

# HOT BISCUIT,

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**ROYAL Baking Powder**  
are delicious, health-  
ful and easily made.

## SINNOTT IS BUYS LEARNING ROPES

"Nick" Sinnott, congressman-elect from this district, is now busy at Washington learning the ropes and correspondents at the Capitol have already found that he is a live wire. He is daily visiting the various departments and says he intends to become qualified in advance to serve his constituents-to-be.

One of the things which has disgusted and troubled Sinnott is the way in which Eastern Oregon was slighted by the committee on public buildings. No place east of St. Johns got anything in the public buildings bill. "You bet they will have to do something for Eastern Oregon next year," says Sinnott. The committee heartlessly tells him he needn't worry; that he is not in yet and that he can't be held accountable for what is or is not done.

He has also championed his many Irish constituents. He was in attendance on a meeting of the Ancient Order of Hibernians. The speakers had been praising the Irish race and appealing for sympathy for the Irish back in Ireland. Finally Sinnott was asked to speak.

"I have many Irish constituents in Eastern Oregon," said he, "many of whom are engaged in raising wool. I hope that when the time comes to write the tariff bill you will show as much consideration for the Irish in Oregon as you do for the Irish in Ireland."

## TESTIMONY IS TAKEN IN RAILROAD RATE CASE

(Continued from page 1)

He stated, however, that when freight was left at the Parkdale station for arrangement made it necessary for the shipment, not having received any receipt, the consignor has no protection against loss of his goods.

### Company Makes Reply

Attorney E. C. Smith, who appeared as counsel for the railroad, asked Mr. Bailey what he considered should determine whether a railroad should keep a freight agent at a station. He replied that the volume of business was the most important factor. Mr. Bailey was asked what the volume of business was at Parkdale. He replied that he did not know. Mr. Early insisted that under this condition he could not properly bring such a complaint. Mr. Early also brought out in cross-examination Mr. Bailey that no freight agent is maintained at Odell or Van Horn, although both have a larger volume of business than Parkdale. At the same time he made comparisons with other railroads, including the Oregon Electric, showing that they did not maintain freight agents at stations which furnished no greater volume of business than Parkdale. J. M. Clark, ticket agent at Parkdale, testified as to the ample facilities provided for storing freight. He said no storage charges were made, as would be the case if an agent were

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CATALOG

LILLY'S SEEDS

1913

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dale extension at a loss for about three more years until more of the orchards come into bearing, when he thought the amount of freight would net the railroad good returns.

A. B. Coulter said he had a considerable quantity of cider apples which he wanted to ship to the vinegar company here, but he said that while the vinegar company paid \$8 a ton, the charge made by the railroad was \$6, thus leaving only \$2 for sacking, delivering to Parkdale and transferring to the vinegar company's plant here.

Mr. Coulter said that he had found a market for a quantity of his apples in Portland, but that he found the rate a great handicap. He said it cost 17 cents a box, charged as follows: From Parkdale to Hood River 10 1/2 cents, transfer charge to the O-W. R. & N. 1 1/2 cents, Hood River to Portland five cents. He said he raised eight acres of potatoes. The price paid at Hood River was 40 cents, but the rate from Parkdale was 15 which he thought too much. He thought it inequitable because, he said, the charge on a car of livestock, which the Upper Valley does not ship, is \$20, on cordwood \$12.58, but on apples \$51, potatoes \$45 and hay \$28.50.

### Company's Witnesses Testify

A. O. Hershey was one of the railroad's witnesses. He said he operated a couple of auto trucks between this city and the Upper Valley up until last year, but found it unprofitable. He said the rate would have to be higher than the railroad's to make it pay.

J. F. Thompson also testified for the railroad. He thought the complaint was prompted by personal reasons. He declared that the service from Parkdale was perfectly satisfactory. Both he and Conductor Smith testified in regard to the request for two-train service each day. They testified that not more than half a dozen Parkdale people traveled to town each day on the average and that they did not think the additional service would be warranted.

### Discrimination Is Denied

Mr. Early declared at the afternoon session that he had heard of stories to the effect that the railroad had discriminated in favor of certain shippers. He challenged any of those present to prove these assertions. Nobody volunteered. Agent Wilson was interrogated and replied that no discrimination had been shown.

The railroad submitted a sworn statement that the deficit on the Parkdale extension for 1912 was \$4,917.64, not allowing for interest on the investment. The second train while operated showed an average of \$3.06 a day additional passenger earnings over the entire line. The fuel alone showed a loss of \$9.50 a day. The berry train was operated for six weeks to handle 58 tons of berries, which was only three per cent of the company's entire freight business.

The commission concurred with the railroad company in the contention that comparisons could not be made between the O-W. R. & N. and the Mt. Hood Railroad. The company gave the rates on five other short line roads which showed higher rates on flour, feed, cordwood and cull apples. As an illustration of the long and short haul they called attention to the fact that the first-class rate on the O-W. R. & N. to Portland from Hood River is 20 cents, while it is 22 cents from Hood River to The Dalles.

The company also declared that the Upper Valley people had never come directly to the company with any complaint about the rates nor with any

petition to have them lowered. Mr. Early said he thought this would have been the proper way and that the company would have been pleased to meet them half way.

## CLUB PLANS ENTERTAINMENT

Arrangements for State Federation Meeting Here Being Made

An important meeting of the Woman's Club will be held next Wednesday, March 12, when the club will take up the question of raising funds and making other arrangements for entertaining the State Federation of Woman's Clubs here next October. A full attendance is desired.

A delightful musical program was enjoyed at the meeting last week. Mrs. J. M. Schmeltzer was in charge and the program included the following numbers: Solo by Mrs. Stetton, accompanied by Mrs. Slocum; piano solo by Miss Huxley; vocal solo by Miss Vannet; violin and piano duet by Miss Chipping and Mrs. Whitehead; vocal selection by Earl Bartmess.

The News for fine printing.

## HOME TELEPHONE COMPANY

### New Phones

- 5242—Coppie, C. E., Ranch.
- 3211—Field, Wm.
- 5541—Fosberg, Anna.
- Odell 1X4—Rowntree, D. L.
- 3154—Randall, James.
- Odell 8X—Weiden, F. D.
- 3521—Shields, H. C.
- Odell 147—McVay, Dr. J. H., Ranch.
- 5158—Swanson, Mrs. H.
- 5656—Osgood, Mrs. Clara.
- 5227—Vonnegut, Felix.
- 5149—Mason, A.L., Tenant house.
- 3062—Eastman, Geraldine I.

### Phones Out

- 1292—Walton, W. H., Office.
- 5136—Reed, H. S.
- 3481—Nason, W. W.
- 3211—Winans, E. W.

### Numbers Changed

- 3371—Stetton, C. H.
- 3481—Whitcomb, Mrs. J. T.

Auto owners should now have their tires repaired as it makes the job much better to season for a few days before using.

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## SPRING'S COMING. ARE YOU READY?

WHEN Spring work starts, as it soon will, you should be prepared. This means that all your implements, wagons and machines should be in perfect repair. Look them over NOW and if you find anything that needs repairing bring it to us. We make a specialty of Repair Work.

## GRUBBING TOOLS of All Kinds on Hand

We have not let the grass grow under our feet during the winter months, but have been engaged in manufacturing a complete line of Grubbing and Land Clearing Implements. You can find here whatever you may need in this line and of the best, most substantial workmanship.

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| 3-ply Fir Veneer Doors, guaranteed, 2"x4"x8", 1 1/2" thick...\$2.75 | Inside Door Trim, 6 pieces, tied in a bundle...\$.60       |
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