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ALBANY, OREGON, FRIDAY, FEBRUARY 11, 1887.

NO 28

THE INTERSTATE COMMERCE BILL.

The following letter from John H. Mitchell, of Oregon, to B. S. Huntingtop, Esq., Secretary Board of Trade, land Dalles City, Oregon, on the Interstate Commerce Bill, we publish by request UNITED STATES SENATE,

WASHINGTON, D. C., January, 21, 1887. MY DEAR SIR : As you have been informed by telegraph, the Senate has concurred in the report of the Conference Committee on the Interstate Commerce Bill, and the bill as agreed on in will be agreed to by the House, and pany to Portland. become a law.

the most serious question.

thereby hoping to secure such amend- solutely nugatory. ments as would make the bill certain long haul; but failing in securing any effort to secure its amendment. and property over a shorter | than a lows : longer distance. Besides, there are, as

the producer, shipper and consumer. A few of the eyils, and what are behereinbefore referred to :

while from Portland to Pendleton, Or., this section of this act. these same articles are \$19 per ton ; Pass, Central Point, Medford, and Ash- ces and conditions." land from \$8 to the former to \$18 60-100

to ship a ton of freight from St. Paul to of competition as between the two hauls destructive words. Umatilla, or from Chicago to Baker __ the one a long and the other a short City, the former being nearly 200 miles hand -would be a circumstance to be nearer St. Paul than Portland, and the considered in determining whether the bill in its present shape to relieve shiplatter over 300 miles nearer Chicago swe hauls were "under substantially pers in Middle and Southern Oregon at than Portland, is compelled to pay just similar circumstances and conditions" non-competing points from Eugene City about double the amount a shipper pays In this construction I in part concurr- to Ashland, inclusive, on the line of the on a ton from St. Paul to Portland, or ed, and with the still further view that Oregon and California Railroad. When conference has passed the Senate with- from Chicago via the Union Pacifis and it would be an absolutely controlling the Oregon and Californic, out amendment, and in all probability Oregon Railway and Navigation Com- circumstance, rendering the case entire- is and Oregon lines are connected we

any greater compensation in the aggre- such competing line. So that, should gate for the transportation of passen- the courts hold that these facts, or rathlieved by the people of Oregon and gers or of like kind of property, under or this circumstance of competition i Washington Territory to be unjust dis- substantially similar circumstances and the one case, and none is the other criminations in this matter of transpor- conditions, for a shorter than for a long. make transportation over the two tation, and which are apparent to all, or distance over the same line, in the routes substantially dissimilar, then i may be briefly stated thus-and some same direction, the shorter being in- that event unquestionably there would of which only were indicated in the cluded within the longer distance ; but be nothing in this bill that would precommunication to me from your Board this shall not be constructed as author- | yent the transportation company from It is well known that the tariff on terms of this act to charge and receive much, for transporting a ton of freight all classes of freight from Portland to as great compensation for a shorter as from St. Paul to The Dalles, or to Arlthe interior over the lines of the Ore- for a longer distance : Provided, how- ington or Umatilla, or Wallula, than gon Railway and Navigation Company ever, That upon application to the com. from St. Paul to Portland, and vice and Oregon and California Railroad mission appointed under the provisions | versa. Company are infinitely higher to points of this act such common carrier may, in beyond the first few stations out on the special cases, after investigation by the points on the line of the Oregon Railfrom Chicago or St. Louis to Portland; for the transportation of passengers or at Umatilla, or on the line of the North articles are from \$12 to \$14 per ton which such designated common carrier "under substactially similar circum rom Chicago or St. Louis to Portland, may be relieved from the operation

as much as \$30 per ton over the same less then another for a like and contem poraneous service, is as follows :

But again, referring to the way-points | Sec. 2. That if any common carrier | and any and all points on the line of along the line of the Oregon Railway subject to the provisions of this act the Oregon Railway and Navigation and Navigation Company in Oregon shall, directly or indirectly, by any spec- Company west of the junction at Umaand Washington Territory, and to the isl rate, rebate, drawback, or other de- tilla, there is not only competition, but matter of transportation between these vice, charge, demand, collect, or receive the sharpest kind of competition, on various points and Eastern cities, it from any person or persons a greater or through freights over the line of the will be seen that a car load of merchan- less compensation for any service ren- Union Pacific, Oregon Short Line and disc to any of these way-points from dered, or to be rendered, in the trans- O. R. & Nav. Co. line ; whereas, be Chicago or Omaha or. St. Louis is de- portation of passengers or property, tween St. Paul or Chicago, and any livered at such point without going subject to the provisions of this act, point on the Oregon Railway and Navthrough to Portland, and the freight than it charges, demands, collects, or igation Company's line in Eastern Orecharges thereon consist of the full receives from any other person or per- gon east of Umatilla Junction, or be through rate to Portland, plus the local sons for doing for him or them a like tween St. Paul or Chicago, and any rate on merchandise from Portland to and contemporaneous service in the point on the Northern Pacific or Orethe way-point. This local rate between transportation of a like kind of traffic gon Railway and Navigation Co's, line Portland and these way-points bears under substantially similar circumstan- east of Umatilla, there is absolutely no relation to the through rates to Portland | ces and conditions, such common car- competition; and, therefore, the transrier shall be deemed guilty of unjust portation on either of those through

charges for transportation between these difference of opinion existed in the Sen- seemed to me quite clear that such cas-One hundred and twenty acres of the best latter-named points and Portland are ate among leading lawyers as to the es this section 4 would not, and could on an average double the rates of trans. construction that should be given to not be held with these six words in it portation between St. Paul or Chicago these six words and the effect they prohibit a greater charge for any short and portland; yet the actual haul in would have in the passelof the fourth haul from St. Paul or Chicago to any

each of the cases between Portland and section, particularly upon the subject of point on either line east of Umatilla the way points above named is on an long and short hauls. Senator Callom, Junction than on the long haul through average only about one-tensh the dis- the chairman of the Conference Com- to Portland on either line. And hence tance from these Eastern cities to Port- mittee upon the part of the Senate, and I desired and voted to smend by strikwho prepared the bill, gave it as his ing out these objectionable, qualifying? As a consequence, a person desiring unqualified opinion that the question and, as I believe, practically wholly But a moment's consideration will

show how useless and impotent is this land to Eugene City, eight dollars to Springfield, ten dollars to Roseburg, twelve dollars to Riddles, sixteen dal-Ashland, the first of which (to Eugene) would be one-third more than for the long haul from Portland to San Francisco, while the last (twenty dollars to Ashland; would, for these 340 miles, or about one-half the whole distance San Francisco, be five times more than the charge for the long distance of over 700 miles between Portland and San Francisco; and it is quite probable that something like this will be the result when the road is completed unless otherwise regulated by law.

In such an event, therefore, would, I inquire, the provisions of this Interstate Commerce Bill prohibit the railroad company from making these several hauls than are charged for the longer haul between Portland and San Fransisco I I imagine not, for the simple reason that the long haul is subject to the sharp competition by ses, and therefore the railroad company may for this reason he forced to put through rates at an extremely low figure, in order to get any business as against ocean transportation; and, therefore, it is that the transportation over the long haul is not, and would not be in such a case, "under substantially similar circumstances and conditions" as that on any of the short hagis named. And thre. the "circumstances and couditions" being entirely dissimitar, the bill by its ex-press term does not, in my judgment, as mesday evening 7:30. S. E. Davis, pastor. it stands, inhibit a greater charge for the short than for the long baul. my amendment been agreed to, and these six objectionable words stricken from the bill, then it would clearly prevent such charges. Should a different construction, however, be given to this each Sabbath at 10 o'clock A. M. Prayer section by the courts as it stands I shall meeting Friday evening's at 7 o'clock. J.W. section by the courts as it stands, I shall be happily disappointed. Were it not that I gave public and emphatic expression to these views in the Senate when this bill was under discussion, I should hesitate now to excress them, as I do not wish to see the bill, should it become the evening before sermon. Sabbath School a law, brought into discredit in advance, but, on the contrary, hope it may have a fair trial; and should its practical workings prove satisfactory to the great well, and if, on the contrary, found deof the country, further legislation may Street. Sabbath School immediately after supply the defects. Possibly a fair test Thursday evening at 7:30 o'clock. T G may demonstrate to all that it is not, after all, wise to insert a long-and-shorthavl provision of any character in legis- of the month service at Eugene City. Rev. lation upon the subject of interstate commerce; and again it may be seen that a much more stringent measure on this subject than that contained in this

bill is both wise and imperative. That some adequate notion may be had of the estimate placed on this bill by prominent members of each House, who desired the bill amended to make it certain and effective, I beg to quote the following extract from a speech made in the House of Representatives January 19th, in discussing the report of the Conference Committee, by Representative Weaver, of Iowa, who is uni-Dry granulated 7 c. Mill Feed-bran, 11.00 per ton. versally recognized as a firm and enthusinstic supporter of the rights of the people against the encroachments of corporate power, and who was a warm supporter of the Reagan bill in the House. He said :

It seems to be the theory of the pending bill to do as little for the people as possible, and in making that remark I wish to say I am entirely impersonal in everything I say

[To 4th page.]

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VOL. XXII.

THE CHARLES A. YOGELER CO., DAITINGER, MD. A CHILD'S SKIN

SURE.

Ears and Scalp Covered with Ec zematous Scabs and Sores Cured by Cuticura.

like a piece of beefsteak. Gradually the hair car out and was destroyed, until but a small patch w left at the back of the head. My friends in Peabo know how my little boy has suffered. At night would acratch his head until his pillow was cover rith blood. I used to tie his hands behind him. n many ways tried to prevent his scratching; but was no use, he would scratch. I took him to the pospital and to the best physicians in Peabody with been cured by the Cuticura Remedics, prevailed up me to try them. I began to use them on the 15th muary last. In seven months every particle of disease was removed. Not a spot or scab remains of his scalp to tell the story of his suffering. His has returned, and is thick and strong, and his scal as sweet and clean as any child's in the world. I can

allarly afflicted to know that my statement is tru CHARLES McKAY, Peabody, Mass. I have seen Mr. McKay's boy when badly affected with the Eczena __e was a pitiful sight to look at. I know that he has tried our best physicians, and availed nothing. I know that the statements he had be nothing as regards the curing of his boy by you cuticura Remedies are true in every particular.

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From Portland to The Dalles, as 75 discrimination, which is hereby prohib- lines from Chicago or St. Padl to Portto 100 : from Portland to Arlington, as | ited and declared to be unlawful. 105 to 100; while from Portland to I also moved to strik from this sec- lar to the transportation of like kind of Walla Walls, W. T., La Grande, Union tion the following six words: "Under freight from either St. Paul or Chicago Baker City, and Huntington, Or., as substantially similar circumstances and over either line to any point east of the 100 to 200; that is to say, the freight conditions." Unformately, a grave junction at Umatilla. And hence it

tation companies of exacting greater Territory, and in Middle and Southern that of the long haul-and no competi- these two ports, to say nothing of the sharges for the transportation of persons Oregon as well, desire—at least what tion in the other or the short haul, it lines of steamers to Yaquina and Coos and property over shorter than longer they believe to be to their interest-te would only be in the rarast of cases that Bay. Suppose, therefore, through hauls-and to some of which unjust an absolutely effective provision that the section would operate to prohibit a freights on that line either way, that is, exactions my attention was recently at- will in each and every case absolutely greater charge for a short than a long between San Francisco and Portland, tracted by a communication from a prohibit transportation companies, under distance. Possibly it may be said that should be, say four dollars per ton, it is committee of your Board. That it will severe panalties, for charging more for a ten of freight transported from St. now by sailing vessels, I believe, about have this effect, however, at least on transporting passengers or freight over Paul over the Northern Pacific and that, and by steamers six or eight dolpoints of shipment in Eastern Oregon a shorter than over a longer distance Oregon Railway and Navigation Com- lars per ton on merchandise by measurewith Eczema of the scalp, and at times a great with Eczema of the scalp, and at times a great tilla Junction, or on points in Middle it began in his cars, and a times a great tilla Junction, or on points in Middle whether such a provision of law will conditions? to that of a ton of like whether such a provision of law will absome freight over the same line from St. Paul and Washington Territory east of Uma. on the same line. And while it is a pany to Portland is transported "under ment; and suppose the railroad comtills Junction, or on points in Middle matter of very serious doubt with me substantially similar eircumstances and pany would charge six dollars per ton the question of long and short haul on lutely reduce the freight to and from to The Dalles, or Arlington, or Umapoints on the river between Portland way-points, or whether, on the centra- tills, the latter being the point of juncand Umatilla Junction, in Oregon and ry, the effect may not be to increase the tion of competing railroads, if we may lars to Medford, and twenty dollars to Washington Territory, may admit of through rates on the long hauls, and admit that the Northern Pacific comthus maintain the local rates at high bines with the Oregon Railway and The bill, under the rules, could not rates on the short hauls, I am decided- Navigation Company or controls or be amended in the Senate. The only ly in favor of giving it a trial. But to uses its line from Wallula to Umatilla way in which any amendment could be give it an entire'y fair, honest, and but vet there is, with these six words reached was by recommitting the report complete test, it is all important that in the section, a very serious question of the Conference Committee with sug- the prohibitory clause intended to meet with me whether this can be truly gaid gestions. I submitted certain amend- the evil above suggested should be clear, to be so, inasmuch as it may very propments, and with a view of placing the unambiguous, direct, plain, positive, orly be said that as between St. Paul bill in a position where they could be and certain, and not couched in such and Portland there is competitionconsidered and adopted, voted to re- language, or coupled with such condi- first, by rail to Man Prancisco from St. commit to the Conference Committee, tions, as to render it ineffective or ab- Paul, and thence by the steamers of the It was my fear that the provision is pany to Portland; and second, via the and effective in absolutely prohibiting the bill just passed was of the nature Canadian Pacific, Puget Sound, and so greater charges for a short haul than a last described that led me to make an on. But still further, when the North-

amendment, I voted for the bill on its I now desire to point out wherein I line across the Cascade Mountains to final passage, trusting, as I have said, thought the provision should have been Puget Sound, which will be at a very although with serious apprehension, amended in order to be effective as a early day, whereby that company wil that it may afford some relief, at least, long and short had provision, and in have a direct line between St, Paul and from the unjust discriminations, grow- what respect I moved to amend as a Portland, then the stations along the ing out of charges by common carriers, suggestion to the Conference Commit- Columbia river between Portland, Or., as is done in many instances of more, tee. The clause of the bill on this sub- and Wallula or Pasco, in Washington and sometimes more than double, and ject of long and short hauls is contain. Territory, will, so far as the line from even treble, for transporting persons ed in the fourth section, and is as fol- St. Paul to Portland via the valley SEC. 4. That it shall be unlawful for competing points; whereas, between I believe, some other provisions in the any common carrier subject to the pro- St. Paul and The Dalles and Arlington bill that will preve of much value to visions of this set to charge or receive and Umatilla and Wallula, there is no

izing any common carrier within the charging more, or even three times as

ly dissimilar to that where there was no will have a through line by rail between The people, as I understand, are competition; and Linsisted that, in my Portland and San Francisco. Through I hope sincerely the bill will have the complaining, not of the through rates, judgment, the courts would so construe freights over this line sither way will effect of meeting the expectations of but of these excessive charges to non- it in most cases that would arise, and necessarily be very low, from the fact shippers and remedying the grave dif- competing points. What the people, that, therefore, inasmuch as in almost that such transportation is brought in ficulties, and probibiting the gross dis- therefore, away from competing points every instance that would arise there direct competition with a line of steamcriminations upon the part of transpor- in Eastern Oregon and Washington would be competion in the one case- ers and sailing vessels running between Oregon Railway and Navigation Comean Pacific shall have completed its

the Columbia is concerned, be non-

But let us inquire further. Take various lines from Portland than they commission, be anthorized to charge way and Navigation Company east of are by any of the transcontinental lines less for longer than for shorter distances Umstilla Junction, the competing point as, for instance, coffee, augar, bacan, property; and the commission may from ern Pacific east of that point. What, hams, water pipe, pig-iron, and like time to time prescribe the extent to then, is the effect of these six words, section ? It is, it seems to me, to ren I moved to amend this section by der the section absolutely inoperative and from Portland to Eugene City, striking from it the following six words : and of no account, in so far as affording Springfield, Roseburg, Riddles, Grant's "Under substantially similar circumstan- protection to the people in Eastern Oregon and Eastern Washington Territory The second section of the bill, pro- is concerned whose point of shipment per ton to the latter, while the freight hibiting unjust discriminations in the is on either line east of Umatilia, for charge on many articles of freight are matter of charging one person more or the reason that, as between Chicago or St. Paul and Portland, via the Northern Pacific, as well as between St. Pual

land is entirely and absolutely dissimi-

here, and desire to be so. It seems four for \$3.25, giving a remarkable barguin.

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