

# EASTERN OREGON TO FIGHT DEMAND FOR CHEAP RATES

(Continued from Page One.)

tion of this clause made the exceptions rule in all cases where carriers asked for relief under this act. Pointed out that this section is so strict that this subterfuge could not be resorted to in granting lower rates to coast points.

Then Congressman Webster of Washington was put on the interstate commerce commission in the house. This was the first time in the history of the "Big Four" committee of the house that a first term served on one of these committees. The result of this fight was a compromise providing that "fairly and reasonably compensatory rates" be granted.

Feeler Gets Kick. Coming to recent events in the fight, Mr. Ford pointed out that the announcement for a 20 per cent reduction on coast point rates was made before the petition was filed with the interstate commerce commission and that it was apparently a "feeler" on the part of the railroad to see what sort of a response the intermountain country would make. The response is said to be so great that letters and telegrams protesting against this proposed demand of the carriers for relief arrive continually from early morning till night at the headquarters of the commission.

"We don't want to pay losses on the coast business of the railroads," Ford said. "Twelve million people in the intermountain country are being penalized now to help the coast cities, and in the southeastern states the same conditions prevail in the state of Arkansas there isn't a single distributing point and cane sugar from New Orleans pays a higher freight rate than sugar to Chicago. This is because the southeast is not organized. The carriers in the west are selfish and abetting the selfish interests of the Pacific coast with this policy."

Everybody's Hill. The Poulson building in Spokane, one of the largest buildings there, was used by Mr. Ford as an example of how, under the old system, which was in vogue when this building was built and which would again be put into effect if the carriers are allowed to have their way, many people were put to heavy expense. It cost about \$10,000 more to build the building than it would have cost had it been in Portland, due entirely to the increased freight on structural steel, hardware, etc. Heurs for office suits had to be bought on a basis reflecting on a state investment and consequently doctors, lawyers and other having offices had to charge more for their services as overhead costs were higher than would be the case in Portland.

The freight on farm wagons to La Grande is now slightly over \$28 and under the rates to be asked by the roads a cut of \$5.00 would be made on the coast. It would cost \$9 more to fence a 160-acre field here than on the coast, Mr. Ford declared.

Ruination Looms. The jobbing radius of La Grande is now 140 miles, which includes Heppner Junction, and this would be cut so materially that the local jobbers would have to cut their forces greatly if not go out of business entirely. This would mean the moving to coast points of many people, the population of the west would drift from the interior to the coast so as to ruin business territories of all kinds in the intermountain country, Mr. Ford showed.

The Story of Wool. Wool rates were especially explained because those rates remained unchanged when the Spokane case victory was won. The rate on wool in the grease from Spokane to Portland is \$1.66 2/3 and the roads have asked to have it reduced to \$1.35, although the differential still existing, which is 32 1/2 cents, would not be changed. This would result in placing the intermountain country at further disadvantage on wool rates.

"This discrimination against the intermountain country in wool rates is for the purpose of building up the wool scouring and spinning business in Los Angeles and Portland," Ford said. "San Lake City hauls its wool to Los Angeles and back to get it to the market in Boston. Wool from Sacramento, Idaho, is sent to Portland and back to get it to market, and the same is done in all parts of the intermountain country. This is the continuation in the sense that there is no wool scouring and spinning plants here."

War-Time Wastes. "During the war I heard a great deal about the car shortage but while all this talk was going on the railroads were hauling coal back and forth over the same line. In those days they force the wool to be brought into the rest of the water carriers? Into they want to know the wool away from the water, why don't they keep it away by granting the same rate to Boston from intermountain points, that is enjoyed by Los Angeles and Portland."

"The railroad should understand that we folks in the intermountain country are their best friends. If the railroads go broke we'll starve to death because boats can't serve us. Our business can't get away from them. They should help build up the interior, where there is business that the boats can never get away from them."

Cox Makes Report. Bruce Cox reported on the meeting of the Intermediate Rate association held recently at Salt Lake City where Mr. Cox was the only representative from the state of Oregon. Mr. Cox pointed out that ninety-seven organizations were represented at this meeting.

Mr. Cox read several of the important communications sent to the interstate commerce commission by the association, some of which were signed by representatives of the ninety-seven organizations at the meeting.

In one of these it was pointed out that the rates asked on green coffee from New Orleans and Galveston to Pacific coast terminals would be less than the same rates on the same goods to points in the intermountain country where the distance from the points of origin is not so great. These rates, if allowed to become effective would be "unjust, unreasonable and discriminatory," according to the letter to the commission.

Department Asked. Action on this and other applications of the carriers was asked to be deferred by the rate association. Mr. Cox said, until the carriers "definitely determine their course with reference to their declaration to file application involving fourth section relief on west bound rates on the long list of commodities on which reductions are asked and that hearings on all of these applications be consolidated and held in the west."

Following the close of the speaking T. H. Crawford made a motion to extend a vote of thanks to J. A. Ford for coming here to explain this proposition to the representatives of Eastern Oregon. The motion was unanimously carried.

The executive committee of the Ad club pledged itself to raise the money needed for this section for carrying on the work of the Intermediate Rate association.

REPRESENTATION IS LARGE. Many Lines of Business Represented at Rate Question Dinner.

A wide range of commercial activities was represented at the dinner table. Among the out-of-town people present were:

# FEDERAL JOBS AWAIT ACTION OF SENATORS

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son, W. L. Campbell, E. C. Kirkpatrick, H. C. Waddell, Levi Sheriff, A. A. Roberts, F. S. Bradwell, Jesse W. Day, Horace C. Nicholson.

Prohibition Directors—Jesse Flanders, Dr. J. A. Linville, P. C. Bonebrake, George H. Hulbert, Sanford McDonald, Jerome F. Jones, J. W. Riniker, A. A. Bailey.

Appraiser U. S. Customs—John E. Easter, Jerome Devine, Paul P. Hassler, E. N. Wheeler, S. Z. Culver, A. R. Lake, J. M. Scott, William E. Clark.

Collector of Customs—Edward D. Baldwin, Edmund C. Giltner, E. C. Mears, William Falsom, Dr. J. C. Smith, Asa B. Thompson.

Collector, Department of Labor for Oregon—Spence Wortman, Charles H. Poy.

Commissioner of Conciliation—Eugene E. Smith.

Federal Court Judge—Charles A. Johns, John P. Kavanaugh.

Associate Justice Supreme Court—George M. Brown.

Land Office Positions. Registrar and receiver, land offices: Roseburg—Receiver: Arthur S. Coutant, Fred W. Haynes, S. P. Pierce, Lincoln Savage. Registrar: Arthur S. Coutant, S. P. Pierce, J. H. Tark.

Vale—Receiver: George M. Love, Registrar: E. M. Dean.

La Grande—Receiver: A. C. Williams, Joe Williams, Ira B. Sturges, S. B. Case. Registrar: A. C. Miller, W. J. Church, Charles S. Dunn, Ed J. Broughton.

The Dalles—Receiver: W. H. Trichon, R. J. Wilson, W. W. Wilkinson. Registrar: E. R. Johnson, T. C. Queen, A. W. Lake, J. W. Donnelly.

Burns—Receiver: J. J. Donnelly, A. W. Gowen, C. A. Boyd.

Lakeview—Receiver: F. P. Light, Registrar: E. K. Henderson, C. H. McKindree, D. T. Gosall, J. C. Hamaker.

Portland—Receiver: F. O. Northrop.

Foreign Positions. Foreign—Ronald C. Vaught, Great Britain; Fred L. Colvig, South America; Simon E. Krohn, Norway; Frank J. McCully, Argentina; A. A. McNary, tropical or semi-tropical; John Riessdeck, consular; David M. Dunne, South America; W. J. Williams, Matatlan; W. W. Thomas, Sweden; Robert Wygant, Costa Rica; Ben F. West, South America; Daniel Boyd, Nicaragua; George M. Hyland, Bolivia; M. Sparverud, Norway; E. E. Brodie, Siam; Claude E. Igalls, China; F. F. Wrightman, Chili.

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War-Time Wastes. "During the war I heard a great deal about the car shortage but while all this talk was going on the railroads were hauling coal back and forth over the same line. In those days they force the wool to be brought into the rest of the water carriers? Into they want to know the wool away from the water, why don't they keep it away by granting the same rate to Boston from intermountain points, that is enjoyed by Los Angeles and Portland."

# BIG BROTHER QUESTIONS ANSWERED

(Continued from Page One.)

1. To what age did Joshua live? 2. What was the last act he performed? 3. What solemn covenant did Israel enter into with Joshua at this time? 4. At what place did they make this covenant? 5. What token of remembrance did Joshua set up there? 6. Where was Joshua buried? 7. What other illustrious person was buried there? 8. Whom did the Lord raise up as Israel's deliverer after Joshua's death? 9. To what great warrior was he related? 10. Who succeeded Solomon to the throne? 11. What resulted when Joshua followed God's directions for taking Jericho? 12. What punishment did Achan's sin bring on all Israel? 13. How did they discover that Achan was the sinner? 14. When Achan's sin was wiped away, how did God honor Israel? 15. What people of Canaan made peace with the Israelites?

Answers to Yesterday's Questions. 1. The Gibeonites deceived Israel into thinking they did not live in Canaan. 2. The Gibeonites succeeded in thus deceiving Joshua because he failed to ask God's guidance. 3. As soon as Israel's wars lulled in Canaan, Joshua divided the land among the tribes. 4. The tabernacle was set up at Shiloh. 5. Shiloh was in the tribe of Ephraim. 6. Caleb chose Hebron for his portion. 7. After the division of the land they next appointed the cities of refuge.

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