

OPPOSES FEDERAL RATE LAWS, FAVORS ADMISSION OF CHINESE

**Senator Dietrich's Strong Views
on These Subjects Unhesitatingly Expressed.**

**GOVERNMENT OF ALASKA
HAS BEEN GIVEN STUDY**

**Drawback to Growth of Pacific Coast,
He Says, Has Been Manner in
Which Political and Labor Leaders
Handled the Immigration Question.**

United States Senator Charles H. Dietrich of Nebraska, who is attending the Trans-Mississippi Commercial congress, opposes federal rate legislation by interfering by state commission or court with the transcontinental railway, and favors modifying the laws governing the admission of Chinese to this country. In an interview today he expressed himself vigorously in support of the two positions.

"One great drawback to the development of the Pacific coast," said he, "is the fact that political and labor leaders have been unwisely and unjustly harsh in handling the Chinese question. They have materially injured the transportation interests of the Pacific coast. Labor unions demand that every menial service must be performed by Americans. Now I have such a high regard for the character and ability of Americans that I could find better employment for them than doing such work as the cheapest oriental laborer could as well do."

"Ships should be free to employ oriental labor and transcontinental companies should not be hampered by any interstate or state railway commission or court."

The Rate-Making Power.

"I am opposed to granting rate-making power to the interstate commission. I believe it is absolutely impracticable under present conditions, for the reason that every state has rate-making and taxing power, and any change in the schedule of rates imposed by any state would upset and destroy what might be an equitable rate imposed by the interstate commission."

"The surplus wealth of the middle west has been its ability to transport products to seaports at less than half the rate per ton that was paid by states nearer the destination. This has been the one cause that operated to build the fruit trade for the Pacific coast, for you have shipped fruit to the east and competed with Florida, which was about one third as far away from the markets."

Senator Dietrich has been prominent before the country as the advocate of a plan to maintain in one or more places in the orient a permanent opposition to the American and local products which would be exhibited. He believes that this would forward the commercial interests of the United States, and is urging the federal government to act in that direction.

He would have bonded warehouses maintained by this country in foreign ports, where American goods could be stored at nominal cost to the owners, and he would have extensive wharfage facilities.

Shipping Markets in the Orient.
Having traveled through the orient, Senator Dietrich states that he knows that American commerce is much hampered by the monopoly of docks by foreign countries, and he has proposed this plan to remove the handicap under which the merchants of this nation have run the commercial race with those of Europe.

The Nebraskaan has been in Alaska, where he looked into conditions with an eye to evolving a plan for the proper governing of the territory, and counsels the creation of a commission of six for this purpose, with the governor of Alaska as its presiding officer.

"Another thing," said Senator Dietrich, "with regard to our northern territory, is the need of better transportation. I am urging the federal government to aid the construction of a railroad from Valdez to Eagle, and believe that such a road would command the entire trade of the Yukon valley. Any one who will study the map, or who has gone over that region as I have, knows that Eagle is at the lower end of a stretch of the Yukon which is open 30 days longer in the fall and earlier in the spring than the remainder of the river. Therefore a railroad to Eagle would command the trade of Dawson.



United States Senator Charles Henry Dietrich of Nebraska.

as well as that of the Tanana river, where are to be immense mines of copper, gold, silver and other metals. "I went over that country on horseback and tried to learn at first hand the actual conditions. As a result I am urging the government to extend aid to the railroad proposed from Valdez, and believe that it will be the making of the Alaskan country."

GLASS SCARCE AND VERY HIGH

**Eastern Factories Shut Down,
and Price Goes Up About
Forty Per Cent.**

HOME BUILDERS WILL FEEL EFFECTS OF RAISE

**Combine and Independents Suddenly
Cease Production, and the Visible
Supply Falls Into the Hands of a
Few Conscienceless Jobbers.**

Builders are confronted with a sensational rise in the price of glass. To introduce the sunlight into his home the home builder must pay from 35 to 40 per cent more for the windows than they would cost a month ago laid down in Portland. The reason given is that the eastern glass factories have shut down at a time when there was a shortage of glass in the hands of jobbers.

Various explanations are given for this action by the factories. A glass manufacturers' combine, comprising about 15 of the largest factories in the country, undertook some years ago to control the industry of this country, under cover of a high protective tariff that kept foreign glass out of reach of the American consumer. A number of independent glass factories started, and have made much trouble for the combine by cutting prices. It is said that when a shut-down occurred last year there was so much glass on the market that prices went to the bottom.

This year the reverse is true. The shut-down is made at a time when a few eastern jobbers have cornered the small supply of glass on hand, and they have sent prices up to figures nearly double the former schedule. Even at the sky-rocket prices quoted today there are very limited quantities of staple sizes of glass to be had. Local dealers can fill small orders, but are not soliciting large sales. A greenhouse man who wishes to build a glass structure at this time is fortunate if he gets enough glass for the undertaking.

At the F. E. Beach store it is said the situation is made unreasonably severe on the consumer by a few conscienceless jobbers in the east, who perceived the situation in time to corner the glass, and then shot the price up, wringing golden tribute from every man in the country who has prepared to build a house this fall. A window pane that cost 45 cents a month ago now costs 80 cents. This is a sample of the increase in prices. The staple sizes of glass are the highest and scarest.

Fisher, Thorsen & Co. say that while the advance has been nearly 40 per cent, the price of glass was formerly too low, and that it is not too high at this time. They say the worst feature of the situation is scarcity of staple sizes for building purposes, and that the high prices would not materially affect building if there were plenty of glass to be had. Mr. Thorsen said:

"We favor independent factories, and buy 90 per cent of our glass from them. If a glass factory could be established in Portland it would have the advantage of a fixed equity of 10 per cent in the price, saved from the freight rate for the long railroad haul from the east. Such an equity would be a fine profit for a factory and insure its prosperity. If suitable sand could be found such a factory might be started here. There is an immense amount of glass consumed on this coast. Portland uses about 125 carloads annually, and sends to the western mills about \$150,000 every year that might be kept at home. The jobbing houses of this city would keep several factories busy."

He said the tariff is a useless protection, as the quality of American glass alone is sufficient to keep out foreign competition. The German glass factory product is so far inferior to American glass that it would not prove a serious factor in the market, even if admitted free, excepting at times when the American manufacturers practice extortion in prices by creating a shortage.



Remarkable Hat Values
Fall Styles
SPECIAL \$1.70



We have arranged for a notable Hat Sale, giving values never before offered in the city of Portland.

All the newest shapes, including the Alpine, Four-Dent, College Telescope, etc., in Blacks, Browns and Nutrias.

A. B. Steinbach & Co.
Greatest Clothing House in the Northwest.

45 feet in length to 15 tons besides which each boat shall carry one life preserver for every four passengers and at least one light.

Owners of motor boats appeared before the committee, including Captain C. C. Kellogg, Captain McKee and M. Merrill. Harbormaster Ben Biglin was also present. The proposed ordinance was discussed thoroughly, and it was decided that one life preserver for each passenger on the smaller craft would take up so much room that there would be no place to carry passengers. It was also argued that life preservers would be of little use in case of the sudden overturning of a boat, but that life buoys and lines would be of great service. The boatmen argued against placing a light on the mast, as it blinded the navigator.

"A river captain told me the other evening," said Captain Biglin, "that he was afraid to come into the harbor at night because of the mosquito fleet, as the small boats are so abundant on the river that great care had to be taken to prevent accidents. It is my opinion that the boats should be provided with lights."

The ordinance will go to the council this afternoon. Accidents come with distressing frequency on the farm. Cuts, bruises, stings, sprains. Dr. Thomas' Electric Oil relieves the pain instantly. Never safe without it.

Vancouver Transportation Co.

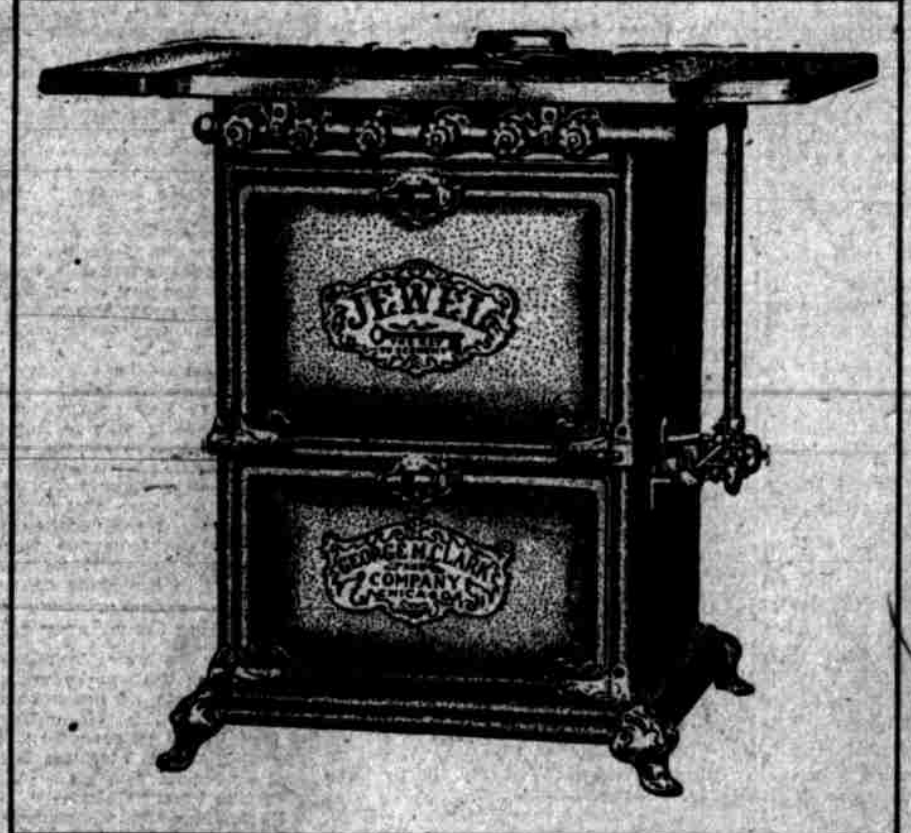
Steamer Undine

FOR

Cascade Locks

Makes the round trip daily, except Sunday, leaving Taylor Street Dock at 8:30 a. m., returning arrives 6 p. m.

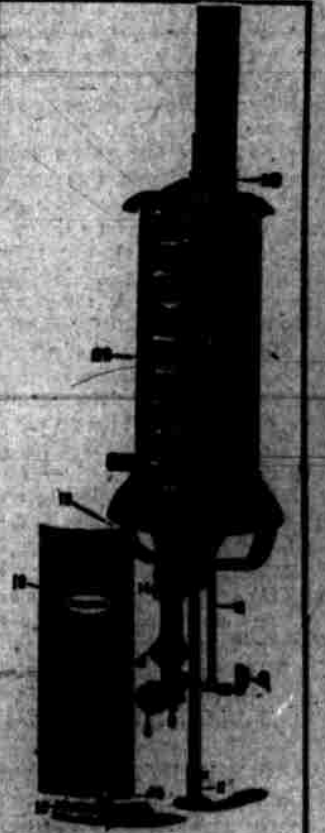
Are You Building?



If you are, see that your architect and builder make arrangements so that you can light, cook and heat with gas. No house is now complete without this arrangement. The ideal house should be piped for a gas range in the kitchen and a gas heater in the sitting room, as well as piped for gas lighting throughout the house.

After November 1 the price of gas per 1,000 cubic feet will be \$1.15 net. This makes gas very much the cheapest method for lighting, cooking and heating.

Those who once use the gas range never go back to the old method of cooking, and those who once heat with gas will never do without one or two gas heaters around the house. People are now cooking with gas the entire year and if you have never tried it you will be surprised how economical it is.



THE PRICE NOW INCLUDES INSTALLING. That is, for the purchase price we will set up ready for use, which includes a run of forty feet of pipe. On a cash sale or if you pay for it within thirty days we make you a discount of ten per cent. Where a fuel stub is already in the kitchen and no pipe is necessary a discount of twenty per cent is made.

Call Exchange 26 and let one of our solicitors give you other facts.

PORTLAND GAS COMPANY

Fifth and Yamhill Streets

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We are offering some extraordinary bargains in this summer's TANS for Women. Every pair is the latest style. The leathers and shapes and colors are perfect.

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- \$3.50 TANS \$2.80
- \$3.00 TANS \$2.45
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