

Submits Annual Report to Congress

Times,

WASHINGTON, D. C., Dec. 19 .---Pursuing President Taft's recom- state Commerce Commission with mendation that an executive bureau the Commerce Court in the 25th anbe created to supervise corporations nual report of the Commission trans- exist in these tariffs can be preventchartered under a federal incorporation act, Attorney General Wickersham, in his annual report submitted "trans-continental rate cases," nity, even in the absence of the proposed federal incorporation statute.

Commerce and Labor the attorney than to Pacific Coast terminals. ment and adds that it might well be law, the Interstate Commerce Comfor lawful purposes might be form-ed."

In enforcing the Sherman antitrust law, the attorney general points out that the Department of Justice and the courts are confronted by -economic, rather than legal, problems when it comes to working out methods of disintegration after a corporation has been declared an illegal combination. The department enlisted the assistance of the Bureau of Corporations in the dissolution of the tobacco trust, and it would be of great value to the legal branch of the government, Mr. Wickersham says, if the functions of the bureau In should be so enlarged that it could the Commission declares that "it is 507 formal decisions were disposed be called upon officially to make investigations and report its conclusions with respect to plans for the voluntary or enforced disintegration of monopolistic combinations.

The attorney general reviews the record of a year of intense activity in federal prosecutions and points out that the Department of Justice financially sustained itself as the result of the contribution of \$4,204,-115 to the United States Treasury in the shape of fines collected, customs duties recoveries, etc. The expense of the department, including the office of the attorney general, all of the district attorneys and assistants throughout the country aggregated \$3.223.773.

anti-trust prosecutions, the attorney low which the rail line shall not go, of the last fiscal year were augment-ed by 6 additional actions, while the mination by the fixing of an absolute violations of the act to regulate comsame statute were increased by 23 absolute rate at Reno. It can only gate of fines assessed was \$214,225. more prosecutions during the last accomplish this purpose by prescrib-Many investigations were made that fiscal year.

Eight civil suits and number brought to conclusion during the to make whatever rate it sees fit to commission ordered their discontiyear. In four of the civil prosecu-tions judgments were rendered in fa-vor of the United States, while three "The report indicates the desire of"""It becomes increasingly evident ere lost and one was discontinued. shippers from points in the interior that entire freedom from discrimina-Four convictions were secured until of the country to obtain the same tion can be secured only by a comthe criminal clause of the statute rates to the Pacific coast that are plete separation of the business of during the year and four cases were accorded by the railroads to their transportation from every form of either quashed or discontinued.

sion Files Annual Report -Suggests Change

(By Associated Press to Coos Bay (By Associated Press to the Coos Bay Times.)

WASHINGTON, D. C., Dec. 20. Sharp issue is taken by the Intermitted to Congress today.

The issue is made principally upon what popularly is known as the into Congress suggests that the Bureau volving freight rates from the Atlanof Corporations be talsed to that dig- tie to Pacific coast terminals and to intermediate points. Existing rates of the trans-continental lines from eastern points to inter-Rocky Moun-This branch of the Department of tain cities are materially In general urges, should be brought in- a decision interpreting the long-andto closer relation with his depart- short-haul provision of the present "availed of as the nucleus for an mission, directed, by order, that a administrative board under whose relation of rates should be estab-supervision consolidation or mergers lished between the Pacific coast and ma canal may so add to the intensity points of origin in five zones, into of this water competition as to call which the United States was divid-

ed The effect of the order was to reduce rates to inter-Rocky Mountain of reasonable rates to be a legislative cities and prevent the railroads function, not subject to review by from exacting from shippers the Pa- the courts. Congress, it is maintaincific coast rate plus the local rate ed, has delegated that power to the from Pacific Coast terminals to the commission, and the intimation is intermediate points. The orders of the commission, on application of of the commission has no power to the enjoined by the Commerce court established through the orders of the and the matter has been carried, on commission in the transcontinental appeal to the United States Supreme

In its report to Congress today, a waste of transportation and therefore uneconomical and wrong to maintain a system of tariffs which are expressly intended to develop the Pacific coast cities and to arrest the development of the Interior points. 'It is impossible to dis-associate the intermediate from the long distance point. Whether the interme-

points on both sides of it, and to per- provision. mit the railroads of this country to

In discussing the effect of water competition upon rates the Commis-sion says that it "cannot fix a rate publications were filed, an average of In a comprehensive review of the from New York to San Francisco begeneral shows that the 17 anti-trust for it has no authority to fix a mini- ed of the work of the Division of Incivil suits pending at the beginning mum rate. There is, therefore, no quiry showing that since December way in which it can prevent discri- 1, 1910, 62 indictments for criminal rate at San Francisco and another merce were returned. The aggre ing the difference which may prop- disclosed practices not of sufficient a similar erly exist owing to the effect of this gravity to warrant prosecution but of criminal trials were competition and allowing the carrier of such doubtful propriety that the

short-haul section under which a carrier may not charge more for the shorter than for the longer haul, but that the railroads may, to any extent they please carry out a policy of blanketing the country for the benefit of the farther points and not the nearer points, is to say that a railroad may, without restraint, ef-fect a ruinous discrimination and give no justification save its own determination or whim. There can be no regulation of rates as to discrimination or preference under such an interpretation of the law "The Commerce court intimates

that the mistake of the commission is in having attempted to fix a relation of rates instead of establishing reasonable rates; but, as we have already pointed out, there is no way in which the discrimination found to ed except by fixing a differential since we have no power to establish an absolute rate or fix a minimum charge below which the carrier is not free to go.

"We feel strongly that water competition, even when the wide t reasonable latitude is given to the effect of market competition, cannot higher by any possibility justify a higher rate from Omaha to Reno than from Omaha to San Francisco; from St Paul to Spokane than from St. Paul to Seattle.

> "Upon the other hand, it should be ma canal may so add to the intensity for some modification of the conclusion now reached."

The commission holds the fixing clear that the courts, in the opinion trans-continental carriers were review such rates as may have been

The report declares that during the last year 652 cases, embodying of. During the year 881 formal complaints were filed and 12 proceedings of inquiry were instituted by the commission on its own initiative. In addition there were instituted 43 proceedings of investigations and suspensions of tariffs containing proposed increases and rates; 4,325 informal complaints; 5,653 claims; and diate rate is reasonable depends 5,723 applications for relief from the upon what rate is made to other operation of the long-and-short-haul

At sessions of the commission held in Washington and elsewhere 943 select points where they will and in Washington and elsewhere 943 where they will not compete would be intolerable." taken. In the twelve months ended November 30, 1911, 121,829 tariff more than 400 for each working day. An elaborate discussion is present-

evident



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public interest in the Sherman anti- by the trans-continental lines on the trust law is "even greater" than it ground of market competition. was at the date of his last report, or pending for final settlement:

rider' cases; United States Steel Corporation; cotton corner; alleged towing monopoly; beef packers; Southern Pacific merger; bituminous coal combination; naval stores suit; bath tub 'trust'; lumber 'trust'; wall paper combination; sugar 'trust'; trans-Atlantic steamship pool, magazine 'trust'; shoe machinery 'trust'; combination of coal roads; elevator suit in Oklahoma, and kindling wood 'trust.'

Emphasizing his satisfaction with the attorney general scores independent tobacco interests who have crit- of the sea has been 'neutralized.' tcised the plan of disintegration.

Forty-six prosecutions for illegal discriminations and rebates were instituted against railroads during the year. The attorney general urges the amendment of the 28-hour law governing the railroad transportation from a few months in jail to 10 of live stock by imposing an impri- years in the penitentiary. **bonment** penalty for its violation.

says, resulted in the recovery of \$2,- civil service retirement law. government had been defrauded.

The white slave traffic act, now a year and a half old, is having a salutary effect, in the judgment of Mr. Wickersham. The statute was dills gently enforced throughout the country, he avers, with most satisfactory results. One hundred and fortyfive prosecutions were had, resulting in 76 convictions, 14 acquitals and 10 nolle prossed or otherwise discontinued. Forty-five cases are pending. Sentences imposed ranged

competitors on the Atlantic sea- commercial or industrial Declaring that he appreciates that board. The rates are made the same prises."

> tion, under which they give lower system of uniform classification mission has attempted to minimize." the frank admission of the railroad

managers that they have subsidized the decree of the New York Circuit or bought some of the steamship Court in the tobacco trust dissolution, lines and terrorized others until they can make the boast that the effect

> "A railroad policy of rate making must certainly be subject to limitations of the law, or else there is no law. To say that there is a long-and-

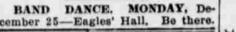
www.www.www.www.www.

The attorney general also recom-The vigorous enforcement of the mends a general immunity statute, customs laws, the attorney general numerous laws for Alaska and a

STATE OF OHIO, CITY OF TOLEDO, LECAN COUNTY. Frank J. Cheney Makes cath that he is senior partner of the firm of F. J. Cheney & Co. doing busite is in the City of Toledo. County and sistenforesuld, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of Hall's Catarrh Cure. Sworn to before me and subscribed in my presence, this 6th day of becember. A. D. 1885. (SEA.) A. W. GLEASON, Notary PUBLIC Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces of the system. Send for testimonials free.

enter-In conclusion the commission re-

commends that the law be amended "To justify their rates from coast to as to require telephone, telegraph, the attorney general set forth the to coast," says the report, "the rail- and cable companies to publish, file, prices. Try them, following cases as being prosecuted roads advance water competition, and post their interstate tariffs; to and to justify the same rates from make the Elkins act applicable to The 'powder trust'; the 'night interior points to Pacific coast such companies; that transportation points they rely on market competi- companies be required to adopt a rates from all the interior cities freight; to provide additional safetwo-thirds of the way across the con- guards in railroad transportation for tinent to the same coast cities than employes and the public; to relieve to inter-mountain points. This is the commission of the jurisdiction of the kind of discrimination the Com- the street railways of the district of Columbia; to provide for the regula-While the commission recognizes tion and control of capitalization and the full effect of water competition suitable provisions for the valuation upon the rail rates it says "we have of railway property; and that a suitable building be provided for the use of the commission.



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Notice is hereby given that scaled bids will be received by the County Court for each of the following:

1. Printing County Expenses, hona fide list, under oath of yearly paid up subscriptions as required by law to be submitted with pil.

2. Printing Officers' reports and notices.

3. Supplies for Poor Farm or Infirmary, including groceries and meats, separate bids for each.

4. Maintenance of County Hospital and care of County Patients; everything in connection therewith to be furnished by the contractor, including all clothing, board, lodging, medicine and medical attendance.

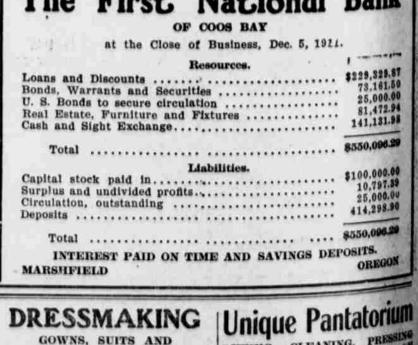
5. Fuel for Court House, including wood and coal, to be furnished in summer of 1912, separate bids for each.

All bids to be filed with the County Clerk on or before the 3rd day of January, 1912, at the hour of 10 A. The County Court reserves the right to reject any and all blds for supplies and maintenance of Hospital and award contract or contracts to bidders not the lowest should the County Court deem it for the best interest of the County, and parties to whom bids are awarded to enter into written contract and furnish bond with good and sufficient sureties in such sum as the County Court may require within five days after contract is awarded.

Dated at the Court House, Coquille, Oregon, this 8th day of Lecember. 1911.

JAMES WATSON,

STATEMENT OF CONDITION	
Flanagan & Bennett B	ank
MARSHFIELD, OREGON	
At the close of business, December 5, 19	11
Resources. anking House ash and Exchanges	\$422,312.65 50,000.00 184,486.43
Total	\$656,799.10
Liabilities. upital Stock paid in urplus and Undivided Profits eposits	\$ 50,000.00 58,531.57 548,267.53
Total	\$656,799.10
Condensed Statem	ent
of the condition of	
The First National	Bank



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