

VALLEY SAWMILLS COMPLAIN ARE PUT UNDER HARDSHIPS

Traffic Manager Robinson of Southern Pacific Insists Docks Facilities Are Inadequate.

SWITCHING CHARGES EXTRA

O. H. Ball of Western Oregon Tie Association Insists Mills Want Chance at Foreign Trade.

If Willamette valley lumber mills lost an order for 3,000,000 feet of railroad ties it was not because the Southern Pacific docks at Portland are inadequate or because of excessive terminal charges involved in the use of the public piers at the St. Johns terminal, says Frank W. Robinson, traffic manager of the O.-W. R. & N. and Southern Pacific lines in Oregon under the railroad administration.

Mr. Robinson does not attempt to deny that an increase in the rate is imposed on freight moving from the Willamette valley side to the municipal terminal.

BALL MAKES STATEMENT

O. H. Ball, secretary of the Western Oregon Tie and Lumber association, meets Mr. Robinson's statement with a declaration that the discriminations against the Willamette valley freight movement are harmful not only to the Willamette valley but to the development of Portland as a port.

The essential portion of Mr. Robinson's statement is as follows:

"The Southern Pacific railroad, in 1915, at the request of Willamette valley lumbermen, published certain very low export and proportional rates on lumber to its own terminals to enable Willamette valley lumbermen to find an outlet for side cut lumber, of which they had on hand at that time a large quantity. There rates were so low that they did not permit of the absorption of terminal charges for service incident to delivery at all points in the city of Portland. The rates were entirely acceptable to the lumbermen and have been largely used.

Effective June 25, 1918, in response to general order 25 of the director general of railroads, all export rates were canceled. This, however, did not cancel the proportional rates on lumber for off-shore movement through the Panama Canal, but increased them 25 per cent to the rates in effect. The rate from Eugene for illustration, is 7 1/2 cents per 100 pounds, as compared with the normal local rate of 14 cents.

CARGO QUICKLY LOADED

"As to adequacy of the Southern Pacific terminal for transfer from cars to ship, there has been no difficulty in this respect, and by governing the loading of cars at shipping point on definite assignment of vessel transfer from cars to ship has been accomplished and it has been very seldom that any demurrage has accrued because of inability to unload within the 48 hours free time allowed. In fact, within the past two weeks, a cargo of ties has been so handled and the entire cargo was loaded within 30 hours.

"On traffic moving under this proportional rate, the free time allowance is 48 hours from the first 7 a. m. after arrival or placing of the car, and, as set forth in comments above, there has been no difficulty experienced in handling ties from cars to ship within this free time allowance.

"As to discrimination against Willamette valley mills, it may be fairly stated that there is no discrimination. It is true that mills located on tide-water, or on deep water, have an advantage of mills not so located, but that is an advantage of location and it cannot be charged that there is undue discrimination against the Willamette valley mills, particularly when these mills have the advantage of a proportional rate as favorable as the one above referred to. While the rate above mentioned is from Eugene, rates from points located nearer to Portland are proportionately less, as for instance, the

Rate from Silverton is 4 cents; from Dallas, 5 cents; from Salem, 4 1/2 cents.

RATE ISSUE STUDIED

"The general question of rates to and from the St. Johns terminals has been submitted by the commission of public docks and is now before the Portland district freight traffic committee. A public hearing was held on this question on May 13 and the entire subject is being considered by the traffic committee for recommendations and disposition.

"As to these particular rates on ties, there is a substantial additional terminal service for which it is reasonable to expect that an added compensation should accrue. The rates as published by the Southern Pacific were held to their own terminals in order to properly police the movement and to prevent the possibility of commercial or local lumber being moved under the proportional rates as made, and as long as the facilities are adequate for handling from cars to ship, expense of additional service ought not fairly to be sought or incurred.

"The statement that the business was lost to the Western Oregon Tie & Lumber association may, or may not, be true, but I believe that I have no information, but it is a known fact that both ties and lumber are moving under proportional rates and it is known further that the railroad administration has placed substantial orders for ties in this territory, and the industry as a whole is being benefited thereby."

In his answer to Traffic Manager Robinson, Mr. Ball asks why only main line rates were permitted to enjoy the proportional rate. His statement reads, in part:

"Under the export and off-shore rate published in 1915, the shippers of the Willamette valley would be able to participate in some of the foreign trade that is being placed at this time, even at an increase of 25 per cent over the rate as published, but the export rate has been cancelled. At the present time there is no export rate. Shipments to export points only take 14 cent rate together with switching to St. Johns terminal makes an approximate charge of \$5.10 per thousand feet for a haul not over a distance of 125 miles. The rate on off-shore movements through the Panama Canal was originally 6 cents from Eugene with 25 per cent increase and 7 cents from Wendling. This only covers main line points from Eugene north and the Wendling branch. It would be of interest to the producers of the Oakridge, Coos Bay and Yaquina branches if the officials of the railroad company would explain why this rate was not proportioned to cover these branches. It would naturally appear to any fair minded American citizen that if an export or off-shore rate was in the advantage of the mills, located on the Wendling branch, it would be of the same benefit to the producers which are operating on the Coos Bay, Oakridge and Yaquina branches."

"The matter of the Southern Pacific docks at Portland taking care of cargo ties in two days free time was thoroughly gone over by the producers of this section. It was decided that it would be impossible to have 60 carloads of ties arrive at the docks and be unloaded without incurring large demurrage charges. The mills of this association are not as fortunate as some of the larger mills, not being in a position to load out 60 cars of ties in one or two days and have the same number of cars

WOMEN! DRY CLEAN THINGS AT HOME

Try it! For a few cents you can dry clean everything.

Save five to ten dollars quickly by dry cleaning everything in the home with gasoline that would be ruined by soap and water—suits, coats, waists, silks, laces, gloves, shoes, furs, draperies, rugs—everything!

Place a gallon or more of gasoline in a dishpan or washbowl, then put in the things to be dry cleaned, then wash them with Solvite soap. Shortly everything comes out looking like new. Nothing fades, shrinks or wrinkles. Do not attempt to dry clean without Solvite soap. This gasoline soap is the secret of all dry cleaning.

A package of Solvite soap containing directions for home dry cleaning, costs little at any drug store. Dry clean outdoors or away from flames—Adv.

arrive at the point of unloading on the same date. Our arrangements would necessarily have to have the ties shipped from several different points and would require an unloading space such as afforded by the docks at the St. Johns terminal.

Local Case Proves Bret Harte's 'Dope' On Orientals Right

Bret Harte, knowing the ways of the Oriental, wrote a few immortal lines about ways that are dark and tricks that are vain. Officer Wellbrook of the police War Emergency squad, after 10 years' service in Chinatown, bearing fan-tan and lottery players in their various dens, probably realizes, more than any man in Portland, the truth of Mr. Harte's statement.

Wednesday afternoon, Lee Gin, a harmless appearing old Chinaman, was observed going up Fourth street, carrying an ordinary American lunch basket. Wellbrook, knowing Lee Gin's record for guile, accosted him, opened the basket, and found a complete lottery layout.

The Chinese have used various methods of camouflaging their sales of tickets but Lee Gin's plan was something new in sales methods. Lee Gin was locked up for a few minutes in the city jail, charged with having lottery paraphernalia in his possession, but soon after his arrest, one of his countrymen appeared and secured his release on bail.

Portland Couple Licensed Oregon City, June 5.—Marriage licenses were issued Wednesday to Bessie W. Hayes, 27, and Harley E. Hill, 29, both of Portland and Emma Gottwald, 23, of Aurora and Ernest Conrad, 26, of Molalla.

Every Nook & Corner-Clean!

EVERY room in the house, every wall, every rug, every bed—as clean as a new pin! Your whole house, from top to bottom, cleaned and kept sweet and clean by the Royal Electric Cleaner.

And all this cleanliness is secured by one of Nature's Great Purifiers, for the Royal Cleans by Air—Alone! Needs no brush.

Nothing escapes the Royal. The powerful suction draws out all embedded dirt. The dust that's been in an hour or a day—all threads, hair and surface litter disappear into the Royal bag—and out of your house—not merely brushed from one spot to another.



ROYAL ELECTRIC CLEANER
Cleans by Air—Alone!
Needs No Brush

Rigid tests have proved that the Royal excels all other cleaners in its effectiveness as a dirt getter—let us demonstrate to you why.

Let Our Salesman Call and Demonstrate Right in Your Own Home
Easy Terms

STUBBS ELECTRIC CO

SIXTH AND PINE STREETS

SUMMER clothes that are in high favor

Men, you'll know that these clothes will please all who see them; they will keep you looking always at your best.

Here are fabrics sturdy in weave, distinguished in appearance; patterns and colors in harmony with summer suns; workmanship without a fault.

I know these clothes. I know that they will give you satisfaction, therefore I put my label on them; it is a guaranty that never has been questioned.

Men's Suits
\$25 to \$60

Ben Selling
LEADING CLOTHIER
Morrison Street at Fourth

GOV. OLCOTT SELECTS LIEUT. LOUIS COMPTON TO BE PAROLE OFFICER

Secretary of Salem Y. M. C. A. And Hero of Great War to Take Keller's Place.

Salem, June 5.—First Lieutenant Louis H. Compton of Salem will succeed Joseph F. Keller as state parole officer, according to an announcement by Governor OLCOTT. Keller handed in his resignation last Friday, to become effective on July 1, when the change will be made.

Compton recently returned from overseas, going over with the headquarters company of the 163d Infantry (old Third Oregon) and later being transferred to the 23d Infantry of the famous Second division. During his five months' service he saw action in the St. Mihiel salient and at the Champagne front, where he was wounded in action while in the performance of duty, for which he was awarded the Croix de Guerre by Marshal Petain of France.

Before entering the service Compton was for six years secretary of the Salem Y. M. C. A., which position he resumed immediately upon his discharge from the army, and which he will leave to assume his duties with the state.

"I realize the necessity of securing a man for the position of parole officer who has high qualifications," said Governor OLCOTT, in announcing the appointment of Lieutenant Compton. "There is a large field for service in the parole office, and it requires a man who is peculiarly fitted for the work. I have given a lot of time and thought to the

selection of a man and I believe Lieutenant Compton will bring to the office just the qualifications which are necessary for giving the highest degree of service.

"I may say that I determined to ask Lieutenant Compton to act in this capacity without his knowledge and he was not an applicant for the place. He left a position which commands a higher salary than the parole office because he believes he will be able to render a greater service in the new position than where he is now.

"Success or failure of the parole system depends largely upon the man who administers the functions, failing to the parole officer and I feel confident that Lieutenant Compton will make a highly efficient man for that position. He has executive ability, a knowledge of men, and a general reputation which I believe make him eminently fitted for the post."

S. & H. Green Stamps for cash. Holman Fuel Co., Main 353, A-3353. Block-wood short slabwood, Rock Springs and Irish coal; sawdust—Adv.

Court Fight Opened On Cost of Cement

Astoria, June 5.—At a meeting of the Astoria commission Wednesday it was decided to fight the arbitrary cost of cement sold in Astoria as compared with Portland, on the ground that the differential in cost was not justified inasmuch as transportation charges are the same to Astoria as they are to Portland. All contractors now having cement delivered here must pay the additional haul or local charge from Portland west. The commission instructed its attorney to file suit at once to have the differential removed.

Streetcar Speeder Caught in Spokane
Spokane, June 5.—W. H. King, motorman, was arrested here Wednesday for running his street car 32 miles an hour. It is the first time in the city's history a motorman has been arrested for this offense.

Emporium's Annual June Clearance

As our sale goes on, we are picking many more enticing specials. The response to our first advertisements was even greater than we expected. These are brand new specials offered today—specials that you can't afford to overlook.



Crepe de Chine and Georgette Blouses \$2.95

These blouses are wonderful at the price. There is every style of collar and neck, from the square to the round and V. Dozens of styles, lace trimmed, embroidered or plain. Don't wait if you wish one of these blouses. They will sell rapidly.

Blouses of Crepe de Chine and Georgette \$4.95

These blouses should interest you, for they are both beautiful and inexpensive. Everyone has been cut in price from a far larger figure. Mostly all colors and styles.

Our Most Remarkable Dress Sale

Georgette and Taffeta Dresses, regularly selling at \$25 to \$29.50
EXTRA Special \$17.50

Even the illustration made right here in our store cannot do these exceptional dresses justice. Think of it—there are Georgette dresses, bead trimmed, and taffeta dresses in a world of styles. There are even a few that would be splendid for graduation, flesh and white sheer Georgettes. Some of the taffeta models have Georgette sleeves—while dainty fluting, beads or embroidery add effective trimming touches. This is the finest dress sale of our entire clearance.

Three Great Specials on Capes and Dolmans

Splendid Lot Capes \$12.50 | **Great Selection Dolmans \$21.50** | **Exclusive Dolman Models \$34.75**

These capes have sold in our regular stock to \$19.50. There are three different styles—those with yoke effects, those with butterfly sleeves and the full graceful numbers. These come in navy blue, braid trimmed or plain.

You can't imagine what lovely styles we are offering at this price—they are those that have sold from \$27.50 to \$32.50. Serges, velours, Delhi cloths and wool poplins. Many colors for you to select from, as well as different style features.

Velours, Silvertones, Tricotines and all the finer new spring fabric. These Dolmans are lined with beautiful silks, contrasting with the wool fabrics in color. \$45 to \$52.50 were the original prices—they are now all priced at \$34.75.

Our Great Stock of Suits Reduced

Two Specially Fine Offerings Invite Your Attention

One Lot—\$23.50 | **Lot Two—\$29.75**

These are clever suits that have been priced at much larger figures. All the new features such as vests and box coats, belts and tucked models.

The suit of your choice surely is here at this price. There are velours, tricotines, poplins, serges, etc., all designed in the most approved spring ideas, beautifully tailored and trimmed. See these at \$29.75.

Millinery Specials Wonderful Savings



200 Hats on our Third Floor \$1.00
200 White and Gray Pat Milan Hats \$3.95
Regularly selling at \$5, \$6 and \$7.

Choice of Any Trimmed Hat on Our Third Floor \$4.00
Hats that have sold up to \$8.75.

Every Trimmed Hat on Our First Floor Reduced to \$12.00
All our handsome hats that have sold at \$13.50, \$15.00 and \$17.50.

All Untrimmed Hats 1/4 Off

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