

LOCAL MERCHANTS ASK CONGRESSMEN TO ATTACK BILLS

Chamber of Commerce Committee Strongly Opposed to Freight Rate Measures in Congress; Insists Unsound.

The Chamber of Commerce transportation committee is opposed to the freight rate bills now pending in congress. In an urgent communication asking the Oregon delegation in congress to fight these bills, the committee sums up the situation in the following words:

"We believe that these bills are wrong in principle and unsound as a freight proposition. They could not but result in limiting markets, in preventing competition, both as to rates and service, and would, in our judgment, lead to an advance in rates in the west and places and territory now urging the enactment of these measures."

Bills Attract Attention.

The remainder of the communication reads: "The attention of the transportation committee has been directed to certain bills now pending before congress to prohibit railroad companies from charging a greater freight rate for transportation for short distances than for longer distances covering the same or an additional truck mileage for the same commodities and class of freight in the same quantities, or in other words, providing an inflexible rule that a greater rate cannot be charged for a shorter haul than a longer haul when it is over the same line in the same direction, the shorter being included within the longer distance."

"Among these bills is H. R. 13,844, known as the Hardy bill. The purpose is to repeal section 110 of the act to regulate commerce so far as respects movement of freight, which section contains the present long and short haul provision. The law now declares that no greater compensation may be exacted for the transportation of passengers or like kind of property under substantially similar circumstances and conditions for a shorter than for a longer distance over the same line in the same direction, the shorter being included within the longer distance. It will be noted that the law now makes an exception where the conditions and circumstances are dissimilar."

Discriminations Forbidden.

"Under section 2 of the act all unjust discriminations are forbidden. Under the law it is now an unjust discrimination to charge any person a greater or less compensation for any service rendered or to be rendered than is charged any other person for doing a like or contemporaneous service."

"Under section 3 all undue or unreasonable preference or advantage of any kind is forbidden. We have no hesitancy in saying that the enactment of a law of the character proposed would not only prevent any competition in rail rates, which can hardly be said to exist, but would tend to prevent competition in service and between markets which does exist."

"It has often been held that in this country of such magnificent distances, the enlargement of the markets in which the people can buy and sell, and creating the greatest distributive ability for our products in a most worthy purpose, and benefits producer and consumer alike. The proposed law if enforced would tend to prevent the competition of markets and limit the opportunity of the producers to distribute and the consumers to purchase."

Rate on Mileage Basis.

"Within small tracts there are not the same objections, and rates generally are on a mileage basis, but when one considers the movement of products in this country involving hauls of great distances, some as high as 3000 miles and under all sorts of conditions and circumstances, with widely scattered markets, it would appear that its application in actual practice would be sure to create very serious disturbances in commercial conditions, and require adjustments that would not be beneficial but harmful. The demand for these changes generally arises out of local conditions which so doubt require consideration, but to attempt to apply a general rule of this character to all traffic movement in this country would only result in disaster."

"As illustrative of the condition we will refer to but one case, which could be paralleled by hundreds of others. The city of Spokane is served by lines from St. Paul. The short line distance from St. Paul is 1484 miles. It also has direct connections with lines from Omaha. The short line distance in this case being 1413 miles. The products of both these territories are much alike. In order for Spokane to receive the benefit of the two markets they must be placed on a parity. In order to do so on a parity the freight from Omaha to Spokane must be on substantially the same basis on the same commodity as from St. Paul over the short line distance."

By Meeting Spokane Rate.

"If the lines from Omaha are to carry any competitive traffic to Spokane they can only do so by meeting the rate at Spokane. In other words, there is a competitive condition which has to be met, or they go out of the business. If they go out of that business then the purchasing business of Spokane is limited to the territory reached by the short line road. If the long distance road cannot charge a greater rate to any of the intermediate points between Omaha and Spokane, then it goes to Spokane. It places the railroad in the position of either cutting out the Spokane business or charging what may be less than a reasonable rate for intermediate points."

"It may be suggested that they would not take the Spokane business on the longer haul unless it were profitable. This may depend on what is considered a profit. If they cannot get the Spokane business, what is the better rate, and if that lower rate pays anything over the actual cost of movement, then to that extent it might be better for them to do some of the business than to go out of it altogether."

"Chicago is a common market served by a number of lines. The short line distance from Chicago through St. Paul to Spokane is 1548 miles. From Chicago through Omaha to Spokane is 1316 miles. A difference of 232 miles. The effect of such a law might prevent the longer road meeting the short line rate if forced to apply the same rate to all intermediate points. If this resulted, the competition of service which is very important, would be eliminated."

New Law Would Work.

"Another illustration will show how badly such a law would work. On the Pacific coast we buy large quantities of tin and some products from various points. It requires the same or a better rate. Some over a larger distance and some over a shorter. The shorter distance roads fit the rate. The

longer distance roads must meet it or go out of the business. It is hard to see where the public can gain anything by depriving them of the additional service.

"Another feature which needs but to be called to your attention is the system of rate making called blanketting of rates, which would in spirit, if not by the letter of the law, be forbidden. On lumber rates as well as other Pacific coast products, a large part of Oregon and Washington is blanketted, from which territory all rates to certain other territories are the same. The receiving territory is also blanketted, that is, a given rate may cover territory of several hundred miles in extent. This is not only favorable to the producer on the coast, but is of direct benefit to the consuming public in the east. It gives the widest possible distribution and with the greatest possible benefit. If the law proposed was carried out to its logical conclusion this condition would not be permitted. Moreover, to the same territories competing railroads carry at the same rate, although in a number of cases the distance by the respective roads is much greater."

Certain Common Points.

"To illustrate further, in all sections of the country there are certain common points, which, while being separated in cases by considerable distances, yet, from common territories take common rates because as distributors they compete. To abolish this situation would absolutely revolutionize commercial conditions and hinder competition between cities for trade and on manufacturing industries the effect would be serious, as it would necessarily limit markets. Manufacturers must have markets, and rates are often made to enable them to reach markets, which if applied to all traffic would not be compensatory."

"So much for the subject where rail-

road service and competition is involved. The situation here, however, which is more acute where water competition enters as a factor. From a number of Atlantic coast points the rate to the Pacific coast is affected by water competition, which the carriers have to meet at these points or abandon the business. If this business pays anything more than cost of operation it is not a burden on any other commerce, but, on the contrary, tends to reduce other rates to the extent of the difference between what the road received for the competitive haul and the cost of operation."

Must Meet Competition.

"A situation with which you are all familiar is the condition existing between San Francisco and Portland. There the water again absolutely controls the rate. If the railroad between California points and Portland is to get any business, it must meet the competition at the water point, and so long as the meeting of this competition adds nothing to the burden of the other traffic, that is so long as it is above cost, no one can complain because the public receives a direct benefit."

"So intense and effective is this competition that rates generally between San Francisco and Portland, a distance of 746 miles, are less than the rates between Chicago and St. Paul, a distance of about 600 miles. To force them to accept the same rates at all intermediate points would drive them out of terminal business to the loss not only of the consumers there, but throughout the interior of Oregon and Washington who profit by this competition, and it would benefit no one."

Prevents Road Building.

"We are now urging the Southern Pacific company, and have been for some time, to build an extension from Drain to Coos Bay. At Coos Bay, when completed, it will meet water competition from both San Francisco and Portland. If it does any business at that point it will be compelled to meet the water rate. If it does not meet it, it would be a useless expense to build the road. To say that at all points between Marshfield, on Coos Bay and Portland, the rate cannot exceed the rate charged to Marshfield, when made on a law basis for the purpose of meeting water competition, or that the same condition must apply to all points between San Francisco and Marshfield would be unjust, and would, in our opinion, prevent the building of roads to any points where water competition exists, and would discourage building new roads where lines are now in operation having a shorter mileage than the proposed road would have."

"To require in the west large numbers of cars to move our products to eastern markets. The Asiatic and other trade furnishes some loadings. The competition is the water rate from New York via Suez. If the roads are not permitted to make a rate on this traffic to meet this competition they cannot secure it. To meet it requires a very low rail rate. Who will be benefited by preventing this competition? Nobody, and only harm would result from preventing it."

Believes Bills Wrong.

"In other words, we believe that these bills are wrong in principle and unsound as a traffic proposition. They could not but result in limiting markets, in preventing competition both of rates and service, and would, in our judgment, lead to an advance in rates to the points and places and territory now urging the enactment of these measures. These suggestions are not based upon personal interest, but on a far broader basis. This city, owing to its unique situation on both inland waterways and the deep sea, is in a position to protect its interests under any circumstances, but we believe the law

as it now stands affords protection against unjust discriminations or undue or unreasonable preferences or advantages, which the proposed amendment is intended to provide against. We, therefore, respectfully request that you give careful consideration to the suggestions we have made, and if you concur therein that you oppose the enactment of these measures."

Jim. Lou and Sam Hill are all going to visit Crater lake this summer. This will help a lot.

GOOD THING TO KNOW

Simple Mixture That Will Cure Bad Kidneys, Liver or Bladder.

Here is a simple prescription that will prove valuable to anyone who has lame back, rheumatic pains in the joints, highly colored urine, frequent scanty or burning urination, dizziness, pains in the head, all of which indicate kidney, bladder or liver troubles. Go to any good drug store and get six ounces good pure gly, one half ounce fluid extract buchu, and one half ounce mirax compound. Mix these together thoroughly and take one to two teaspoonfuls three times a day after meals. This prescription will quickly relieve and cure any case of kidney, liver or bladder troubles that can be cured.

Prompt relief in all cases of throat and lung trouble, if you use Chamberlain's Cough Remedy. Pleasant to take, soothing and healing in effect.

GUMBERT'S

334 Washington Street Near Seventh, Opposite Owl Drugstore

GOING OUT OF BUSINESS

Forced to Dispose of Our \$20,000.00 Stock of Cloaks, Suits, Waists, Skirts

At 33 1/2 to 50 cents on the dollar. We sold our lease at a big profit to the Hudson Bay Fur Co., and, being unable to find a desirable location, we are forced to dispose of our splendid stock at once.

This Season's Most Stylish Garments at Less Than Half

All Suits Exactly Half Price

This includes White Serges, Cloth of Gold, Pongee and all our strictly tailored Spring Suits. We'll save you half.

- \$25.00 Suits at \$12.50
- \$30.00 Suits at \$14.95
- \$40.00 Suits at \$19.85
- \$50.00 Suits at \$25.00

Bargains Ready for Quick Picking

- \$5.00 to \$6.50 Panama and Voile Skirts..... \$2.45
- \$30.00 Pongee Long Coats..... \$14.95
- \$9.00 Short Black Coats..... \$4.95
- \$15.00 Long Coat (Fall)..... \$2.95
- \$12.00 Rain Coats \$2.95
- \$1.00 Black Lawn Waists..... 30c

Here Are 2000 New Spring Waists at the Cost of the Laces and Embroideries

Splendid assortment. Six styles. All sizes; lace or embroidery trimmed; \$1.75 Waists for 95c

Dainty summer effects in Lawns and Mulls, Val. laces, embroidered medallions; new ruffle effect; 20 different styles at two prices,

- \$2.00 WAISTS \$1.15
- \$3.00 AND \$3.75 WAISTS..... \$1.95

Look for the Big Red Sign



ON SHORT NOTICE YOUR HIGH CUTS, MOUNTAIN AND LOGGING SHOES MADE TO ORDER IN OUR SHOE FACTORY

We Have the LARGEST SHOE REPAIR FACTORY On the Coast.
Repairing while you wait. We call for and deliver Free of Charge. Phone us.

Extra Special

During Alteration of Store Front



Ladies' Oxfords and Pumps
Goodyear welt soles, in patent, dull calf and tan calf

Sold elsewhere for \$3.50..... **\$2.45**


Girls' Pumps and Oxfords
Sizes up to 2..... **\$1.25**

Men's Calf Oxfords
Goodyear welt, in black, tan and oxblood

\$2.45
Sold elsewhere for \$3.50

GOODYEAR SHOE CO.

146 Fourth St., Opp. Honeyman Hdw. Co.



MONTCLAIR

Within the next few years thousands of people will be making some kind of arrangements to own a home in Portland Inasmuch as the majority of these people will have to get their homes through their own efforts, the great question which confronts them is: What is the easiest and cheapest way of doing it?

The right step is to own a lot. The cheapest way to get it is on small monthly payments. The cheapest lot is the one with improvements included in the price—where the seller pays the taxes—and charges no interest on deferred payments. The right lot is the accessible lot—on a good carline—where adjacent property is being improved. A Montclair lot is a combination of all these features, that mean much to a man who wants a homesite.

The Jacobs-Stine Company
Largest Realty Operators on the Pacific Coast.

146 Fifth Street Phone Main 6888
Phone A-4287

The Best Salesman is a Journal Classified Ad.