

PRICE CONTROL AND REGULATION OF RAIL LINES IS INDORSED

Chamber of Commerce Goes on Record as Favoring Enactment of Laws.

ONE QUALIFICATION MADE

Logging Railroad and Streetcars Are Held to Be Local Enterprises and Exception Suggested for Them.

The Portland Chamber of Commerce, through the board of directors, at a meeting Wednesday night, went on record as favoring the enactment of certain laws governing the railroads and the control of prices during the war. The matters were submitted to the board by the Chamber of Commerce of the United States in the form of a referendum on reports of the railroad committee on the question of railroad regulation and the special committee on control of prices during the war. These committees were appointed at the recent war convention of the United States Chamber at Atlantic City.

The points in the referendum concerning control of prices favored are as follows: "That additional legislation to create authority to control prices during the war should be enacted. "That authority to control prices should extend to all articles which have importance in basic industries as well as in war and which enter into the necessities of everyday life. "That authority to control prices should extend to raw materials and finished products. "That authority to control prices should extend to the prices the public pays as well as those paid by the government. "That authority to control prices should be administered by a small executive board appointed by the president. "That an agency working in harmony with this board should have authority to distribute available supplies to those purchasers whose needs are most directly related to the public welfare. "That each leading industry and trade should create a representative committee to represent it in conference and to advise with agencies on the control of prices and distribution. "That provisions should be made for federal regulation of the issuance of railroad securities. "That congress should pass a general railroad incorporation law under which the railroad carriers subject to jurisdiction of the Interstate Commerce commission may organize. "That, if congress passes a railroad incorporation law, all railroad carriers subject to the jurisdiction of the Interstate Commerce commission, both those now existing and those

Lane Pioneer Woman Dies at Family Home

Mrs. Harriet Callison Crossed the Plains in 1853 to Make Her Home in Willamette Valley.

Eugene, Or., Oct. 18.—Mrs. Harriet Callison, a pioneer resident of Lane county, died Wednesday at Pleasant Hill, 12 miles southeast of Eugene, where she had made her home for more than half a century. Mrs. Callison, who was 76 years of age, crossed the plains to Oregon in 1853, her father, Samuel Knox, being one of the earliest settlers around Cottage Grove. She was married to Josiah T. Callison at Cottage Grove and moved at once to the farm where she died.

She leaves four sons, R. E. Callison of Portland, S. H. Callison of Cottage Grove, O. S. Callison of Modesto, Cal., and Vernon Callison of Eugene.

Experts Form Ship Production Board

Washington, Oct. 18.—(I. N. S.)—Eminent engineers will constitute a production board to inspect the shipyards of the country and hurry along the building of the merchant marine. The four members of the board already have been named and have made a preliminary survey of some of the yards.

Charles Pies, president of the Link Belt company of Chicago, heads the board, which also includes Charles Day, an electrical engineer of Philadelphia; Arthur Mason, an erecting engineer of Chicago, and Frank Kirby, a naval architect of New York.

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hereafter to be created, be required to organize under this law. "In view of the fact that conflict has arisen with respect to the jurisdiction of the Interstate Commerce commission over intrastate rates, even though such rates affect interstate commerce—it is recommended that the commission be given authority by statute to regulate intrastate rates when those rates affect interstate commerce. "The vote on the authority to control prices on raw materials and finished products is subject to the following qualifications: "While we are in favor of compulsory incorporation under federal law by railroad companies which are essentially parts of the interstate railroad systems of the country, it should be borne in mind that there are large numbers of logging roads and other semi-industrial lines which, while common carriers and technically under the jurisdiction of the interstate commerce commission, because they are parties to interstate freight tariffs and because they issue through bills of lading, are really local industrial enterprises, and the amount of interstate freight carried by them is negligible. "Again, there are large numbers of local street car companies operating lines which serve the inhabitants of cities and which also furnish incidentally freight service in cities and for short distances beyond the city limits. In many instances these lines are parties to interstate freight tariffs, but the amount of freight carried by them is, as in the case of industrial railroads, negligible. Compulsory incorporation of interstate carriers probably ought not to extend to such lines as those mentioned."

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HERMISTON OFFERS AN IDEAL LOCATION FOR MILITARY CAMPS

From Standpoint of Acreage and Water, Proposed Cantonment Said to Be Ideal.

Salem, Or., Oct. 18.—From the standpoint of acreage and water, two prime essentials, the site near Hermiston, Umatilla county, is almost ideal for an army cantonment, according to information being compiled by State Engineer Lewis at the request of the Portland Chamber of Commerce to be presented to the government as part of the showing why the proposed site should be selected.

The proposed site for the cantonment is about 20 miles west of Hermiston, where the government has 69,700 acres of unpatented land. The Northern Pacific railroad owns 4,200 acres, the Oregon Land & Water company owns 18,600 acres, and 11 other holdings aggregate 26,500 acres. So there would be no lack of room.

In addition, the site is only 30 miles from the Umatilla national forest, which could be the objective of marching expeditions. Water could be easily obtained from Columbia river, and probably from artesian wells, as artesian wells of large flow now exist both south and north of the site. The state has made tests of Columbia river water, and Mr. Lewis will submit reports showing companions with water from other rivers in the state.

Speakers Listed for Meetings on Friday

The state speakers' committee today announced the following assignments for Liberty loan mass meetings Friday: Mrs. Alexander Thompson and Senator William Smith, Austin; District Attorney Walter H. Evans, Roseburg; Gus C. Moser, Congress of Mothers and Parent-Teacher association meetings, Eugene; Jay Bowerman and Milton A. Miller, Silverton; Arthur C. Spencer, Ontario; Rev. E. H. Pence and J. H. Ackerman, president of Monmouth State Normal, Falls City; C. L. Starr and Estes Snedecor, Dayton. All of these meetings will be held at night.

3 Dead, 12 Injured; Troop Train Smashed

Spartanburg, S. C., Oct. 18.—(I. N. S.)—Three men were killed Wednesday night and at least 12 badly injured when a workmen's train crashed into a crowded troop train on the Piedmont & Northern railway spur to Camp Wadsworth. The dead: Corporal Arthur Wright of the Third Field artillery, battery B; two civilians, still unidentified. The injured soldiers were rushed to the base hospital.

Banks Sell Bonds on Monthly Payments

Installment Plan More Liberal Than the Government Announced for Portlanders.

An installment plan for the purchase of Liberty bonds, more generous than that provided by the government, has been arranged by the banks belonging to the Portland Clearing House association, and will probably be extended to other banks or the city.

Bonds will be sold on a basis of 10 per cent down and 10 per cent a month until paid for. The banks will charge 5 per cent interest on unpaid portions of their loan for this purpose, and the 4 per cent bond interest will be applied on this 5 per cent.

Announcements are made to this effect today by William A. MacRae, president of the Portland Clearing House association. One can pay \$5 down and \$5 a month for nine additional months, plus 1 per cent interest, for that period, and the bond, minus two coupons, will be delivered. Money up to \$1000 will be lent the investor on this plan.

Last 15 Per Cent To Entrain Nov. 2

Adjutant General White Receives Instructions Bearing on Men Drafted for Service.

Instructions were received today from Provost Marshal General Crowder by Adjutant General White that the last 15 per cent of drafted men in the first call would begin entraining for the cantonments November 2. The last movement of drafted men in the first call will affect 194 in Oregon. Montana will send 1181, Nevada 158, Washington 1936, Utah 856, Idaho 343, and California 2459 of the men from these states going to Camp Lewis, American Lake. When all the drafted troops of the first call have reached the cantonment, more than 40,000 men who began entraining in September will be encamped at the Northwest cantonment.

Local examining boards in the state have been notified by the adjutant general and Oregon drafted men will begin leaving their homes for camp at once. The local boards have practically cleared up the examinations of the men of the first call and are ready to begin on the next in line for the movement expected in January.

Chicago Milk Bosses Indicted; Conspiracy

Chicago, Oct. 18.—(I. N. S.)—Five officials of the Milk Producers' association were indicted by the grand jury Wednesday for conspiracy to violate the state anti-trust law in arbitrarily fixing milk prices.

Those indicted are: Charles H. Potter, ex-Elgin, chairman of the milk board; Arnold Huber, Glenview; Clinton J. Cooper, Genoa; Roy Lewis, Wheaton, and William A. Goodwin, Crystal Lake, members of the board. The indictment is based on the meeting held in the First Methodist church September 21, at which time members of the organization are alleged to have fixed the dealers' prices for milk at \$3.52 per hundred pounds.

CLEARING HOUSE OF COUNCIL OF DEFENSE GETTING IN TO ACTION

Purpose to Strengthen Patriotic Effort by Preventing Duplication.

Getting immediately into action, the "clearing house" committee of the State Council of Defense, announced this morning the questions which those representing movements in behalf of soldiers and sailors should answer in order to secure the approval and support of the state council.

Blank containing the questions and room for the answers were prepared and may be secured by applying to Bruce Deane, manager of work for the State Council of Defense, on the fourth floor of the Northwestern Bank building.

The questions as formulated by T. B. Neuhausen, chairman of the "clearing house" committee, are as follows:

List of Questions
"Nature of proposal? Indorsed by (society, club or individual? Beneficial? Work will be done under auspices of? Who will have actual charge of, and be responsible for management? Have you inquired to determine that this plan will not duplicate other work?
"Give full details of plan for carrying on work: Dates selected? Who will be active? How many have already volunteered? How will subscriptions or donations be collected? How will they be proportioned and distributed among the beneficiaries? What transportation facilities have you arranged for? Who has been chosen to act as treasurer? Are any services to be paid for? If so, whose? What other expenses, if any, will be incurred? Outline the arrangements to secure proper publicity. Has a plan similar to this been adopted elsewhere? If so, where?"

All Asked to Help
All organizations and newspapers are to be asked by the State Council of Defense to withhold approval and support of any movement for the benefit of soldiers until passed upon by the clearing committee of the state council. The Journal has agreed to withhold news and editorial support of such movements until formal approval has been given by the committee.

The purpose of the work is not to discourage but to strengthen patriotic effort by preventing duplication and also to prevent investment of energy and money in organizations based upon plans that are not practical. "The committee will pass upon all applications without delay," said Mr. Neuhausen.

Recruiting Office To Fill New Quota

Wednesday was "Advertisement Day" for the United States marines. Sergeant Harold B. Potter and William R. Thompson mounted a motorcycle and filling the side car with multi-colored placards, laid their main course between the city and Crown Point on the Columbia river highway. Then "Advertisement Day" purposely precedes the marine recruiting period which commences October 20, and the local offices anticipate very little trouble in filling the allotted quota.

During the last week the officers had their quota filled and they were not required to enlist more applicants. They are prepared, however, for the enlistment of all qualified men who may appear when the new period opens.