

Sinnott Asked to Work For Haul Legislation

H. H. Corey Forwards Letter to Congressman from Oregon Requesting His Support of Long and Short Haul.

The following letter has been sent to Congressman Sinnott by H. H. Corey, a member of the public service commission of Union.

Jan. 5, 1925.
Hon. N. J. Sinnott,
Member of Congress,
Washington, D. C.

Dear Mr. Sinnott: We of eastern Oregon are hopeful that you will take an active part in the long and short haul legislation now pending before Congress. As you know the Gooding Bill, which passed the senate May 19, 1921, by a vote of 24 to 23, is drawn specifically for the protection of transportation by boat lines against long and short haul rates of the railroads, which have heretofore either destroyed or neutralized water transportation, while at the same time placing the burden thereof on the Western, Intermountain and Southern states.

The Bill, however, does not prevent railroads from making long and short haul rates on electric, rail lines, or rail and water lines, when necessary to meet the short line rates between two

common points; in other words, that part of the provisions of the Fourth Section of the Interstate Commerce Act will stand as it is, and discretion in the premises will remain with the Interstate Commerce Commission.

The declaratory part of Section 4 prohibits charges more for a shorter than for a longer haul over the same line and in the same direction; but the proviso of said section confers discretion on the Commission to make exceptions to the absolute rule. When such exceptions are made, it has the necessary effect of setting at naught Section 4, Section 3, regarding discrimination, and the minimum rate provision of Section 10, Paragraph 1.

As illustrative of the effect of the long and short haul rates imposed by the transcontinental carriers, the following table shows graphically the present discrimination on dry goods alone, similar discrimination to apply on nearly all other commodities as well.

Dry Goods, Carloads, 50,000 pounds from Chicago to

	Miles	Present	Proposed
Scranton, Iowa	275	\$1.70	\$1.10
Kearney, Nebraska	489	1.58	1.58
Omaha, Nebraska	520	1.58	1.58
Cheyenne, Wyoming	1009	1.68	1.58
Casper, Wyoming	1251	1.68	1.58
Boise, Idaho	1326	1.58	1.58
Baker, Oregon	1920	1.58	1.58
Madison, Oregon	2040	1.58	1.58
Portland, Oregon	2362	1.58	1.10

Note—Less than railroad rates on some commodities apply all points between Kearney, Nebraska, and Portland, Oregon, \$2.95 per hundred pounds.

If the application of the railroads now pending before the Interstate Commerce Commission is granted, then the merchant in Scranton, Iowa, will pay the same freight the merchant in Portland does. The merchants of Baker, La Grande, Pendleton and all Eastern Oregon will pay forty eight cents per hundred more than the merchant in Portland.

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At the present time the carriers of Eastern Oregon are paying the same freight rate on dry goods as Portland, Seattle and San Francisco; yet the coast cities are not satisfied and prefer to return to the uneconomic method of hauling freight from the east to the coast and again back to the interior, necessitating two hauls and the terminal expense, when a single haul will suffice and avoid the terminal expense.

If it is necessary that Congress pass the Gooding Bill for the protection of the \$1,300,000,000 investment in our rivers and harbors. This sum is made up for Congressional appropriations already made for the improvement of our rivers and harbors, and \$500,000,000 invested in the Panama canal.

During 1921-22 the railroads sought to establish long and short haul rates on 100 commodities from all carriers destined to Pacific coast terminals. In denying the application, the Interstate Commerce Commission found, among other things, that the net loss on the movement of iron and steel articles alone from Pittsburgh to Pacific Coast terminals, where it was proposed to reduce rates from \$1.50 to \$1.00 per hundred pounds, while maintaining the rate of \$1.50 at shorter haul, inland points, such as Pendleton, Baker, Blaine, Holt Lake, etc., ranging from \$18.50 to 1200 miles toward the east, would be \$3,500,000, which, when taken as illustrative of the effect of the long and short haul rates on the entire list of 100 commodities, would require the Intermountain or intermediate sections not only to make good those losses to the railroads, but to pay more than their "fair share" toward the return on the carrier property.

The carriers claim that such discrimination is necessary in order that they may participate in the commercial tonnage handled by the intercoastal water lines through the canal. During 1923 the total commercial tonnage, both east and west bound, exclusive of pipe line oil, was 5,600,000 tons, compared with which the all rail tonnage handled by the transcontinental lines reaching the Pacific coast aggregated 24,000,000 tons for the year 1923, which was an increase of 25,000,000 tons over 1922. In other words the total west bound, intercoastal tonnage through the canal was but 1.3 per cent of that handled by the carriers; yet the carriers claim that they must secure at least 50 per cent of the canal tonnage and wish to reduce its coast terminal rates millions of dollars in order to secure a part of the canal tonnage. The carriers know full well that the interior will be called upon to make good all that is lost on its terminal haul to the coast by raising the rates in the interior. Certainly the loss to the railroads occasioned by reduction in rates to the coast cannot be made up entirely by the new business taken from the boat lines in intercoastal trade.

Yours very truly,
H. H. COREY.

Life Made Pleasant for Good Prisoners in Prussia

BERLIN (AP)—Prussian prisons are now making the life of well-behaved prisoners much easier, and endeavoring to lead prisoners back to normal life by modifying their punishment to the same degree that they show themselves worthy of confidence.

The hair of prisoners is no longer shaved off, and light rooms decorated with flowering plants are given to prisoners who behave themselves and are industrious. They are also given better food. Imprisonment in darkened rooms has been abandoned entirely. Work logs have been replaced from ten to nine daily in the case of men who show inclination to study and conduct themselves in an orderly manner when not at work.

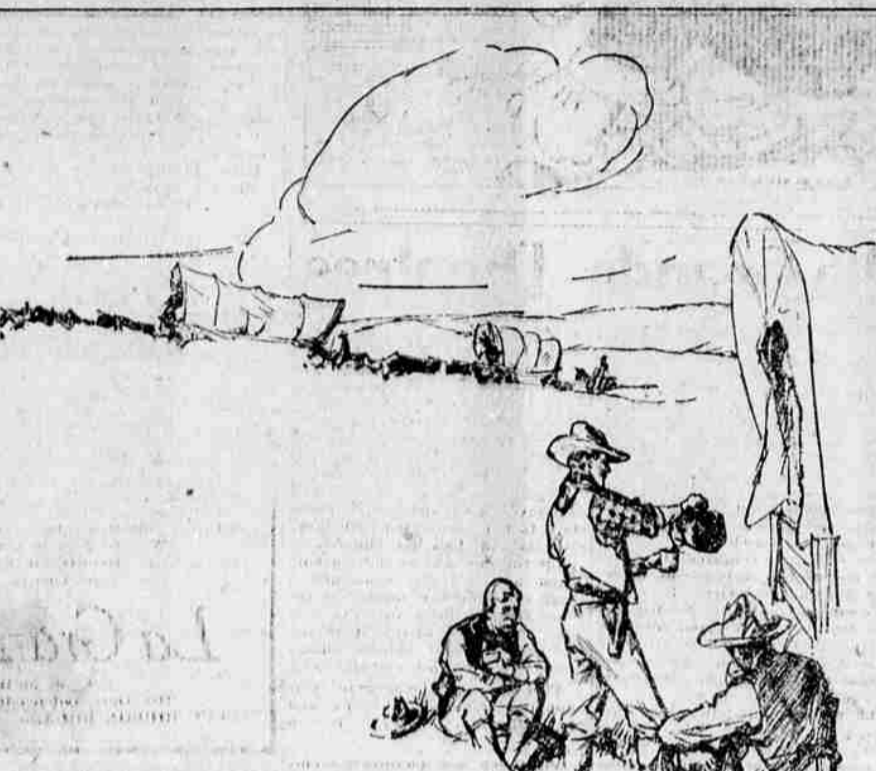
It is strange, but when a man says his wild oats are just reaped.

Every time we get on our car somebody steps in our face.

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No ceremonial staged in the United States can boast such priceless accessories as the White Deer skin dance, held annually by the Klamath Indians of northern California. Each participant carries the skin of an albino deer, and these have been acquired through the centuries by patient effort. The albino pelts are handed down as family heirlooms.



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German Family Dies Hard To Army's Demands

BERLIN (AP)—Of the various interrelated missions which have been functioning in Germany since the end of the war, there is one at least upon which positions are not eagerly sought. This is the military commission of control, whose duty it is to probe into Germany's military activities and see that no arms are being manufactured beyond the limits provided by the treaty of Versailles. There have been many unpleasant incidents when official visits were made to fortresses and ammunition plants.

Since the commission began its work in 1919 some 502 official visits have been paid to quarters connected one way or another with the German army. As the conflict of the commission members is known to the German officials at least 45 hours in advance, the news frequently in the possession of the residents of the district where the inspection is to take place. Nearly always menacing crowds assemble, and the police have to be called to disperse the agitators who often threaten to do the foreigners bodily harm.



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