

NEW INTERSTATE COMMERCE BILL HOTLY ASSAILED

**Taft-Aldrich-Cannon Measure
and Would Set Aside Good
Work Already Done—Would
Aid Railroads.**

By John E. Lathrop.
Washington, March 12.—Contending that it renders more remote the hope of shippers and consumers for ultimate regulation of freight rates, Republican insurgents and other congressional forces have very strong objection to the interstate commerce bill now pending, and are making strong efforts to secure adoption of amendments that will prevent a backward step from being taken in rate and other regulation of the railroads.

The chief objections to the bill are: That the commerce court (which the insurgents regard as unnecessary) is to be endowed with such broad powers that virtually the Interstate Commerce commission will lose its value. The demand is made to limit the powers of the commerce court to determination of only constitutional rights of the litigants, so that the commission shall not be robbed of its authority to regulate rates effectively. If the administration bill unamended becomes law, the commission—expert in traffic matters—must cease to be the rate regulatory body, and the whole system of regulation, in past upbuild, will be torn down—and this is a backward step towards the former conditions.

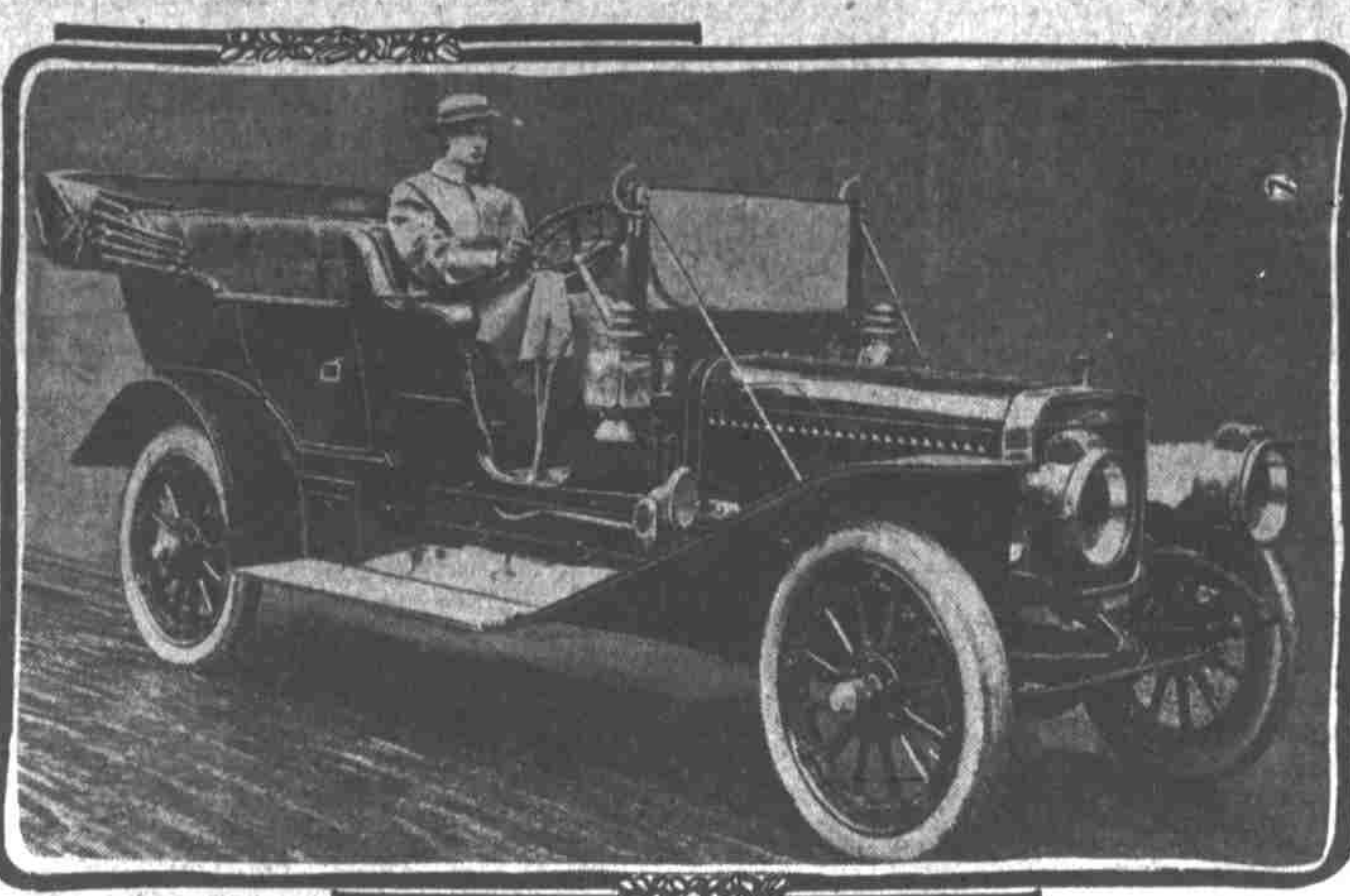
That the defense of the commission's orders be left to the department of justice. In a given case a carrier enjoins an order of the commission. The commission knows the case in all details. The department of justice, not a department of rate experts, takes up the defense of the order. Such defense necessarily would be weaker than a defense which the commission's lawyers would make.

Would End Competition.
That the bill permits traffic agreements between the carriers without supervision by the commission. It is a fundamental change to permit any agreements. It forever ends all semblance of railroad competition, which has been the presupposition in carrying and trade since the common law evolved in England and which runs through every code, state or national, since enacted. Such fundamental change should not be made unless the people through their agents—the commission—supervise it thoroughly. To do else will rob the people of their chief defense against the rapacity of the common carrier corporation.

Legalizes Harriman Combination.
That the provision anent combination of competing roads is utterly weak. As a matter of fact, the bill's provision as now drafted forever ends all hope, for instance, of forcing competition between the O. R. & N. Union Pacific route and the Southern Pacific Sunset route. The bill legalizes the Harriman combination, notwithstanding the Roosevelt anti-trust law, which provides for dissolution of the Harriman merger.

That the bill proposes to invest the proposed commerce court with authority to pass in advance of proposed railroad mergers, thus in that respect repealing the Sherman anti-trust law.

Aids Wall Street.
That the section relating to capitalization of common carrier corporations



Winton Six Touring Car, the Property of Geo. K. Wentworth.

is inadequate. It is drawn as Wall Street financiers desired—the very men who in the past engaged in the most flagrant manipulation of securities and injected about \$7,500,000 of water into the \$15,000,000 capitalization of the nation's railroads.

That the commission should be allowed to suspend a proposed increased rate for an unlimited period. The bill would limit the time, and that practically destroys the value of the section. This is the section so ardently asked for by the Pacific coast lumber shippers who hoped it would be really effective.

That combinations between water and rail lines should be rigidly controlled, to the end that the people be given the benefit of the water route as a freight reducer, witness the virtual annulment of benefits on the Portland-San Francisco steamer lines through ownership of the latter by the Harriman rail lines. That telephone, express, telegraph and interurban electric railway corporations should be included in the regulation of rates.

Permits Over Capitalization.
That—and this is a chief objection—the bill permits the abuse of over capitalization which may be continued without legal abatement. Under the bill, it will be possible to capitalize increasing values of existing properties or of earnings expended in extending or improving the properties. This is regarded as fundamentally wrong. It is cited that the tyro in traffic economy recognizes these things as unsound principles. That under the bill reorganization and consolidation privileges have practically no limit.

Those who demand amendments to the bill cite the foregoing as reasons why their amendments be adopted. But Aldrich and Cannon absolutely refuse any concession along those lines—hence the fight now on, a fight which the country is hearing of and which will bring a battle royal.

Unitarian Church at Eugene.
(Special Dispatch to The Journal.)
Eugene, Or., March 12.—The First Unitarian church of Eugene has been organized with 42 charter members. The Rev. Arthur Hayes Sargent, who has been preaching here for the past two months, has been called as minister for a year. The officers of the church are as follows: C. A. Brown, president; Mrs. Rose G. Osborn, vice president; H. H. Williams, secretary; J. F. Gates, treasurer.

GERMANY HURRIES BUILDING OF NAVY

**But Does Not Hope to Have It
Equal in Power That of
Great Britain.**

By Malcolm Clarke.
(Publishers Press Leased Wire.)
Berlin, March 12.—Now that the election in Great Britain is over and the German hope is not necessary for campaign purposes, it is found that the whole idea of the German navy outstripping that of Great Britain was preposterous as was in fact repeatedly pointed out by naval experts here.

A well known German naval authority in speaking of the situation said to me recently: "Germany is going ahead with her naval program regardless of Great Britain or any other power. German interests demand that we shall have a powerful naval force and we are getting it. That it will be equal in power to that of Great Britain is absurd."

"According to the German naval program, we will have in 1920 58 armored ships of the first class, that is ships which would fight in the first line of battle. At her present rate of building the United States will have 54 ships of the same class and France will have 46. Great Britain's first class battleship and armored cruiser strength in 1920 will be 112 units, equal to the combined force of Germany and the United States. So you see Great Britain has no cause to be greatly alarmed."

Much Haste Is Shown.
Plans for the new German naval base at Brunsbüttel, at the western end of the Kaiser Wilhelm canal, are completed, and work is to be begun immediately. The total cost will be about 30,000,000 marks. The work will require many years, and when finished the new naval base will be the greatest on the North sea. It is intended to rank with Kiel, with its great natural harbor, at the northeastern end of the canal.

There have just been published some striking official figures indicative of the acceleration in the construction of the German fleet. The number of workmen employed in the imperial dockyards has risen from 19,469 in 1902 to 23,926. The Kiel yards lead with 8500 men. At Wilhelmshaven 8134 are employed, and at Danzig 2693. The torpedo works at Friedrichshafen employ 1555 men, and there are 2126 at the artillery ammunition and store depots. The wages disbursed in the various establishments have increased from \$5,750,000 in 1902 to \$8,250,000. These figures, of course, do not include the staffs of the enormous private dockyards which are co-operating with the imperial yards in the creation of Germany's new fleet.

For Permanent Treaty.
Reports purporting to be well founded are in circulation here to the effect that Count Metternich, the German ambassador in London, recently recommended to the German foreign office the advisability of arranging a long term commercial treaty with England while it could yet be effected on a free trade basis. Inquiries have elicited that Count Metternich's personal view is that it would be desirable to exchange the present year to year modus vivendi by which Anglo-German trade relations are regulated for some more permanent arrangement. He has not yet embodied this suggestion in any commercial report to the German government. That he has not done so may be taken as an indication that he does not consider the time yet ripe for him officially as ambassador to recommend the opening of negotiations with the British government to this end.

LONDON TO PAY HIGHEST HONOR TO ROOSEVELT

(United Press Leased Wire.)
London, March 12.—The highest civic honor within the power of London to bestow will be conferred upon Colonel Roosevelt on his forthcoming visit to this city. The common council has unanimously decided to present the ex-president with the freedom of the city, the official document for which will be given him in a gold casket at a luncheon to be tendered him by the council.

JOHN BARRETT NOW HAS MANY TITLES

(Washington Bureau of The Journal.)
Washington, March 12.—John Barrett, LL. D., is now the proper designation of the director of the bureau of American republics. Dr. Barrett was given his degree by Tulane university in New Orleans, March 3, in recognition of his services in developing closer relations between North and South American republics. The complete titular designation of John Barrett therefore is John Barrett, LL. D., D. I. B. A. R., P. A. A. E., the interpretation whereof is: John Barrett, doctor of laws, director of the international bureau of American republics and president of the American association of esperantists.

WHITE GARAGE TO BE VERY COMPLETE

**Fireproof Structure on Sixth St.
Will House Products of
Three Factories.**

Roomy and complete is the garage of the White Motor Car company which has just been erected at Sixth and Madison streets. When everything is installed it will resemble an auto factory more than a local repair shop and garage. Three auto firms will occupy the place, the White Motor Car company, which handles the White steamers, Stearns Auto company, which has the agency for the Stearns; the Standard, which sell the Critterion and Ford.

The new building will have all the departments for the assembling of an entire auto and the tearing apart of one. Engines will be remade, an upholstery department will be installed, painting, stock room, large general offices and supply room. The top floor will be occupied by the Oregon Paint company.

The building is three stories in height, and was erected at a cost of \$75,000. It is fireproof, being built with reinforced concrete. The present location of the White company is at Tenth street between Burnside and Ash streets. C. A. Eastman is manager of the company.

The new garage will probably be occupied by the company the first of the week. The company is planning on receiving several new models of cars.

AUBURN PRESIDENT PAYS CITY A VISIT

One of the visitors in the city during the week was M. E. Eckhart, president of the Auburn Automobile company of Auburn, Ind. Mr. Eckhart, who is on a tour of the country visiting the larger cities, made an eight day stop in Portland. He was pleased with the city and said it looked to him as if it might become the metropolis of the coast.

Mr. Eckhart is well acquainted in the auto world, having been with a number of large companies previous to his connection with the company he now heads. While in the city Mr. Eckhart was a daily visitor to the aviation meet. The Auburn auto agents of this city were given the agency for the northwest by Mr. Eckhart. This will improve the popularity of the car in this city wonderfully. The local agents will soon occupy their new quarters at 505-507 Burnside street. Their new garage promises to be one of the best in the city. It will be fully equipped. A number of new models will be received in Portland of the Auburn. The touring

Forty and the baby Tonneau will be the earliest arrivals.

BANDON GRANGE OPPOSES ASSEMBLY

(Special Dispatch to The Journal.)
Bandon, Or., March 12.—Bandon Grange, No. 238, at its last meeting discussed the primary law and the proposed assembly, and also the initiative and referendum. The grange voted in favor of the direct primary law and went on record as supporting only such candidates as favor the primary law and the initiative and referendum.

Spring Bargains in

Studebaker

Gasoline and Electric Automobiles

Studebaker "30" Touring Car, complete with top and front; car painted green.

Studebaker "40" Touring Car, complete with top and front; car painted red.

Studebaker "30" Roadster; open; car painted red.

Studebaker E-M-F "30" Touring Car, complete with top and front; car painted blue.

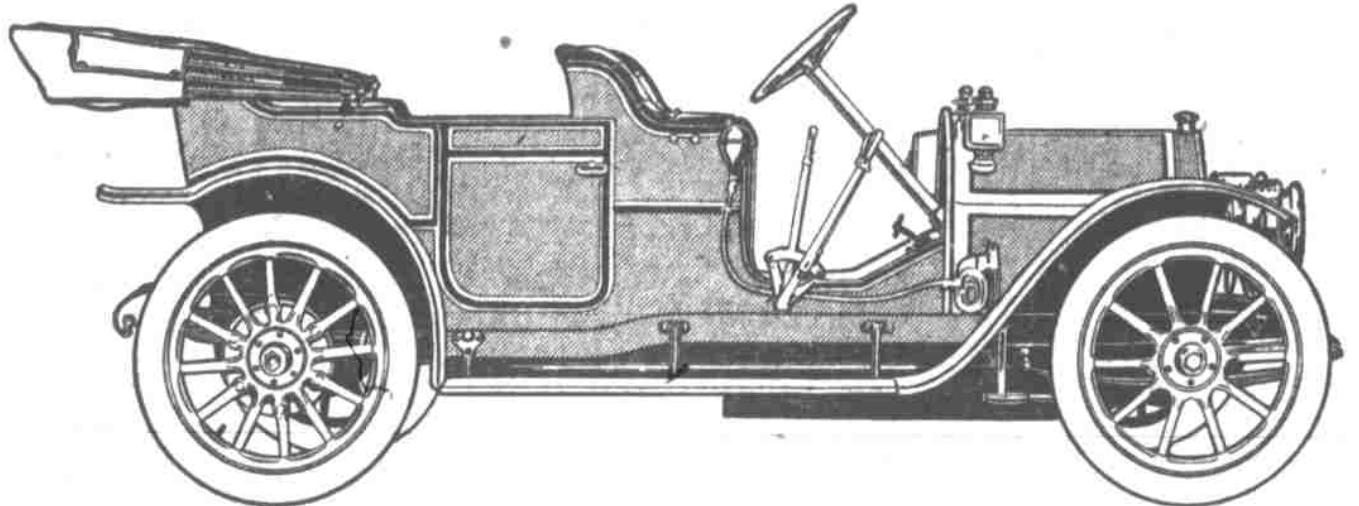
Studebaker Electric Runabout; car painted green.

These cars have been used as demonstrators; they are in first-class condition and every car is a bargain.

Do not fail to investigate if you want a good thing. The price will prove attractive.

Studebaker

Garage and Salesroom, Chapman and Alder Sts.



Pick Out Five or Six Cars, the Best of Your Choice, Regardless of Price, or Horse-Power, and Check Up the Mechanical Features With the

Chalmers Detroit "30"—\$1500

**PEERLESS, POPE
CHALMERS, HUDSON
BAKER ELECTRIC
GRAMM-LOGAN COM-
MERCIAL VEHICLE**

There's a Reason

More 1910 Chalmers "30" in hands of private owners in Portland than all the rest of cars in its class combined.

Chalmers "30"	
I-beam single-piece drop-forged front axle	Yes
Unusually strong steering connections	Yes
Aluminum crank case	Yes
Cylinders cast en bloc	Yes
Clean chassis; absence of levers, wires, etc.	Yes
Grease cup on all spring hangers	Yes
Unit power plant	Yes
Annular ball bearings, F. & S. imported	Yes
Multiple disc clutch	Yes
Full floating type rear axle	Yes
Body hung between axle; easy-riding	Yes
Three-quarter elliptic rear springs	Yes
Foot throttle; swinging	Yes
Large brake drums	Yes
Additional bolts thru spokes into brake drums	Yes
Extremely quiet-running	Yes
Drop Forgings throughout car	Yes
Constant level splash lubricating system	Yes
Sight oil feed on dash	Yes
Does it weigh fully equipped, and with tanks filled, more than 2468 Lbs.	No
Spark and throttle on steering wheel	Yes
Bosch magneto equipment	Yes
Double ignition system	Yes
115-inch wheel base, or more	Yes

H. L. Keats Auto Co.

**Burnside & Seventh
Streets, Portland, Or.**

Cadillac costs Less for upkeep than any other automobile

Remarkable record submitted by 75 Cadillac "Thirty" Owners in New York metropolitan district who have driven their cars 398,884 miles at a total cost for mechanical repairs of \$53.21, averaging 71c per car.

Equivalent to 14 times around the world—398,884 miles—at a total repair cost of \$53.21!

That is the amazing record revealed by statistics just compiled from the experiences of 75 Cadillac "Thirty" owners in New York city and vicinity.

It is doubtful if the entire history of travel and transportation—steam, electric or gasoline—can show a case of parallel economy.

There was in this instance no special striving to attain a minimum.

The 75 owners went their separate ways with their 75 Cadillac "Thirties" on a distance equivalent to the other.

They took no special precautions, but drove where they pleased, when they pleased, how they pleased, without the slightest idea that their experience was to be made a matter of record.

At the close of 1909 statistics were collected and compiled from the signed statements of the 75 users.

It was found that the 75 cars had traveled a total distance of 398,884 miles, or a distance equivalent to 14 trips around the world.

Forty-six of the owners had no repair cost whatever—not a single penny—in spite of the fact that some of them had driven their cars as much as 18,000 miles.

The highest individual repair charge for the entire year was that of one user, whose car cost him—on special reasons which did not reflect upon the construction in any way—\$10, the distance it carried being 9000 miles.

Eleven of the others expended during the year from 25 cents to 50 cents. The average distance traveled was 5318 miles per car, yet the average repair expense was less than 71 cents each.

The signed statement of these

75 users showed further that the average gasoline consumption for the touring car was one gallon for each 15 miles of travel and one quart of oil for each 17 1/2 miles of travel. The Demt-Tonneau car showed an average of 17 1/4 miles for each gallon of gasoline and 200 miles for each quart of oil. Some users obtained 20 or more miles for each gallon of gasoline, but the figures first given are averages.

There is no disguising the fact that this record has proven a revelation, even to automobile manufacturers themselves.

It proves beyond a doubt that the Cadillac company has always maintained that the elements in motor car construction which are absolutely necessary to economy and immunity from repairs are, scientific design, standardization, accuracy of workmanship and correct alignment. Also that necessity for repairs is the result of poor design, inaccuracy of workmanship, ill fitting and incorrectly aligned parts.

A year or more ago they proved before the Royal Automobile club of London that three Cadillacs could be torn down; all the parts thrown in a pile; a portion of these parts discarded and new ones substituted, and the three cars built up again from the heap of parts to run with absolute sweetness and without so much as an iota of looseness.

For this the Cadillac was awarded the Dewar trophy.

And now comes another demonstration which simply emphasizes the fact that the convictions of the Cadillac company as to the essentials of a long-lived, serviceable and economical car are correct.

Cadillac measurements are finer in a greater portion of essential parts than those of any other car in the world—finer than the costliest cars made.