

# ENGINEERS ENJOY DAY IN PORTLAND

After Dance at Auditorium, Soldiers Leave for Camp Lewis for Discharge.

Enthusiastic over their reception in Portland, the 278 men of the Twentieth engineers and casuals from Newport News, Va., left Portland at 1 o'clock this morning for Camp Lewis, where they will be discharged. Spending the last few hours of their stay at a dance in their honor at the Auditorium, the men had little difficulty in finding favor in the eyes of the many Portland maids who attended the dance in groups under chaperones.

Edwin J. Elvers, captain of the old 182d infantry machine gun company, with the assistance of T. Truxton Strain of the War Camp Community service, engineered the celebration in honor of the boys. They were assisted by Mrs. E. J. Elvers, who sang for the boys in the morning, accompanied by Mrs. Walter Hardwick; Mrs. Florence A. Mills and Mrs. Fred L. Olson, who sang solos to help enliven the luncheon; the jazz quartet, including Walter Jenkins, H. W. Arbury, Walter Hardwick and Frank B. McCoy, who sang morning, noon and night; and Mrs. Jane Burns Albert, Miss Grace Crowe and Morris All, who furnished the songs for dinner.

"There was only one thing that marred the day," said Captain Elvers, "and that was that we couldn't get enough automobiles. It was a little hot to go to theatres and many of the boys wanted to take a ride about the city. I wish we could get the people to respond more readily to the call for automobiles, for it is a shame to have to keep some of the boys waiting at the Liberty temple most of the afternoon for automobiles."

# PORTLAND APPEALS FOR RIGHTS IN SUIT

(Continued From Page One)

Pendleton to Seattle over the Cascade mountains is 306 miles. Under the existing schedule of rates any article, no matter what, moving in either direction between Seattle and Pendleton or Portland and Pendleton, takes exactly the same rate, although to reach Seattle it must be lifted over a mountain range to a height of more than one-half a

mile and be hauled 88 miles further than if destined for Portland.

"From a large portion of the Columbia river basin the distance favors Portland as against Seattle with the mountain haul a constant factor. Who are the primary losers under rates based, as these are, on a mountain haul? The producers and the consumers. The railroads have stated that with the exception of the rate to and from Pendleton and a few points near by, the rates to Portland are controlled by the rates fixed in the state of Washington by the state authorities.

**PAYING UNFAIR RATE**

"So it comes to pass that every producer and consumer in the Columbia river basin and in Portland and other communities on the Columbia river are paying rates based on a mountain haul and generally longer distance, because of rates fixed in the state of Washington for hauls to Puget Sound over the mountains in that state.

"The distance from Portland to Pendleton is 218 miles, from Astoria to Pendleton 318 miles. It is generally known that any article, from feathers to steel beams, can be shipped at the same cost per hundred pounds from Astoria, directly through Portland, to Pendleton as if shipped from Portland to Pendleton, 100 miles or over 30 per cent less distance; that to points north and east of Pendleton in the Columbia river basin the same conditions prevail, with the same difference in distance; that grain and all other products of every kind or nature produced in the Columbia river basin, including Pendleton, are carried by rail from all points in the Columbia river basin to Astoria, directly through Portland, at the same freight rate as to Portland, the haul in each instance being 100 miles farther to Astoria than to Portland? The effect of discriminations of this kind is obvious, and should not be permitted.

**HANDICAP EXTENDS FAR**

"Under these conditions it is not perfectly obvious that a handicap is placed upon vessels coming to Portland for a cargo, and if this is the result of a rate adjustment it is not clear that Portland is not only being discriminated against, but that the effect of this discrimination will necessarily be felt by all interested in the city of Portland, including not only its bankers, its business men and its workers, but also those whose investments are largely in real estate.

"It has been said by some individual in this city, who claimed to have its interests at heart, that Portland should not aspire to be a seaport, that it cannot be, that its future lies along other lines, and it therefore should bend its facilities in the direction of building up a port at some other point nearer the sea. These advisers defend and support the present rate structure upon the theory that it is really to the advantage of Portland that shipping be done from some other point and they feel that with the present rate structure that will be the result. But is that what one truly interested in Portland wants or thinks

for the best interest of this city? The fact that those who urge Portland, to retire from the shipping game oppose most determinedly any change in the present rate structure, ought to indicate to you where your interests lie and the stand you should take.

**ADVANTAGE OVERLOOKED**

"It should be remembered that the merchant or manufacturer can move to a place having the greatest advantage, but the real estate owners cannot move their real estate or buildings to other places, nor can banks or bankers and a great many other classes of investors move with advantage their investments. The consequence is that it ought to be clear that every place should endeavor to secure the benefit of its location and whatever advantages it may have.

"Astoria is justly entitled to the same rates from the Columbia river basin territory as are enjoyed by the Puget sound terminal cities, and she has these rates, but as stated, under the existing tariff rates which do not recognize Portland's location necessarily are discriminatory. In other words, rates between Portland and other points on the Columbia river and the Columbia river basin territory should be largely based on location, cost of operation and distance, each and all factors universally recognized in rate making. With these natural standards given free play, the rates between Portland and the interior would be much less than to Puget sound or Astoria, and may it not be fairly said that Portland and the producing territory in the Columbia river basin are entitled to lower rates if such rates are the result of natural advantages and not a preferential treatment?

**CALLS FOR ACTION**

It is time that every investor should give his personal influence and backing to the community organizations that are conducting the proceedings before the interstate commerce commission in an effort to remedy this injustice.

This is a suit that will have a vital effect on the future of Portland, which means it will have an effect on every local investment. Think it over and determine for yourselves on which side your bread is buttered in this coming fight. Like democracy and other good things in this world, the retention of our natural geographical advantages will only be maintained by fighting for them and Portland is not the only community which has been compelled to fight for its rights against organized railroad influence and secret as well as open opposition.

**Invitations Issued For Pan-American Financial Congress**

Washington, June 5.—(U. P.—) President Wilson has issued a call for the convocation of the second pan-American financial conference, Assistant Secretary of the Treasury Rowe announced before the pan-American commercial conference here today.

The United States government has sent invitations to the governments of all the American republics to send official representatives to Washington on January 1, 1920, Rowe stated, to confer about the after-the-war financial situation in the Americas.

Each country has been requested to send its minister of finance and two other delegates.

**Through Rates on Sumpter Opposed Before Commission**

Washington, June 5.—(WASHINGTON BUREAU OF THE JOURNAL)—The question of joint through rates from Sumpter Valley railroad was again argued before the interstate commerce commission Wednesday.

Arthur C. Spencer represented the carriers in opposition to establishing such rates, which he said would benefit neither shippers or railroads, because it could not be used and would only benefit the forestry service under contracts it had made to absorb any decreased rates by increasing the price of stumpage.

Referring to the attack on the Eccles interests by government attorneys on the ground of selfishness and monopolistic methods, Spencer said the late David Eccles developed the country and added millions of unearned increment to government timber in Whitman forest and the forestry service renewed its plan gets only aspersions and abuse for it, for through rates.

## 6--BARGAINS--6

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