

FREIGHT HEARING TO OPEN EARLY IN JULY

Oregon Carriers Allege Present Rates Not Enough for Service Rendered.

COST FIGURES ARE GIVEN

Farm Products Advance in Price, With Corresponding Profits. Railroads Submit Reports of Increased Maintenance.

Hearings before the Oregon Public Service Commission on the railroad's application for a 15 per cent increase in intrastate freight rates probably will start in Portland in the first week of July.

The proposed state increase is based on the contention that the cost of operating the railroads has increased within the last few years to such an extent that the present rates are entirely inadequate to carry on the business. The advance is proposed on the same basis as the 15 per cent application now pending before the Interstate Commerce Commission.

The roads operating out of Portland have pooled their interests to present their case before the commission. Charles E. Cochran will represent the O. W. R. & N. Company, C. A. Hart the North Bank system and Ben C. Drey the Southern Pacific.

The principal testimony of the carriers will be presented by the operating officials, who will produce figures purporting to show to what extent operating expenses have increased.

Increased Costs Shown. Following are some figures prepared by the statistical department of the Union Pacific to show what the increase in cost means to the Union Pacific system, of which the O. W. R. & N. Company is a unit:

Increase in wages in train service	1,186,688.00
Increase in wages in engine service	1,107,000.00
Increase in cost of fuel	2,245,164.51
Increase in cost of maintenance	1,242,280.00
Other items	899,921.98
Total	\$4,470,954.49

Included in this amount is \$1,677,035.14 there is \$2,793,919.35 increased cost in the operation of the O. W. R. & N. Company," says the report.

"Previous reports have contained figures showing that even though the full 15 per cent advance asked for is granted, the O. W. R. & N. Company will still receive only 10 per cent of the gross freight revenue of the year 1916 or a sum of \$1,300,000."

Materials Cost More. Here are some comparative figures, prepared by the Union Pacific system, showing the increase in the cost of a number of essential commodities now and five years ago:

	1915	1917
Rails, gross tons	\$25.00	\$38.00
Track material, bolts	2.15	3.00
Spikes, cwt.	24.00	30.00
The plates, net ton	24.00	30.00
Locomotives (Mikado)	24,150.00	45,800.00
Box cars, each	1,100.00	2,800.00
Flats, each	8.00	18.00
Auto per ton	20.00	35.00
Fig. iron, gross ton	16.19	45.20
Steel, gross ton	11.15	41.15

On the other hand, says the railroads, the price of farm products has increased and the income of nearly every other industry in the country has been greatly enhanced.

Farm Products Bring More. Following are the railroad's figures on the comparative prices of typical farm products, on the farm, April 1, 1916, and April 1, 1917:

	1916	1917
Wheat, bushel	\$0.90	\$1.50
Oats, bushel	.40	.75
Barley, bushel	.375	.65
Rye, bushel	.35	.60
Potatoes, bushel	.07	.12
Butter, pound	.07	.12
Eggs, dozen	.18	.25

The price of hogs, continues the report, has advanced 72.5 per cent, of beef cattle 45.94 per cent, of veal calves 43.41 per cent, of sheep 25.36 per cent, of lambs, 38.18 per cent, of milk cows, 64.25 per cent, and of horses, 23.75 per cent.

"There can be presented no more effective argument," said Frank W. Robinson, traffic manager for the O. W. R. & N. Company yesterday, "than our reports showing the greatly increased expenditures of the railroads, with no corresponding increased compensation."

"Present rates are based on conditions that no longer exist. The rates were fixed as just and reasonable when the standard of living was lower and the cost of operation far below what it is today. These rates, established by the Federal and State Commissions, were based on the cost of operating the railroads at the time that they were put into effect. If they were reasonable at that time it is apparent that they are not equitable when the carriers are forced to pay increased prices for labor, fuel, equipment, taxes and every commodity they use."

PAPER LAWS ARE PROPOSED

Government Operation of Mills One Plan to Be Offered.

WASHINGTON, June 16.—A resolution proposing that the Government take over and operate news print paper mills during the war will be introduced by Senator Owen Monday. Direction of manufacture and distribution of print paper by a Federal agency under the Department of Commerce also is proposed by the resolution, which suggests co-operation with the Canadian government to insure equitable distribution.

In providing for Government distribution and co-operation with Canada, the resolution would carry out the recommendation made to Congress by the Federal Commission. This Commission did not recommend, however, that the mills be taken over. Under its plan the producers would operate their plants on Government action and would be given a fair profit.

BENTON COUNTY AROUSED

Ten Teams Are Out Preaching Red Cross in Every Section.

CORVALLIS, Ore., June 16.—(Special.)—The Red Cross campaign in this county is red hot. Ten teams have been out all week preaching Red Cross in every section. Immense enthusiasm is reported and as a usual thing the entire audience signs up for membership.

Sunday evening the churches will co-operate with a union service in charge of Red Cross teams, no sermons, no collections, just talks and music and enthusiasm. The Majestic Theater Sunday night will donate the entire receipts of the house.

JOSEPH HIGH SCHOOL TEAM WINS STATE DEBATING CHAMPIONSHIP.



Maurice Eben, Affirmative Leader. Guy Davis, Opponent. Joseph Strachan, Negative Leader. Elba Corley, Affirmative.

JOSEPH, Ore., June 16.—The Joseph High School won the state championship in debate this year in the debating league organized under the auspices of the University of Oregon. Not a single debate was lost. The two teams representing the Joseph High School comprised: Affirmative, Maurice Eben, leader, and Elba Corley, second; Negative, Guy Davis, leader, and Joseph Strachan, second. Miss Lexie Strachan, Superintendent of Schools, was coach. The teams won both debates in the county triangular meet and also both in the all-dual contest. Guy Davis and Arthur Rudd debated in the final contest held in Eugene on May 11. Maurice Eben, leader of the affirmative team, is now a member of the Hospital Corps of the United States Army.

The graduates are: Hilma Hendrickson, Tynne Poykay, Hazel Corcoran, Nellie Ingemund, Ethel Jacobson, Edna Jamieson, Anna Lagus, Catherine Lawson, Edna Masny, Elizabeth Hart, Myrtle Mathieson, Agnes Miller, Lynette Svenson, Dorothy Wootton, Blanch Wickland, Eva Hendrickson, Florence Dahlgren, Georgia Armstrong, Helen Houston, Dorothy Hussong, Ida Hansen, Virginia Hansen, Mary J. Jaser, Frances Dunbar, Winifred Hendrick, Edith Davies, Ann Bruce, Edward C. Lapping, Charles Moores, Albert Prael, Arthur R. Tucker, Sherman Wright, Edward Finney, Joseph Dyer. Dyer was present, although he is a member of the Naval Reserve and left school some weeks ago.

The class officers were: Edward A. Finney, president; Lynette Svenson, secretary; Hazel Corcoran, treasurer.

Graduating from the Astoria High School received its diplomas Thursday night.

The address was delivered by President Campbell, of the University of Oregon, and the diplomas were presented by L. A. Larsen, chairman of the School Board. Miss Tynne Poykay was the salutatorian and subject was "War and Thrift." Miss Hilma Hendrickson delivered the valedictory, her subject being "Patriotism."

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EXPEDITION HAS GAIT

Stefansson, North Four Years, Sticks to Task.

NORTHEAST PASSAGE AIM

Undaunted, After Many Vicissitudes, Arctic Investigator Expects to Make New Outlet—Crocker Island May Be Myth.

SEATTLE, Wash., June 16.—The arrival in Greenland of the McMillan expedition, which left New York in July, 1913, to explore Crocker Land, and which reported that this supposed continent, whose mountain tops Rear-Admiral Robert E. Peary believed he had seen in 1906, did not exist, leaves Vilhjalmur Stefansson, at the head of a Canadian expedition, the only explorer in the Arctic Seas. It is believed that Stefansson and his 24 white men and 19 Eskimos already are or soon will be heading eastward from Melville Island on board the motor vessel Polar Bear in an attempt to make the Northeast Passage from the Pacific to the Atlantic Ocean.

Stefansson and his expedition left Victoria, B. C., June 17, 1913, just four years ago, in the steam whaler Karluk. At Nome, Alaska, the expedition was divided into two northern parties, Stefansson, on the Karluk, taking command of the former, which was to seek new land north of the mouth of the Mackenzie River, and Dr. Rudolph M. Anderson, with two smaller vessels, proceeding toward the Coronation Gulf country, east of the Mackenzie delta, to make a geological, biological and biological survey of the country, besides charting channels and studying the Eskimos, some of whom are blue-eyed, it is supposed, from an admixture of blood from the lost Scandinavian colony of Greenland.

The Karluk stopped at Point Barrow, the most northerly point of Alaska, early in September, 1913, and was at once clutched by the ice. On September 10 the ship was apparently frozen in for the winter, and Stefansson, accompanied by two white men and two Eskimos, went ashore to hunt caribou for winter meat. While he was absent a violent storm rose and blew the Karluk out to sea. The Karluk was soon afterward again gripped by the ice and carried westward, being finally crushed by the ice January 2, 1914.

Stefansson and his associates moved eastward along the shore of the Arctic and fell in with the Anderson party in winter quarters at Martin Point, west of the mouth of the Mackenzie River. Stefansson and two companions set out in March, 1914, over the ice with the purpose of exploring the coast, discovering a large island or continent northwest of Prince Patrick Island, and making a safe return to Banks Island. The expedition was successful in this, and in 1915 in exploring this new land, having established communication in 1915 with the Anderson party through the powerboat Polar Bear, which had gone to Banks Land with supplies. Stefansson purchased the Polar Bear, and has since made it his headquarters. Most of the crew of the ship or ship remained with him. He has an abundance of food, and a large stock of gasoline.

Passage Goal of Explorer. Dr. Anderson, who returned from the Arctic in 1916, brought news that Stefansson purposed to pass the winter of 1916-17 at Winter Harbor, Melville Island. It was his purpose, as soon as the ice broke, to head eastward with the Polar Bear in an effort to accomplish the Northeast Passage and end his adventures with an ascent of St. Lawrence River to Montreal. Stefansson at last accounts had a large number of dogs and was in the best of health. In a letter to Rear-Admiral Peary, dated Cape Kellett, Banks Island, January 12, 1916, Stefansson said: "Should not hear from us by November, 1917. It is to be presumed that something beyond our control has delayed us. I am of the opinion that in the Spring of 1918 a ship or ships should be sent north from the Atlantic to look for us if we have not been heard from then."

In this letter Stefansson expressed hope of co-operating with the McMillan party in demonstrating the existence or non-existence of Crocker Land. "Fourteen men of the Canadian expedition have died from exposure, suicide and disease, 12 having perished on the ice and on Wrangell Island after the wreck of the Karluk."

Every customer will be given a piece of silverware in commemoration of their 25th anniversary. This silverware came from the East in one shipment—the largest quantity of silverware that ever reached the Coast in an individual shipment. The weight of the silver alone was 15,000 pounds. The customers of The Owl Drug Co., during the anniversary week, will be given the silverware as a gift.

The Owl Drug Co. is commemorating its 25th anniversary. The company has been in business for a quarter of a century. Every customer will be given a piece of silverware in commemoration of their 25th anniversary. This silverware came from the East in one shipment—the largest quantity of silverware that ever reached the Coast in an individual shipment. The weight of the silver alone was 15,000 pounds. The customers of The Owl Drug Co., during the anniversary week, will be given the silverware as a gift.

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Sam'l Rosenblatt & Co.

The Men's Store for Quality and Service

Southeast Corner Fifth and Alder

ASHLAND TO HAVE FETE

ROGUE RIVER ROUND-UP WILL BE JULY 2, 4 AND 5.

Patriotic Features Will Abound—From a Cable 200 Feet High Mammoth Flag Will Be Unfurled.

ASHLAND, Ore., June 16.—(Special.)—Ashland's Hiyu Hehe and Rogue River Round-up on July 2, 4 and 5 is to abound in patriotic features. Chief of these will be the unfurling of the largest flag in Oregon from a cable suspended 200 feet above Lithia Park. A massed band, including the Portland police band and four Southern Oregon musical organizations, will play "The Star-Spangled Banner" when the immense flag is unfurled.

Another feature will be a patriotic parade on July 4, which it is planned to make the most immense event of its kind ever staged on the Coast. Several thousands of electric lights for illuminations have already been hung and floodlights will bathe hundreds of flags at night. Hundreds of flags of the allies

DIGNIFIED men like this are coming here every day and here's what we do for them in Hart Schaffner & Marx clothes:

Give them a perfect fit.
Cut down their clothes expense one-half or one-third.
Save their time.
Guarantee satisfaction.
Give them everything they paid a lot more money for.

These are the things we'd like to do for you. Hart Schaffner & Marx make clothes for every figure. We have them and we'll give you the exactly right thing.

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will be suspended on cables along the main street, together with the American flag. The Rogue River Round-up, staged at a cost of \$20,000, will be the big central feature.

At least three National Guard companies will march in the parade and an encampment in the park will house the out-of-town soldier boys, the Grants Pass Boy Scouts and other organizations.

The fireworks display will be the largest presented anywhere in Oregon on the Fourth of July and will abound in patriotic displays. Day and night, fireworks will entertain the crowds. Accommodations for 25,000 are being provided.

"DRIVE" PLANS COMPLETED

Talks Are to Be Made at Centralia Theaters All Week.

CENTRALIA, Wash., June 16.—(Special.)—Last night Edgar Reed, manager of the Red Cross drive to be made in Centralia next week, addressed a mass meeting in Winlock, at