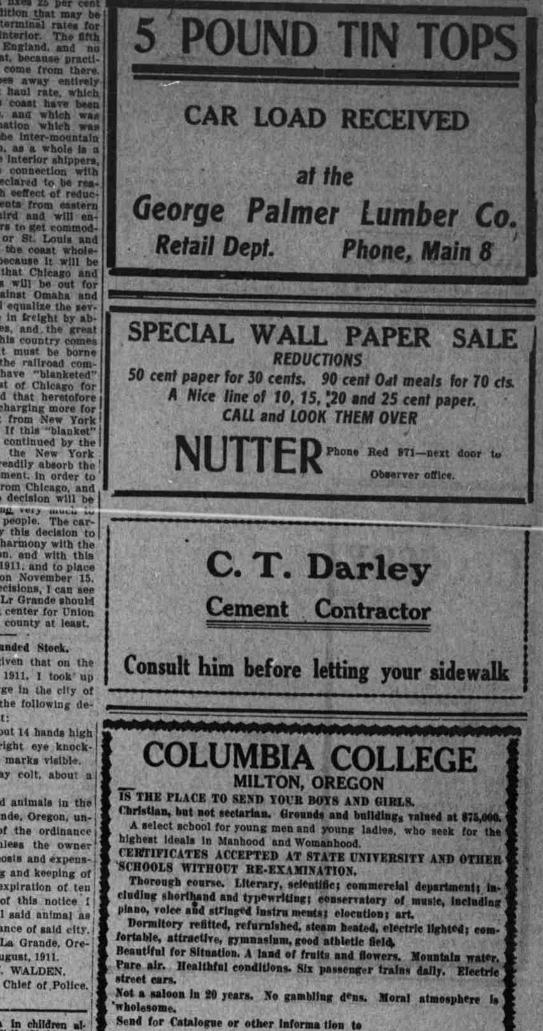
terstate commerce commission banded down its decision on June 7, 1810, in which it mescrihed rates on about 550 separate commodities which cov-ered the built of the traffic from the east to this coast, but it must be borne in mind that the railroad companies have made commodity rates to the dity rates to the coast on about 1.350 separate commou-ities, so that the coast would still have an advantage over the interior on about 800 commodities. In ren-dering this decision, the commission recognized water competition as not only possible, but actual, on shipments to the coast cities, and therefore al-lowed the terminal rates to be regulated by the railroad companies, on the basis of water competition, but charged it was unreasonable for these companies to charge the high price for the local back haul which was never made. The general reduction in rates, prescribed by the commission in that decision would average about 33 1-3 per cent on the 550 commodities which it passed upon. These prescribed rates were to have gone into effect lin October, last year, but in the meantime congress amended the fourth sec. tion of the interstate commerce law. making it unlawful for the carrier to charge more for a short haul than for a long haul, over the same route and state commerce commission would per mit them to do so for good and suf-ficient cause shown, and immediately there after about 13 transcontineninterstate commerce commission to suspend the amended fourth clause. For illustration—if the minimum car load of furniture was 20,000 pounds at La Grande, and 15,000 pounds at Portland, there was a discrimination of 5,000 pounds made in favor of Portland, and if the La Grande mer-chant was able to get only 15,000 pounds in the car, he would have to pay for 20,000 pounds, because that while the Portland merchant would have to pay only for 15,000 pounds. on all coast shipments and asked that have to pay only for 15,000 pounds. July that the decision was made pub-

Ior country that they allow to the case. In the summer of 1909, and went to Spokane in October, and tried the case there. Our interests were largely in harmoury with those of Spo-ane. There were a large number of intervences especially railroad com-punes, acting as defondants. As the case finit started, it was a fight or the transmission fines for and the second back haul rate, which distance over fix lines from St. Prad-the Spokane would be 700 or 800 miles how ophins, but if they chose to com-pute for the traffic the same rates witch the commission or store the same consideration precise to about the const thies as a scheaply as the const thies are all outer would be 700 or 800 miles how points, but if they chose to com-pute for the traffic the same rates witch the commission would necks witch the const base for and traffic the same or shipments from eastern of the traffic they would necks witch the commission would prescrib for the traffic the same rates which the commission would prescrib for the traffic the same rates which the commission would prescrib for the traffic the same rates which the commission would prescrib for the traffic the same rates which the commission would prescrib for the traffic the same rates which the commission would prescrib for the traffic the same rates which the commission would prescrib for the traffic the same rates which the commission would prescrib for the traffic the same rates which the commission would prescrib for the traffic the same rates which the commission would prescrib for the traffic the same rates which the some the same rates in the some the some the some the same consideration as was first for the some the same traffic the some rates the some the same rates which the commission would prescrib for the some the same traffic the some the some the some the same traffic the some th merchant will very readily absorb the seven per cent increment. In order to get the trade away from Chicago, and the net result of the decision will be very far reaching and very much to the advantage of our people. The car-riers are required by this decision to prepare schedules in harmony with the June 7, 1910, decision, and with this decision of June 22, 1911, and to place the same in effect on November 15. 1911. Under these decisions, I can see no valid reason why Lr Grande should not become a jobbing center for Union county and Wallowa county at least. Notice of Imopunded Stock. Notice is hereby given that on the 7th day of August, 1911, I took up while running at large in the city of La Grande, Oregon, the following described animals, towit: One white mare about 14 hands high and age unknown, right eye knocked out, no brands or marks visible. One bald-faced gray colt, about a month old; in the same direction, unless the in- that I impounded said animals in the city pound of La Grande, Oregon, under and by virtue of the ordinance thereof and will, unless the owner tel railroads made application to the claims and pays the cosis and expenses of such impounding and keeping of said animals, at the expiration of ten will advertise and sell said animal as provided by the ordinance of said city.

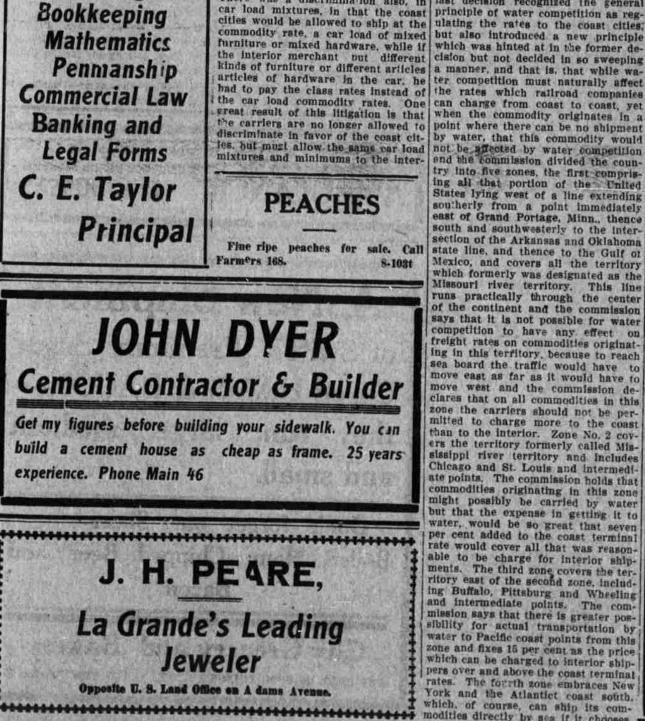
days from the date of this notice I Done and dated at La Grande, Oregon, this 9th day of August, 1911. J. W. WALDEN.

8-10-5t

For summer diarrhoes in children al-ways give Chamberlain's Colic, Cholera and Diarrhoes Remedy and castor oil, and a speedy cure is certain. For sale by au



H. S. SHANGLE, Financial Secy., Milton, Oregon



a car load of mixed but also introduced a new principle furniture or mixed hardware, while if which was hinted at in the former de cision but not decided in so sweeping kinds of furniture or different articles a manner, and that is, that while waarticles of hardware in the car, he ter competition must naturally affect had to pay the class rates instead of the rates which ratiroad companies the car load commodity rates. One can charge from coast to coast, yet sreat result of this litigation is that when the commodity originates in a point where there can be no shipment by water, that this commodity would not be affected by water competition and the commission divided the country into five zones, the first compris ing all that portion of the United States lying west of a line extending southerly from a point immediately east of Grand Portage, Minn., thence south and southwesterly to the inter-section of the Arkansas and Oklahoma state line, and thence to the Gulf of Mexico, and covers all the territory which formerly was designated as the Missourl river territory. This line runs practically through the center of the continent and the commission says that it is not possible for water competition to have any effect on freight rates on commodities originating in this territory, because to reach sea board the traffic would have to move east as far as it would have to move west and the commission declares that on all commodities in this zone the carriers should not be per-mitted to charge more to the coast than to the interior. Zone No. 2 covers the territory formerly called Mississippi river territory and includes Chicago and St. Louis and intermediate points. The commission holds that commodities originating in this zone might possibly be carried by water but that the expense in getting it to water, would be so great that seven per cent added to the coast terminal would cover all that was reasonable to be charge for interior ship-ments. The third zone covers the ter-ritory east of the second zone, includ-ing Buffalo, Pittsburg and Wheeling and intermediate points. The com-mission says that there is greater possibility for actual transportation by water to Pacific coast points from this zone and fixes 15 per cent as the price which can be charged to interior ship-pers over and above the coast terminal rates. The fourth zone embraces New York and the Atlantict coast south, which, of course, can ship its com-modifies directly by sea if it chooses,



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