

LONG HAUL PRACTICE GIVEN BODY BLOW IN COMMISSION REPORT

If Lines Were Operated as a Unit Gain in Efficiency Would Be Marked.

DIRECT ROUTE IS FAVORED

Coal Investigating Committee Points Out How Better Transportation Service Can Be Secured.

Washington, July 6.—(WASHINGTON BUREAU OF THE JOURNAL.) Railroad practice in reaching out for the "long haul," regardless of the cost, the time and the rolling stock which might be saved by using the direct route, is given a body blow in the report of the federal trade commission dealing with the coal industry.

This feature of uneconomical operation, in hauling over mountain grades where water grades at lesser distance could be used, and of taking long circuits over mountain and desert to preserve to some particular road its coveted "long haul," has frequently attracted attention in the far west. The trade commission has found the same abuses in hauling coal over the eastern roads.

Direct Route Not Used
"The commission finds that coal is not sent to the point of consumption by the most direct route, and that coal cars are being used for transportation of many other sorts of product," says one paragraph of the commission's report.

This feature was taken into consideration when the commission formulated its recommendations that coal be pooled in the hands of the government for distribution during the war. At the same time that success will not come unless transportation lines, rail and water, are at the same time pooled and directed. The commission said:

Would Make Lines a Unit
"The railroads of the country, if operated as a unit and on government account, could be used to transport coal and other products by the most direct route to their point of destination, and the efficiency of the roads themselves, and of existing rolling stock and of motive power, would be vastly increased.

"For the purpose of operation the several railroad lines and systems and inland and coastwise water transportation of the United States would, under the plan here suggested, lose their identity and could be coordinated into a unit for efficiency and economy."

The commission gave its idea also as to how the transportation lines should be compensated:

Compensation to Be Fixed
"All receipts from rail and water transportation agencies being pooled in the hands of the government, and all expenses of operation paid from the common fund, such individual companies could be paid a just compensation which might be measured by the average annual net profit and expenditure for maintenance and betterments for the five-year period prior to the war."

The coal problem, the commission found, is linked closely with the industrial problem and the cost of living. Coal has risen enormously in cost, and manufacturing plants are passing the cost on to the consumer in the price of the product, together with a "safety factor" to guard against unforeseen delays and costs. So, the commission says, the coal industry is "paralyzing the industries of the country," and the coal industry itself is paralyzed by the failure of transportation.

Must Banish Long Haul
These are the things which the commission says must be corrected in transportation before the coal question can be solved:

Railroads must not be permitted to divide and allot traffic.

They must not be permitted to lay embargoes without supervision.

They must not retain the liberty to give priority to high freight rate commodities.

The "long haul" device must be banished.

**WASTE IN EQUIPMENT
WILL BE STOPPED IF
PEABODY HAS HIS WAY**

Washington, July 6.—"Everything that I see that takes a car longer to accomplish its appointed task of taking its load of fuel to the consumer sits in the face and I want to stop it."

This is from a statement by Francis S. Peabody, chairman of the committee on coal production of the council of national defense. He has been proposed as the "Hoover of Coal" under plans which are maturing to nationalize the coal industry in order to insure its full production and distribution to the industries and consumers of the country.

Mr. Peabody is thoroughly aroused to the waste of coal in order to insure the full production and distribution to the industries and consumers of the country.

He told the public lands committee the other day about locating a shipment of 8000 tons of coke going to California from the West Virginia mines. He could not understand why this coke should not be taken from Colorado.

"When I saw this 8000 tons of coke going from the West Virginia fields to San Francisco I wanted to find out why they could not take it from a nearer point of consumption," he said.

Mr. Peabody urged that for the needs of the Pacific coast extra effort be demanded for developing the coal and oil lands of Alaska and the oil lands of the western states.

**HOQUARTEN SLOUGH
ALMOST LOST JUST
BECAUSE OF A NAME**

Washington, D. C., July 6.—Discussion in the house over Hoquarten slough, which is a branch of Tillamook Bay, goes to show the predicament into which a substantial waterway may be thrown when it is called a slough.

River and harbor bills are closely examined for "jokers" and "pork." Would-be humorists make puns on the long names of short rivers, and the very name "slough" excites suspicion.

If it had been named "Hoquarten inlet," for instance, probably it would never have figured in the house debate as it did.

As it was, the slough was rescued by Congressman Hawley raising his right arm and giving his word that Hoquarten slough is not a mud puddle, that it actually contains water, and is in fact an arm of Tillamook Bay.

Representative Madden of Illinois was chief questioner about the Hoquarten waterway. After propounding several questions which indicated that he had no very good opinion of a place called a slough, he explained that he was in earnest, because in his part of the country when a slough is drained the result is liable land.

"The gentleman ought to see this slough," said Hawley. "It looks like a deep, narrow river."

"Any water hyacinth grow in it?" asked Madden.

"No, nor any hippopotamuses," answered Hawley.

Madden's motion to strike out the item for a survey of Hoquarten slough and Tillamook Bay from the entrance to Tillamook Bay was rejected. Probably it never will have been made except for being called a slough.

Rehearing Is Opposed
Washington, July 6.—L. S. McIntyre, traffic manager for the West Coast Lumbermen's association, has filed an answer opposing the application of the railroads for rehearing in the shingle rate case, recently decided by the interstate commerce commission.

The request for rehearing, he asserts, is only another manifestation of the desire of the railroads to evade application of the 65 cent rate to Chicago and St. Louis as the maxima in the intervening territory.

Government Work Preferred
Washington, July 6.—Manufacturing concerns and mills which comply with the demands of the government for preferential delivery of goods for the government need not fear that they will have to pay damages to private firms or persons whose contracts cannot be filled because the government is given right of way.

This is the substance of an opinion by Stanton Winslip, acting judge advocate general, which has been furnished Senator Chamberlain. Several inquiries on this line have come in from factories which find they will be unable to make deliveries according to contracts after first filling government orders.

"I think it is reasonably clear that parties filling government orders and giving the government the required preference could successfully defend against damages for delay necessarily due to the government work," says the opinion of General Winslip.

The government has a public prerogative, he says, and private contracts must yield to the exercise of constitutional powers by the government, against which the common rule that laws cannot be made impairing or abrogating contracts cannot be invoked.

Absence With Pay Fixed
Washington, July 6.—Under a ruling of the postoffice department, leaves of absence with pay cannot be granted to those who have enlisted in the national guard where the combined salaries of soldier and clerk exceed \$2000 a year, but may be granted where the total income is less than that sum.

SALESMAN ACCUSED OF CAUSING ACCIDENT WITH HIS AUTOMOBILE

Four Horses Are Killed in Plunge From Road Over 100-Foot Precipice.

TWO OTHER AUTO MISHAPS

Arrival of Wrecking Gear to Salvage Stranded Freight Car Delayed; Band Shipyard Under Inspection.

Marshfield, Or., July 6.—Lloyd W. Jacobs, a typewriter agent of this city, was arrested on arriving here during the night from Roseburg, after having made a trip in an auto, and was taken to Myrtle Point Thursday to be tried on a charge of causing an accident.

In the Rock creek canyon, Jacobs met N. M. Kirkendahl of Camas Valley. The latter had a four horse team and was accompanied by his two sons. According to Kirkendahl, Jacobs was signaled to stop but did not do so and ran into the team with the result that the horses were thrown over a precipice with the wagon and dashed down 100 feet below. The horses were killed. Kirkendahl also claims Jacobs ran over one of his sons and did not offer to stop and give help. A telephone message was sent ahead and Jacobs was arrested when he arrived here. Jacobs claims one of the lead horses jumped and pulled the other horses over the cliff, and that he stopped and discussed the accident with the farmer.

Edward Thomas, son of J. H. Thomas, deputy game warden, received two broken ribs in an auto accident. Warden Thomas and his sons, both had their cars with S. S. Jennings, a North Bend merchant, and the three parties were starting for a month's trip to California, when the Jennings car broke down. Edward Thomas attempted to tow it up a hill when they went off grade.

A car run by Louis Knapp Jr., of Port Orford, carrying two passengers, traveling this morning from Bandon to Port Orford, went off a bridge and plunged 30 feet below. The car was demolished. The occupants escaped injury.

Shipyard Inspector Arrives
Marshfield, Or., July 6.—A. A. Eichler, traveling inspector of the California district for the federal shipping board, is here to gather data regarding the number of men employed and the scale of wages paid at the Kraus & Banks shipyard, in North Bend, which recently secured contracts for building six of the government vessels. A boat which is being completed for Oliver J. Olson of San Francisco will be launched a week from next Saturday and the keel for the first of the government boats will be laid in the ways vacated. Two new ways are being built and the company can build five vessels at the same time.

**Californians Seek
To Lynch Mexicans**

Angry Mob Which Surrounded and Set Fire to Jail Sheltering Murderers Is Dispersed by Sheriff and Deputies.

Tracy, Cal., July 6.—(I. N. S.)—Sheriff Hicks and five deputies rushed into a mob of 250 men Thursday afternoon that surrounded the jail in an effort to lynch two Mexicans, one of whom had murdered Nels K. Anderson, superintendent of the Mineral Products company. The mob fired the jail and was preparing to storm it when the sheriff and his men arrived.

Hicks broke into the angry throng and after a parley got the crowd to disperse. He was permitted unmolested to take the prisoners to Stockton.

Anderson's slayer had been badly wounded in a running fight through the fields when pursued by a crowd of Tracy citizens that gathered quickly after the shooting. Instead of a bride and groom, a mob of Mexicans who were in the party that attacked Anderson.

**Neutrals Are Urged
To Make Reprisals**

The Hague, July 6.—(I. N. S.)—That Germany is trying to persuade the Scandinavian countries and Holland to take reprisal measures because of America's new policy of food exportation is indicated by an article published in the great German shipping paper, the Weser Zeitung.

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**Income Tax Is Five
Times First Figure**

Tax Collected During Year Ending June 30 at a Cost of One Ninety-five One Hundredths of One Per Cent.

Washington, July 6.—(I. N. S.)—Some prosperity figures have been made public in a report to Secretary McAdoo by Internal Revenue Commissioner Osborne.

The report shows the internal revenue collections made during the fiscal year ended June 30, were \$809,215,997.66. Corporations' income tax receipts were \$180,064,563.97. Individual income tax receipts indicating the private wealth of the nation, are \$179,841,477.32. The income tax in five years has increased five times its original mark. In 1914, the first year of the tax, the returns were \$71,851,274.74. The next year showed an increase to \$80,201,758.86.

In 1916 the total reached \$124,037,258.61. The total corporation and individual income tax receipts for this year are \$389,096,151.70. This sum deducted from the total internal revenue collections of \$809,215,997.66 leaves \$449,209,855.96 as accruing from ordinary sources.

Secretary McAdoo says the tax was collected at a cost of only ninety-five hundredths of 1 per cent.

**TRAVELING SALESMEN
VOLUNTEER TO HELP IN
THE HARVEST FIELDS**

Vacation of 4 to 6 Weeks Suggested in Order That Men May Gather Crops.

The suggestion has been made a number of times that surplus lawyers, real estate and insurance men organize a home defense company, uniformed in overalls and armed with hoes, but it has remained for the traveling salesmen, the "drummers," to volunteer their services.

The "knights of the grip" propose to give their vacations to the defense of the nation by working on farms and in harvest fields. They have called by resolution upon their employers to extend the period of vacations to four

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or six weeks so that they can work through the harvest period.

600 Could Be Supplied
Percy E. Arlett, one of those most active locally in forwarding the plan, says Oregon could furnish between 600 and 800 traveling salesmen to help with the harvest. There are about 3000 in Oregon, Washington and British Columbia. The resolution of the traveling men contains the following expressions:

"War with all its dread possibilities has come to this our country, and our ally, Canada. In preparation for the feeding of ourselves and our allies, the farmers of this country have planted a greatly increased acreage over former years. Industrial conditions are making ever-increasing demands upon the available labor supply. It devolves upon all of us to offer ourselves for whatever work appears to be the most urgent.

Service in Fields Offered
"There are actively engaged in the United States and Canada about 600,000 traveling and city salesmen, and of that number about 3000 in the jurisdiction comprising Oregon, Washington and British Columbia. We favor a vacation of four to six weeks during the harvest season instead of the vacation usually granted by our employers, during which time we will offer our services as farm hands."

**May Revenue of 130
Roads Above 1916**

Possibility of Reopening 15 Per Cent Freight Increase Case Diminished; Total \$74,387,532 Against \$72,975,431.

Washington, July 6.—(I. N. S.)—The possibility of the railroads securing a reopening of the 15 per cent freight rate increase case continued to diminish today when more reports on May earnings showed their profits to be still growing. One hundred and thirty of the 187 principal steam roads in May had a net revenue of \$74,387,532, according to reports to the interstate commerce commission, compared with \$72,975,431 in May, 1916.

The eastern roads earned \$31,746,982 against \$33,981,141 in May, 1916, the southern roads \$12,506,589 against \$11,930,800, and the western roads \$30,134,161, against \$27,003,990.

Second Cafeteria Is Robbed
Los Angeles, July 6.—(I. N. S.)—Police searched today for a bandit who last night for the second time within a week, held up a cafeteria here, this time escaping with \$300. Last night's victim was Miss Gertrude Mills, cashier at Godfrey's.

**Badger Game Fails
When Victim Faints,
Woman Confesses**

St. Louis, Mo., July 6.—(I. N. S.)—Inflamed with her husband who had her arrested in a rooming house with Harry Marks, Mrs. Thomas W. Sperry, pretty and 24, told the police of a badger game she and her husband "worked" in Los Angeles a year and a half ago.

With the aid of Sol Alexander, a fake detective, they tried to "get" R. C. Edwards, prominent Los Angeles society bachelor, for \$2500, she said. But the untimely fainting of Edwards in a bank while the money was being counted out spoiled things, she said.

Alexander was arrested and she and her husband parted and left town, she continued. Since then they have been estranged.

"Now that he's got me arrested, I'm going to spill the beans," said Mrs. Sperry.

Mrs. Sperry, her husband and Marks are being held.

Levitt's Keeps Open Saturday Till 9:30 P. M.

**SILK DRESSES To \$11.50
\$32.50 for Saturday
At Only**

Ladies—Here is the most wonderful dress offer you ever saw or heard of. Every one of them is the season's latest, most of them exclusive models only shown by us. They are made of the most beautiful wanted silks of the season; sizes 16 to 44. All the latest shades. Tomorrow is truly a wonderful dress day. Dresses to \$32.50 for tomorrow only \$11.50.

**AND HERE IS ONE MORE—
\$12.50 Poplin \$7.95
or Serge
Dresses Now**

Swell sport styles and high grade poplins and serges; very desirable for street and afternoon wear. You save nearly \$5.00. Tomorrow extra special \$12.50 dresses go for one day at \$7.95.

\$2.50 GRAY DRESS SKIRTS For Saturday	\$5.00 SERGE DRESS SKIRTS For Saturday	\$5.00 Silk Taffeta Petticoats, Black and Colors. Saturday at
\$1.48	\$3.29	\$3.19

20c BLEACHED HUCK TOWELS, Fine Quality, 17x36 inch size. Each for Only	11c	75c LADIES' LACE KNEE SUMMER KNIT Union Suits
39c		

30c Turkish Bath Towels, full size, 3 to cus- tomer, each	19c	\$2 Silks—plaids, stripes and plain Taffetas and Gros de Londres, dres, per yard
40c Mohawk Sheeting, 72 ins. wide, bleached —per yard	33c	\$1.75 Black Taffeta, soft finish, 36-inch, per yard

20c Pillow Cases, bleached, 36 x 42, each	14c	\$1.75 Black Satin Messa- line, pure dye, per yard
25c Watered Moreen Skirting, all col- ors, per yard	19c	75c Stripe Tub Silks, 1 yard wide, per yard

NOTICE—These Prices Are for Tomorrow Only

**\$12.50 Fiber \$7.95
Silk Ladies' Sweaters for**

Some of the most exquisite sweaters on the market. Extra superfine fiber silk, all sizes 36 to 46. Yellow, green, rose, maize, purple and all colors — \$12.50 Sweater Coats go at \$7.95.

**CHILDREN'S
DRESSES, SIZES
2 TO 4, ON SALE
TOMORROW AT**

75c Children's Gingham Dresses, sizes 2 to 6, at	48c	\$1.50 and \$1.75 Children's Fine Gingham Dresses, sizes 2 to 14, tomorrow at	\$1.09
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**Shirt Waist Sale
for Saturday**

**\$1.50 NEW VOILE
WAISTS, EXCLU-
SIVE NEW DESIGNS,
LARGE SELECTION,
TOMORROW AT**

**\$2.50 New Silk-finished, Soft Mull
Waists—classy New
York models,**

\$1.29

**\$5.00 Fancy high-grade
Waists, elaborate styles,
newest designs—**

\$3.18

**Unusual Corset
Specials for Saturday**

**\$1.50, \$1.75, \$2.00
Corsets, all sizes; for
one day only**

\$1.15

**\$4.50 Brocaded very fine
Corsets, sizes only 21
to 26. Tomorrow**

\$2.98

**\$5.00 Heavy Corsets for Me-
dium stout and stout people,
sizes 21 to 36; very special**

\$3.50

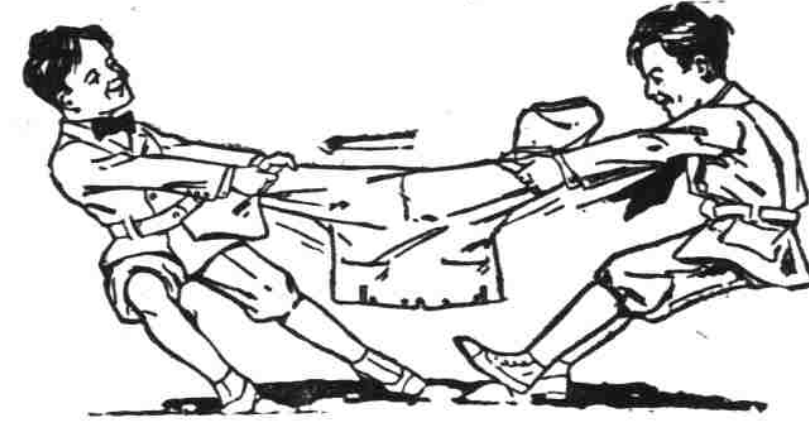
**144-146 Third Street
251 Morrison
L Shaped**

Levitt's

EVERYBODY'S STORE

144-146 THIRD ST. x 251 MORRISON

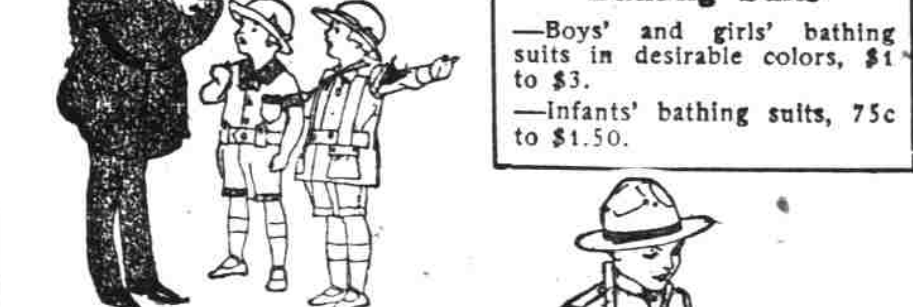
Levitt's Keeps Open Saturday Till 9:30p. M.



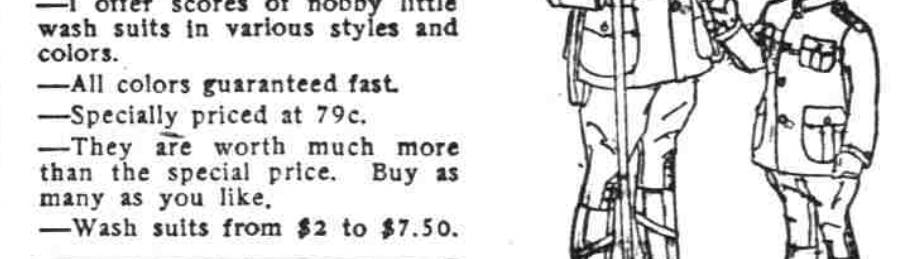
It's the Boys' Playtime Boy-Proof Norfolk Suits \$5 With Extra Knickers

—These are sturdy suits in ages 10 to 18 years only, just the garments for boys to wear during the Summer. On sale at \$5 the suit.

—Boys' Norfolk Suits, \$6.50 to \$16.50. In ages 6 to 18 years.



Bathing Suits
—Boys' and girls' bathing suits in desirable colors, \$1 to \$3.
—Infants' bathing suits, 75c to \$1.50.



**Concerning a
Wash Suit Sale**
—I offer scores of nobby little wash suits in various styles and colors.
—All colors guaranteed fast.
—Specially priced at 79c.
—They are worth much more than the special price. Buy as many as you like.
—Wash suits from \$2 to \$7.50.

For Playtime
—Children's rompers, 2 to 6 years, 50c and 75c.
—Children's wash hats, 50c.
—Boys' cloth hats, 50c and \$1.50.
—Boys' sport waists, 60c and \$1.00.
—Boys' waists with military collar, 50c.
—Youths' shirts, collar attached, \$1 and \$1.50.

Captains All
—Every back lot is a drill ground; every barn is a fort or barracks.
—Young soldiers can buy their uniforms here; dandy military suits in tan or white for boys of 4 to 12 years.

**Ben Selling
Morrison at Fourth**

**—positively ends tomorrow night:
the greatest, most vivid, vital, appealing,
human production in years,
THE BARRIER**

The supreme epic of the last frontier
Only today and tomorrow—25c and 10c
PEOPLES
"Doug" Fairbanks Comes Sunday

**Ben Selling
Morrison at Fourth**

