

# WOOL GROWERS WIN FREIGHT RATE FIGHT

Order Issued by State Railroad Commission for 45 Per Cent Decrease.

(Continued From Page One.)

Filing the complaints before the commission.

This reduction affects all wool shipped in carload lots from points in Oregon to Portland. Railroad Commissioner Clyde B. Atchison estimated today that the new rates, together with the reductions secured in interstate rates to eastern markets effective April 15, will result in a saving of \$40,000 or more annually to the growers.

The lowered rates also create the possibility of making Portland a great wool distributing center for the woolen mills in the western part of the state. It is understood that a movement is already on foot to establish a big warehouse for this purpose.

### Average Reduction 45.2 Per Cent.

Following is a table which shows a comparison of the carload rates on sacked wool from eastern Oregon points to Portland and Tidewater, showing the original rates in force when the state commission first started the fight for lower rates by filing a complaint with the interstate commerce commission, and the second class rates as reduced by the Oregon commission, which are the rates now in effect, and finally the new fourth class rates that will go into effect as the result of the long contest.

The new rates are an average reduction of 45.2 per cent from the original rates, and a reduction of 29.4 per cent of the present rates:

|            | Original | Present | New    |
|------------|----------|---------|--------|
| Durkee     | \$1.30   | \$ .72  | \$ .55 |
| Baker      | 1.20     | .68     | .52    |
| Joseph     | .93      | .55     | .45    |
| La Grande  | 1.14     | .78     | .58    |
| Pendleton  | .82      | .47     | .40    |
| Echo       | .78      | .52     | .44    |
| Umatilla   | .71      | .49     | .43    |
| Heppner    | .74      | .51     | .45    |
| Arlington  | .70      | .48     | .42    |
| Condon     | .64      | .46     | .40    |
| Shaniko    | .67      | .47     | .40    |
| Pilot Rock | .68      | .48     | .40    |

In 1908 the fight for lower freight rates on wool started. That year the Oregon railroad commission filed a complaint with the interstate commerce commission. A hearing was held, but the matter was not decided. In 1911 the National Wool Growers' association also filed a complaint with the interstate commerce commission attacking the wool rates in general from the western woolgrowing states to the eastern markets.

In the course of events the interstate commerce commission broadened out the investigation to cover all the wool producing territory west of the Mississippi river. The whole schedule of rates on wool in its various forms of shipment was gone into. Hearings were held all the way from Boston to Portland, as the hearings reached markets as well as the producing sections.

Findings were made by the interstate commerce commission in 1912. In this opinion the commission found that wool should be classified as fourth class in carload lots instead of second class. This would mean a material reduction in the freight rates. But the railroads in the west failed to comply with this opinion.

### First Order Kurts Portland.

The Oregon commission began to press the interstate commerce commission for an enforcement of the suggested rates. As the railroads were strongly protesting, another hearing was held in Denver, and as a result the commission adhered to its ruling and held that a fourth class rate should apply on the westbound wool in carload lots.

When the railroads finally filed tariffs in conformity with this ruling, they did not apply the new rates to wool shipped in Oregon. The Oregon commission insisted that the rates should apply to the interstate shipments as well as to the shipments east. The railroads wanted to block the growers in eastern Oregon from shipping to Portland and then shipping their wool to the eastern markets by water.

Members of the state railroad commission insisted there were three particular reasons why the railroads should give just as low rates on westbound shipments of wool as on eastbound. They were: First, that the grower has a right to a reasonable rate westbound, the same as eastbound, and he should have the right to ship his wool to Portland and ship from there by water if he wanted to; second, there are seven woolen mills in Oregon which are in sharp competition with the eastern mills, and all draw their wool from the same source of supply; third, there is a movement under way for the development of Portland as a primary market for the distribution of wool, and a project for building a great warehouse has been smoldering for two years awaiting the time when there would be more certainty about the freight rates.

### New Eastern Rates.

And today the state railroad commission has put the finishing touches on the reductions secured by the Interstate Commerce commission by obtaining these material reductions on the wool rates in Oregon.

The following table shows baled wool rates in effect to eastern markets, when Oregon Commission complaint filed with Interstate Commerce Commission, and those prescribed by the Interstate Commission in that hearing:

|            | Old    | New    |
|------------|--------|--------|
| Durkee     | \$1.35 | \$1.05 |
| Baker      | 1.25   | .95    |
| Joseph     | 1.20   | .90    |
| La Grande  | 1.35   | 1.05   |
| Pendleton  | 1.05   | .80    |
| Echo       | 1.05   | .80    |
| Umatilla   | 1.00   | .75    |
| Heppner    | 1.05   | .80    |
| Arlington  | 1.00   | .75    |
| Condon     | 1.00   | .75    |
| Shaniko    | 1.00   | .75    |
| Pilot Rock | 1.00   | .75    |

At the time the Oregon Commission case was started, there were no rates to the east on sacked wool from points

# BEAVER BALL TOSSERS ARE PROUD FATHERS



The Beaver Junior and Beaverses, from left to right, are: Top row—Vernon Kores, son of Shortstop Kores; Alberta Carron, 2 1/2 years old, daughter of Pitcher Al Carron; Catherine Hagerman, 3 1/2 years old, daughter of Pitcher Z. Z. Hagerman. Bottom row—Helen Clara Doane, the daughter of Outfielder Walter Doane; Helen Berry, 2 1/2 years old, daughter of Catcher Claude Berry, and Marjorie E. West, daughter of Pitcher H. West.

Two and one-half years seems to be the modish age, for it is claimed by Miss Alberta Carron, a decided brunet and daughter of Pitcher Al Carron; by Miss Catherine Krause, daughter of Pitcher Harry Krause, and by Miss Helen Berry, an charming little blonde as one ever sees. She is the apple of Catcher Claude Berry's eye. Pitchers seem to be beating the others out, for H. West has contributed bright-eyed little maiden Marjorie, who is two years old and is waiting in Los Angeles for her father's reappearance. The lone man in the party is Vernon Kores. He is two years old and proud of it. Shortstop Art Kores is his dad. Portland is the birthplace of another of the fair, young things. She will soon gurgie "dada" whenever Walter Doane appears in her sight. She is five months old. Her name is Helen Clara

and she rides around in a perambulator, presented last season to Doane by admiring fans upon the announcement of her birth. Young as Miss Doane is, she is not the baby of the team. Three weeks ago a second youngster of feminine persuasion came into the home of Harry Krause. In what baby show will you find a likelier looking lot than these young Beavers and Beaverses?

west of Huntington. This was one of the principal causes of complaint. While the controversy was pending the carriers put in rates on sacked wool, which are here compared with those ordered by the Interstate Commerce Commission as the result of the Oregon Commission's complaint:

|            | Old    | New    |
|------------|--------|--------|
| Durkee     | \$2.10 | \$1.90 |
| Baker      | 2.07   | 1.87   |
| Joseph     | 1.40   | 1.20   |
| La Grande  | 2.06   | 1.80   |
| Pendleton  | 1.88   | 1.72   |
| Echo       | 1.82   | 1.69   |
| Umatilla   | 1.78   | 1.67   |
| Heppner    | 1.80   | 1.68   |
| Arlington  | 1.86   | 1.69   |
| Condon     | 1.78   | 1.67   |
| Shaniko    | 1.72   | 1.55   |
| Pilot Rock | 1.93   | 1.73   |

The interstate rates become effective April 15. Practically all wool now moves in sacks, instead of bales, as formerly.

Motorcycle tire inner tubes are being made in England in which one end slips into the other, obviating the danger of wear by friction when the ends overlap.



# That Painting Job

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University Park, Portland—Hart & Durr. 45 Third St.—Avery & Co.  
555 Main St.—Jawa Pharmacy.

# WANTS COURT MATTERS DISCUSSED IN COURT

"I don't want any more cases taken up outside the courtroom." This was the announcement yesterday of Municipal Judge Taswell when the case against three women was called for trial. Attorney Seneca Fouts represents the women. According to the arresting officer, Attorney Fouts had arranged before court to have the cases continued until March 25. "The cases will go over until that date," continued the judge, "since you have agreed upon that date, but setting cases outside of the courtroom must stop. Here is the place to adjust such matters."

# MILWAUKEE BRANCH IS NEAR WHITE BLUFFS

(Special to The Journal.)—White Bluffs, Wash., March 21.—White Bluffs and the big valley of the White Bluffs country will on March 25 celebrate the arrival at this city of the new branch of the Chicago, Milwaukee & St. Paul railway from Beverly to Hanford. Rails are now laid to within a few miles of White Bluffs, and the track laying machine will complete its work in this region about April 1.

# Climate Failed; Medicine Effective

It has been absolutely shown that rest, fresh air and good food do help many persons suffering from Tuberculosis. But it must be admitted that the disease in seldom more than "arrested." Something more is needed. Eckman's Alternative is the medicine made for the treatment of Tuberculosis. It has conquered this disease again and again. Often these benefits have been effected where the surroundings were not ideal—yet recoveries resulted. Now we argue that Eckman's Alternative should be used in every case of Tuberculosis, in addition to good, nourishing food and fresh air, which we all need. A remarkable case follows:

Weldon, Ill. "Gentlemen: Through Eckman's Alternative, I have been saved from a premature grave. On December 14, 1904, I was taken with typhoid pneumonia. My lungs became very much affected; my sputum was examined and Tubercle bacilli were found. On February 21, 1905, I was advised to go to Fort Worth, Texas. While there an abscess in my right lung broke and discharged. I grew worse and became very much emaciated. My physician informed me that I must go to Colorado as quickly as possible. I left Texas June 1 and arrived in Canon City, June 2, very feeble. After being there two weeks, my physician informed me that my case was hopeless. Three weeks later I returned home, weighing 100 pounds, the doctor having given me no assurance of reaching there alive.

"On July 14, 1905, I began taking Eckman's wonderful remedy for Consumption. Today I weigh 155 pounds. I am about well and can do any kind of work about my grain elevator. I have not an ache nor pain in my lungs, eat well, sleep well and never felt better." (Sworn affidavit.) ARTHUR WEBB. Eckman's Alternative is effective in Bronchitis, Asthma, Hay Fever, Throat and Lung Troubles, and in upping the system. Does not contain poison or any habit-forming drugs. For sale by The Owl Drug Co. and other leading druggists. Ask for booklet telling of cures and write to Eckman Laboratory, Philadelphia, Pa., for additional evidence.

# That Easter Suit

You men—who have forgotten to order it—it is now too late for us to make it—your only chance is a "Ready-Made."

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Call and see our Spring line of woollens. You cannot help but appreciate the real values we offer.

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