

OREGONIANS MUST ALL JOIN HANDS TO FIGHT

There is a movement to secure transportation as means of road tariffs.

United Movement to Secure Transportation as Means of Road Tariffs.

ularly on the low grade or carload "right, the class of freight that they are handled by the steamships. They are frequently announced that they desired to eliminate commodity rates, and throw all business into the western classification, which would have the effect of raising the rates from 25 per cent to 50 per cent. The object is to advance the rates from the terminals to the interior, thereby making it impossible for the Hawaiian Steamship company or the Panama canal to haul the freight from the Atlantic seaboard to the coast and use the railroads as distributors, or merely as feeders for the boats.

Must Charge Back Rate.
The railroads have too much money invested in property in the interior to permit such a thing, hence by making the high rate from the terminals back into the interior, which with the boat rate will equal if not exceed the transcontinental rate on the same class of freight, consequently will permit the jobbing to be done by Chicago and other eastern cities direct to the interior, and encourage the railroads to haul the freight. It is not reasonable to suppose that the railroads should do anything else, and they cannot be blamed for protecting their own interests in this matter.

Canal Will Lower Rates.
These open rivers will take the freight brought to Portland via the Panama canal at a very low rate, and will distribute through the medium of their tributaries, and electric lines at a much lower rate than would be possible by steam line. Now as no other city on the coast has these water lines to distribute by, they will of course be at the mercy of the railroads, and it follows that Portland by reason of its transportation facilities will become the most important city on the coast, and what will be of benefit to Portland will benefit Oregon, and not only Oregon, but portions of Washington and Idaho reached by our waterways.

Prices of Grain.
It is a well known fact that the price of grain or any other commodity is governed by its value when it reaches the market to which it is destined, and it has paid all transportation charges, thereby demonstrating that in addition to the general understanding that the consumer pays the freight, the grower or producer likewise pays the freight, consequently both parties are interested in everything that tends to make lower transportation charges.

Can Care for Millions.
We have one of the greatest rivers on the American continent, capable of development that would take care of the products of millions of people, and we are making only spasmodic efforts to develop it. The Columbia with its tributaries extends for nearly 3,000 miles and threads the most fertile valleys in the world, therefore we are guilty of criminal negligence by our indifference to our opportunities.

Portland Will Be Chief.
I want again to call attention to the fact that by reason of its geographical location, Portland has the opportunity of being the greatest city, bar none, of any city on the coast. A look at the map will convince you of this fact. We have the Columbia and Willamette rivers and their tributaries, flowing through a country that has no superior soil as resources are concerned, and when the Panama canal is finished, as it will be, notwithstanding the efforts of the railroad interests to prevent by taking from it the engineers who have been secured to construct it, as well as by adverse legislation, the millions of tons of freight destined to and going from the north Pacific coast will, or should be largely handled by these waterways, all of which must necessarily pass through this port, as no other Pacific coast city is so fortunate as to these avenues of transportation, for this reason.

Clothing vs. Pocketbook

When the matter of getting a new garment comes up do not settle the question offhand. Don't attach too much importance to the economy side. Buying a poor garment because it is cheap is not saving money, but wasting it.

Look into the merits of the garment—the quality, the linings, the prevailing styles, the fit, the workmanship, etc.

We do all of this with the Business Suits we make to order for \$25 and up (depends on the cloth), and it is a foregone conclusion that you will place your order with us.

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AUTO WILL HAUL WHEAT TO RIVER

Horse Heaven Grain to Columbia via Plank Roadway.

From a townsite known as Coolidge, on the north bank of the Columbia river, it is proposed to build a plank truckway for an automobile freight line into the Horse Heaven wheat belt, about 15 miles distant. The promoters are Spokane men interested in the townsite, and will make an effort to develop a shipping point at Coolidge, as it is on the line of the Portland & Seattle railway and also has the Columbia waterway advantage.

The company's chief engineer, H. G. Rich, has planned the auto line, which is a radical departure from the usual type of interurban lines. The roadway for the rolling stock consists of fir plank three inches thick by 12 inches wide and laid on a concrete base. The road is laid flat on concrete ties. The grade of the road is ascertained by the usual survey, and instead of fills and cuts it is planned to make the thickness and thickness of the concrete ties correspond with the grade. Formed on the spot where used, each tie can be made to fill the requirements.

The fir plank for the tread of the rolling stock is laid the width of a wagon road and securely fastened to the tie in center of this plank. A single 60-pound steel rail of the standard steam road type, firmly imbedded in the concrete, is referred to. The rolling stock equipment consist of Auto truck wheels, gears, auto engines of some 60-horsepower and frame on which is mounted a car body of the necessary size.

The auto truck having solid rubber tires makes the adhesive traction great on the fir plank track referred to. The tonnage of any capacity of the motor power can be handled. The 60-pound steel rail in the center of the roadbed is intended as a guide rail to retain the rolling stock on the track and prevent it getting off the track or upsetting. A double-axle wheel is set beneath the motor car on the single steel rail.

The auto truck engines, electric generating and controlling equipment are installed on the car body base and all connecting gears mounted on an auto truck frame, as in the heavy auto truck so popular in the north. It is claimed a schedule of 20 miles or more can be maintained under full load.

It is figured that all roadbed construction motor equipment and everything necessary to place the road in operation can be done on a basis of \$2,000 per mile and even less in some favorable localities. A 15-mile line which is about the average distance of the sparsely settled localities from railway, would only call for a capital investment of some \$300,000 and this investment is less than a single mile of cost of standard railway construction. Local capital can easily handle this, and such a road opens the door for rapid settlement on thousands of acres of fertile soil and add untold value to land now of little account owing to the isolated conditions.

EXPLAINS SOLUTION OF JAPANESE PROBLEM

The exclusion of the Japanese, the organization along industrial lines of all foreigners now in the country, and the use of the ballot by the workingman are the three things which must combine in order to bring about a solution of the Japanese problem, said John A. Goldrainer at a meeting of Socialists at Alisky hall last night.

The first duty of the voter, said Goldrainer, is to oppose all candidates who are not against further immigration of foreigners. He declared that a socialist crisis will be precipitated unless conditions change. The extensive use of machinery cheapens labor in America and the primary cause of the importation of foreigners, said the speaker. A prediction was made that society will develop either into a benevolent feudalism or a benevolent capitalism, or accept the doctrines of Socialism.

Dr. T. J. Lloyd.
Veterinary surgeon and dentist, has opened a new veterinary hospital at 125 North 5th street, near the Union depot. The doctor is thorough in all branches of the profession. He pays particular attention to the treatment of dogs and operative surgery. Telephone A-5425, Main 8016.

OCTOBER IN PORTLAND MONTH OF SWEETNESS AND TANTRUMS

The local weather bureau furnishes the following interesting data concerning the climatic conditions that have prevailed in this vicinity during the months of October for the past 25 years. The normal temperature for that period was 54 degrees. The warmest October during that period was that of 1901, when the mean temperature was 59.1 degrees, while the coldest of 1893 was the coldest, with an average temperature of 49.5 degrees.

SPEAKER DECLARES ENGLAND AIDS ORIENTALS TO INVADE AMERICA

R. Chartres Thompson has a solution for the Asiatic immigration problem which he proposed last evening in a lecture at 209 Davis street. "The Crusade Against the Asiatics is Right" was the theme of Mr. Thompson's address. His proposal is to put a tax on Oriental labor, to avert Japanese, Chinese or Hindu employed in the



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IMPROVEMENTS ON WENAH RESERVE

(Special Dispatch to The Journal.) Pendleton, Or., Sept. 26.—Forest Ranger John M. Schmitt is now overseeing improvements on the Wenaha reserve. A large force is putting the trails in good shape for travel by the cattlemen, sheepmen, rangers and others. Six new cabins are to be built for the use of the rangers also. This year there have been grazing on the 800,000 acres of the Wenaha reserve 113,000 head of sheep, not counting the lambs, and the Journal's 200,000 sheep on the reservation and 16,000 head of cattle.



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of any moral issue. He says English history teaches that ambition has always been put before morals by the English nation. "England sided against the north in the time of Civil war, she sided with the Turk against Russia and fought the Boers and denied them liberty, and they are considered the Puritans of modern times," argues Mr. Thompson. "Bishop Thoburn, whom I regard as a careful thinker, could find no means by which so many Hindus got to America recently when they receive only 10 cents a day at home for labor. I believe they were helped to America directly by Great Britain. They are all sick and once served in the English army. The age of conquering heroes has not yet passed and Great Britain is only waiting the day when the government of the great republic will prove a failure and the richest ever yet acquired by a world power will have been taken. For that reason I believe Great Britain is encouraging the Japs in their advances who are expecting aid of England should they come tightly pinched. For that reason I believe it the greatest folly to let the Atlantic coast unprotected even a day."