

La Grande Evening Observer

MEMBER OF THE ASSOCIATED PRESS

VOLUME XXIV

SECTION ONE

LA GRANDE, OREGON,

SATURDAY, APRIL 23, 1921

SIX PAGES

NUMBER 171

LOWER RATES AND WAGES FORCASTED

SEMI-OFFICIAL REPORT SAYS RAILROAD LABOR BOARD WILL LOWER PAY

DROP IS EXPECTED EARLY PART OF MAY

If roads do not voluntarily lessen charges, Commerce Commission will act on own initiative; freight costs are also expected to drop.

(Observe Washington Bureau)

WASHINGTON, Apr. 23.—Lower rate on all railroads of the country followed by lowered freight rates, are now in sight.

The wage reduction will be announced, according to semi-official information between now and May 1 by the United States railroad labor board, which is now hearing the final arguments of the contentions regarding wages.

The cut will not be less than 11 per cent, and may be as much as 15 per cent, but no more. The length of time to be consumed in the argument may delay the decision a day or two, but in any event it is expected to be made by May.

Labor Expects Cut

Following this it is expected that the railroads themselves will voluntarily ask for reductions on certain lines of freight with the belief that additional traffic will result, and a greater income will be stimulated for the railroads, and this with the lowered cost of operation, will begin the restoration of normalcy in transportation.

Labor leaders are prepared for this reduction in wages, and while there will be vociferous objection, the new wages will make extraordinary efforts to stimulate increased freight and passenger building business to put into use the now idle railroad equipment, which has reached the highest levels known in the history of railroading. It is intimated in official circles that should the railroad executives not apply voluntarily for reduced rates on certain lines of freight and passenger traffic, steps will be taken to have the interstate commerce commission reduce the freight and passenger rates on its own motion under the power conferred upon it by the Esch-Cummings law.

Relief Plans Made

In this connection one of the next moves of the government in any event, and regardless of the outcome of the wage and rate reductions at the present time, will be the creation in the bureau of commerce of a bureau or division of transportation to represent the purchasers of transportation, both passenger and freight, and to spur the other agencies of the government and the railroad management of the country to favorable and prompt action for the relief of business and the stimulation of normal conditions of transportation of the country over.

Such a movement has been discussed with President Harding by Secretary Hoover, and will soon be formally announced.

Much of this will be indicated in the testimony that is to be taken by the senate committee on interstate commerce, which has been authorized to conduct an inquiry into the cost of operating the railroads.

Inquiry to be Made

Senator Cummins, chairman of this committee, has prepared to start this investigation May 1 and will probably continue his inquiry for at least ninety days, allowing the time to present their contentions regarding the present difficulties with the transportation system of the country.

Aside from such legislative action as may result, the information secured will be put at the disposal of the department of commerce for such action as Secretary Hoover may deem desirable. In this connection the shippers will have opportunity to present the prohibitive character of the present rates in many lines of industry and their suggestions for new rates, which will move commodities from one end of the country to another.

FARMERS HAVE SUSTAINED THE HEAVIEST LOSS

COMPARATIVE CREDITS COMMITTEE MAKES REPORT AT CONVENTION

Farmers have Taken Seven Billion Loss, When They Were Entitled To Five Billion More Credit

WASHINGTON, Apr. 23.—In the report of the comparative credits adopted today by a mass meeting of the National Farmers' Union, it is alleged that the farmers of the country have sustained a \$7,000,000,000 loss on their products and have received \$2,000,000,000 only in credits from the federal bank system, when they were entitled to \$7,000,000,000.

The chief cause given for the giant loss are: Unnecessary profiteering of the middlemen, arbitrary restriction by the federal reserve bank of credit, and the unnecessary rise in railroad rates.

The report declares that the total rediscunt of the federal reserve bank was \$14,000,000,000 and of this total, agriculture received 14 per cent, manufacturing 21 per cent, merchandising 25 per cent and speculation and miscellaneous 34 per cent. Of the primary deposits of the bank deposits agriculture furnished 50 per cent labor 20 per cent and other business 30.

The contention based on these facts shows that agriculture was entitled to \$7,000,000,000 instead of only \$2,000,000,000 and a recommendation was made that the law be amended to require the reserve bank credit in proportion to resources and deny credit to speculators. The rise in the railroad rates as the price of farm products fell, was pronounced as flagrant extortion.

WILL REDUCE FREIGHT RATE

PRESENT PRICE TO INTERIOR ALASKA IS \$350 TON

New Price Will be Within \$25, When Government Railroad to the Interior is Finished

ANCHORAGE, Alaska, Mar. 20.—(By Correspondence)—Rates on freight consigned to interior Alaska points will be reduced from around \$350 a ton, the present price, to within \$25 a ton, when the government railroad from tide-water to the "interior" is completed next spring, it is estimated here.

As a result, a great deal of mining machinery will be shipped to the interior, it is thought, and many dredge and frozen placer areas will be enabled to resume operations. At present the high freight rates on supplies and machinery make it impossible to operate at a profit.

For years much of the freight for Fairbanks, Nenana, Fort Gibbon, Ruby and other interior points has been sent by teams over trails from the seaport towns of Valdez and Cordova. During the summer some shipments went in by the long water route from Seattle to St. Michaels and up the Yukon River system, while other consignments were billed via Seattle to Skagway, across the mountains on the White Pass railroad and down the Yukon from White Horse.

Time and Cost Saved

When the railroad is completed, time and cost will be saved. Goods will be shipped from Seattle to Seward or Anchorage, the seaport town on the railroad and will be carried by the line across the mountains to Nenana and Fairbanks, two interior points both on the Tanana River, a part of the great interior river highway system.

Already on the portions of the road completed mining operations have increased. Fourteen outfits will mine with hydraulic machinery this year on Cache Creek, three ramp mills recently were erected on Willow Creek and place work on Valdez, Green and other rich creeks has been revived.

A Government coal mines at Eke and Chickadee which are connected with the main railroad by a branch line, have produced approximately 100,000 tons of coal and ready for railroad and domestic use. The foundation for a 4000-ton capacity coal cleaning plant is being laid at Sutton, where the Eke and Chickadee branches come together and when completed the new department will be invited to fill bunkers and begin distributing coal to Pacific stations. Any new bituminous coal veins have been found by

CONTRACTS ARE LET FOR ROADWORK

HIGHWAY COMMISSION AWARDS CONTRACTS FOR SEVENTY-SEVEN MILES' WORK

TOTAL OF \$828,172 TO BE EXPENDED

Security Construction Company, of This City, Is Given Two Contracts On the Old Oregon Trail; Boise Firm Secures La Grande-Joseph Contract.

PORTLAND, Apr. 23.—The state highway commission today awarded contracts for seventy-seven miles of road work, aggregating \$828,172. Virtually the last strip of pavement along the Columbia between The Dalles and the sea, of 12.6 miles was awarded to the Haver Construction company.

Contracts awarded by the highway commission today, for Union and Wallowa counties, include: Hot Lake-Union section of the Old Oregon Trail, surfacing, 5.93 miles, awarded to the Security Construction company, of La Grande, \$70,896.50.

Enterprise-Joseph section of La Grande-Joseph highway, surfacing, 8.23 miles, awarded to Morrison and Knudson, of Boise, \$84,905.

A telegram was read to the commissioners from the Union County Ad Club complaining against the large number of foreigners which were being brought in to work on the highway work between La Grande and Kamela.

It is stated that 800 citizens of Union county are out of employment, while the Austrians, who are not citizens, are being brought in and given work, part of which is paid for by the Union county bond issue.

FATHER'S LOVE TOKENS CAUSE WATCH ILLS.

COLUMBUS, O., Apr. 23.—"Bill" Blank, a student at Ohio State University, rushing into the university jewelry shop, asked the proprietor why his watch wouldn't run. "Well, I'll tell you," said the jeweler. "It has three small pictures of girls, two long blonde hairs, one brunette hair, not quite so long, a little talcum powder in the differential, a wee piece of ribbon and the remnant of a powder puff."

The jeweler exhibited the love tokens to Bill.

Looking sheepish and expressing astonishment, Bill said:

"Gee, I don't know how they got there. I just received the watch from my dad."

Bill Haywood Is Now In Russia As Head Propagandist

CHICAGO, Apr. 23.—Three federal officials said today that they had received information that "Big Bill Haywood," former I. W. W. chief, who is believed to be in Russia had gone there to become head of the propaganda bureau of the soviet government.

WALLOWA MAN IS KILLED

WHEELS OF WAGON PASS OVER BODY

H. O. McClaren Meets With Fatal Accident Monday—Relatives Expected to Arrive Today

WALLOWA, Apr. 23.—H. O. McClaren, who had a farm on Diamond Prairie just across Bear Creek, was killed Wednesday morning by falling from a load of hay, the front wheels of the wagon passing over about the middle of his body.

Mr. McClaren was at the farm of E. F. Johnson in Lower Valley for a load of hay, and after the wagon had been loaded, he started to climb up the Jacob staff at the front end when it gave way and he fell between the team of spirited horses. They jumped forward and threw him under the front wheel. Mr. Johnson grabbed the team and stopped them, but not until the wheel had passed over Mr. McClaren's body. The injuries were such that Mr. McClaren lived only about 15 minutes.

About a year and a half ago Mr. McClaren came out from New York on a visit with his brother, C. A. McClaren, and liking the country and climate so well, bought a small farm home on Diamond Prairie.

Mr. McClaren was about 54 years of age and is survived by his widow, two sons, Claude of Pennsylvania and Joe of New York, his brothers C. A. of Wallowa and W. A. of Minneapolis, who with his wife will arrive in Wallowa today.

SPEAKER IS NOW CHOSEN

CORVALLIS, Apr. 23.—Dr. Henry Suzzalo, president of the University of Washington, will give the address in connection with the fifty-second annual commencement of the Oregon Agricultural college, Monday morning, June 14, at 10 o'clock.

Dr. Stephen B. L. Penrose, president of Whitman college, Walla Walla, Wash., will give the baccalaureate sermon Sunday, June 12, at 11 o'clock.

Commencement exercises will start Saturday June 11, alumni day and graduating class day. The alumni are planning to return to the college in large numbers. Reunions of several classes will be held—1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 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