

TESTIMONY PROVES RATES TO SEATTLE AMOUNT TO REBATE

Portland Wholesaler Proves
Roads Favor Seattle Despite
Lack of Natural Advantages.

'FREIGHT ALLOWANCE,' TERM

Time Recalled, Before Advent of
Roads, When Trade Followed
Natural Lines; Portland Led.

What's a "freight allowance?" Ask the railroads. With it they wiped out Puget Sound's disadvantages of mountain transportation. Ask Seattle. It made her a distributing center. Now she intervenes in the Columbia basin rate hearing before Interstate Commerce Commissioners Hall, Daniels and Eastman, in Portland, employing tremendous tones indicative of deep solicitude for the poor producers of the interior should justice take heed of command of Northwest rate-making.

L. Allen Lewis, Portland wholesaler, introduced the expression, "freight allowance," as a witness at the Thursday evening hearing of the Columbia basin rate case.

HISTORY IS RECALLED

First he went back to the time when the business of the coast was done by San Francisco and Portland, when Seattle was even less than a mountain village, forest compassed village on the Sound. Then business of the Northwest followed the natural route, the Columbia, and Portland's distributive territory reached out to Boise, Idaho; Spokane, Walla Walla and Yakima.

"Trade went the easiest route, then," he said. "The points that the railroads serve today were then before the railroads came and it was nature that located them. Since the railroads came, Portland's distributive territory has year by year been restricted. It is in part, logical and due to the development of a big country. But even the railroads admitted the Columbia river was the natural highway and they have delayed helping us to make use of it. They have witnessed cooperation. A delay of right becomes a denial of right."

"My experience with railroads has made me feel that a thing is not right simply because a railroad does it. They frequently make mistakes in judgment. In the desire of the railroads to benefit the men who are selling goods in Seattle they made Seattle a freight allowance that was nothing less than a rebate."

Mr. Lewis referred to the fact that railroads, some 20 years ago, after the mining excitement had subsided, Seattle and jobbing houses began to do business there, equalized rates to the interior so that Seattle, in spite of her handicap of mountain grades, could compete with Portland for business in the interior.

J. N. Teal, who was conducting the examination of Mr. Lewis, asked: "Has there ever been any attempt on the part of Portland to gain an unjust advantage?"

"No," answered Mr. Lewis. **GROWTH NOT DUE TO ROADS**

C. A. Hart for the railroads tried to secure from Mr. Lewis an admission that in spite of the unjust rate structure the business of his firm has grown.

"Your business has grown?" he asked. "So has the country, and it is our competitors," retorted Mr. Lewis.

"Suppose his business hadn't grown," interjected Mr. Teal, "wouldn't the rates be lowered?"

"If rates from Portland up the river should be lowered shouldn't the rates from Spokane down the river be less?" asked Hart.

"I want my rights, but I am willing my neighbor should have his," was Lewis' answer.

Hart called attention to the fact that the rates from San Francisco to Portland are less than to Eugene, the former rate being controlled by the ocean haul.

"Is that right?" he queried. **ROADS' ACTION PUZZLE**

"I have tried to understand why the railroads do certain things, but never could," answered Mr. Lewis. "They have been going along their present policy for a good many years and they ought to adopt a new policy. The sins of years ago count for nothing."

"But the rates have been under the supervision of the Interstate Commerce Commission," insisted Hart.

"And what means the railroads have handed the commission," retorted Lewis amid general laughter.

"I have sat in this room," he went on, "and noted that all the railroads are here lined up with Seattle, including the O-W. R. & N., which was once Portland's railroad, which has grown with us and has made a lot of money out of us. I am not opposed to the railroads, but the O-W. R. & N. has always been dominated by the northern lines. Portland stands alone without a railroad friend."

DIVISION OF SENTIMENT DENIED

tomers to equalize the disadvantages of a city," asked Campbell. "No," answered Lewis. G. Clyde Fulton as counsel for Astoria, asked a number of questions intended to show that Portland has not made use of her natural advantages. G. B. Megard, engineer of the commission of public docks, was introduced as a witness by City Attorney W. P. La Roche. He told of the \$10,000,000 voted by the people of Portland for docks and wharves, facilities to handle business, provide storage and berthing room for ships. The city is ready, he said, to make any desired additions to facilities to meet increased business. He said that present facilities are pretty well taxed but that completion of the St. Johns terminal will greatly add to the port's capacity.

ASTORIA RATES COME UP

He testified that so long as Astoria is on a parity with Portland in railroad rates, there will be no inducement to bring ships to Portland that can load at Astoria.

"It is purely a question of economics," he said.

"The largest wheat shipping point of Canada is Montreal on the St. Lawrence river; if Quebec had the same rates as Montreal could the latter city continue to lead as a wheat shipping center?" asked Mr. LaRoche.

"I don't see how it could," answered Mr. Megard.

Scott Henderson, of counsel for Tacoma, asked a number of questions intended to show that Portland's port capacity would be unequal to handling increased business if rates were readjusted.

PORTLAND SHOULDN'T KICK, VIEW EXPRESSED

(Continued From Page One)

disturbed for the reason that no such words as those quoted appear in any question asked by Hart.

They were merely suggested in the mind of the witnesses by the efforts of the railroad lawyer to establish irrelevant parallels, and thus confuse the witness.

Transcontinental rates were brought into question, and Mr. Lothrop was asked to say that distance solely should govern in their making, inasmuch as the commerce commission is of the opinion that water grade in a new rate between the Inland Empire and the ports of the Columbia.

TWO FACTORS GUIDE

Lothrop begged the privilege of answering questions applicable to the subject matter of the Columbia basin action, but he was refused.

Hart picked up a newspaper that told how 50,000 bales of cotton are to be transferred from rail to ship in Portland and, with a flourish, he said:

"How could Portland have gotten that business if there had not been an equality of rates with San Diego?"

"I don't know that San Diego should have the business," answered Lothrop. "Perhaps justice would indicate Galveston as the shipping point."

Mr. Hart thought he had another "unseemly" question.

"The distance from San Francisco by rail is about 100 miles less to Klamath Falls than from Portland, is it not?" he questioned.

"Has not the association by which you are employed petitioned a lower rate from Portland to Klamath Falls than from San Francisco to Klamath Falls?"

"We have asked to be placed on a relative basis in which distance will be considered," Lothrop answered.

"You are willing to pay a higher rate?" asked Hart.

"Yes," said Lothrop. Hart abruptly turned to another line of questioning.

STAND IN CASE CLEAR

He wanted to know if water competition should be disregarded and Spokane granted a lower transcontinental freight rate than Portland's.

Lothrop's record in the intermountain rate case is, of course, clear on this. He desired Lothrop to admit that, should a rate be granted on the basis of the water grade, grain growers would lose Puget Sound as one of their markets, but Lothrop responded swiftly:

"I am quite sure the parity was established to favor the Seattle grain buyers and not the Inland Empire growers."

Hart strayed into the realm of rate equalization, affecting not only transcontinental movement, but the rates through the Panama canal and to Europe. He did not explain what relation these matters, if any, have to the cost of transportation by way of the water grade.

Then he asked if density of traffic should be a factor in rate making, the association of ideas being the frequent claim of the mountain railroads that if their lines are "saturated" with traffic in both directions the operating cost really is less.

NATURAL ADVANTAGES

FIRE ON BILL RUN WATERSHED IS OUT

But Numerous Small Lightning
Blazes Are Burning in Various
National Forests.

The Bill Run watershed fire is out, Supervisor T. H. Sherrard telephoned to the forest service this morning. Twelve other lightning fires are, however, burning in the Oregon national forest in the vicinity of Zigzag, the extent of which has not yet been ascertained. Mr. Sherrard left the Bill Run fire site immediately for the other fires. He did not know just how many men are working on the fires.

MORE LIGHTNING FIRES

The Wind river and Lewis river fires in the Columbia forest are under control, Supervisor P. H. Brundage has reported, but 12 small lightning fires are now blazing in different parts of the forest.

Reports received by A. O. Wala, assistant district forester, this morning, indicated that the Shesquah forest fires are under control and most of the men will be laid off tonight. The big fire on Wenatchee is also under control. Reports from the Corvallis, where six fires are still burning, are unchanged.

NO WORD FROM SOUTH

No word has been received from Southern Oregon, where the lightning fires were reported, but it is believed that local men have been able to put out the flames.

In other forests the supervisors themselves are assisting in the fire fighting, leaving no one to make reports as to the progress, but it is believed at the forest service that if the present cold weather is universal, the fires will soon all be practically under control.

Board Control of Foreign Banks Is Favored in Report

Washington, July 25.—(U. P.)—The state banking and currency committee today favorably reported the Edge bill authorizing formation of foreign banking concerns under supervision of the Federal reserve board. The committee inserted a provision that the controlling interests in such enterprises must be owned by American citizens.

The bill will enable American bankers to finance purchase of American goods by foreign concerns through an extension of credit. These foreign banking corporations, Edge explained, will be able to accept mortgages on property in foreign countries and issue debentures in the United States against this paper.

50,000,000 bushels of grain shipped from the interior.

"If the rate is wrong, it should be corrected," answered Lothrop. Hart also desired an opinion as to whether Portland has not been getting a fair share of the grain movement and Lothrop answered:

"She has gotten some business, but I will not say she has had her fair share."

Scott Henderson of counsel for Tacoma asked a number of questions touching upon petty points of accuracy in the Portland exhibits. J. B. Campbell of Spokane brought out the fact that the haul between Col de Sac and Canas Pass is based on cost.

G. Clyde Fulton of Astoria referred to the Astoria rate case, in which the city at the mouth of the Columbia river was given a rate from the interior on a parity with Puget Sound, and, incidentally, with Portland.

TEAL OFFERS FACTS

"Wasn't it true," he asked, "that Portland did not intervene because Astoria attacked the rates to Puget Sound in her case and not Portland rates," answered Lothrop. When more gossip details were asked for and J. N. Teal, as a guide in the former testimony, was referred to, Teal promptly offered to go on the stand and tell the whole story. Fulton did not accept the offer. He did, however, state that since the Astoria case was decided, Astoria has invested approximately \$5,000,000 in public docks and other water terminal facilities, anticipating a large increase in business.

A night session was ordered by Chairman Hall in order to expedite the hearing.

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Tag Showed Bird Traveled From N. Y. to Pacific

Seattle, July 25.—(U. P.)—The American Museum of Natural History may now know just how far a robin travels in its wanderings. When Axel Olson of Redmond, Wash., shot a chicken hawk it had a robin clutched in its claws and about the leg of the smaller bird was a metal band bearing the number 53208 and the words, "Notify A. M. Museum, New York city, if this bird is killed." The number and information was immediately mailed by Mrs. W. W. Sawyer, who was present when the hawk was slain.

Sergeant Will Be Called in Airing Of Prison Charges

Washington, July 25.—(U. P.)—In its investigation of cruelty to American soldiers in prison camps near Paris, the House committee next week will question Sergeant Clarence S. Ball, now serving a sentence at Fort Jay, near New York.

Ball was convicted by a court-martial of brutal treatment of soldiers while in charge of a section of prison farm No. 2 near Paris.

In a letter to Representative Dillingham, Massachusetts, Ball admits he was "rough" with the soldiers in the prison but said that "we either had to beat them up or be beaten up yourself."

Ball will be questioned as to what superior officers ordered brutal treatment of the soldiers.

Battle on Daylight Saving Is Renewed

Washington, July 25.—(U. P.)—Daylight saving was again under fire today when the senate interstate commerce committee considered a bill by Senator Capper of Kansas for the repeal of the law. No definite action was taken, but Senator Capper, chairman of the committee, said he was authorized to take a poll of the committee and if a majority are in favor of the measure, to report it to the senate. The bill corresponds with one already passed by the house.

Wisconsin Resorts Menaced by Flames

Sturgeon Bay, Wis., July 25.—(U. P.)—People within a radius of 40 miles of this city prayed today that no wind arise. The bill will enable American bankers to finance purchase of American goods by foreign concerns through an extension of credit. These foreign banking corporations, Edge explained, will be able to accept mortgages on property in foreign countries and issue debentures in the United States against this paper.

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FOREIGN LOANS ARE ALL SECURED

Securities Taken Are Ample to
Insure Repayment to United
States, Congress Is Told.

Washington, July 25.—(U. P.)—The United States has made no loans and assumed no obligations to foreign governments for which it has not taken ample security to insure repayment, Assistant Secretary of the Treasury Lettingwell today told the house committee investigating expenditures in the state department.

No official representation has ever been made by any foreign country to the United States that these loans or any part of them, or any obligations of the foreign governments to the United States should be canceled and not repaid, and specific denial of such intended request has been made by France, Lettingwell said.

There still exists a controversy between Great Britain and some American contractors over settlement of claims of the latter, and between the treasurer of Great Britain and the United States regarding pre-war contracts, he added.

Railroad Protection Needed in Siberia

Washington, July 25.—(U. P.)—American troops were sent into Siberia to counteract the efforts of enemy prisoners of war there, to aid in the re-habilitating of the Czech-Slovak troops in Siberia and for the protection of the American railway commission which is operating the Siberian railway, President Wilson explained today in a letter to the senate, in response to a resolution passed on July 23, asking information as to why American troops were sent to the Far North.

Mob Attempts to Release Prisoner

London, July 25.—(U. P.)—A mob stoned the police station at Hull today in an effort to release a sailor who had been arrested but the attackers were driven off, said a Central News dispatch from that city.

Italian Ambassador To Germany Chosen

Rome, June 24.—(Delayed.)—(U. P.)—Giacomo de Martino, director general of the foreign office, was named Italian ambassador to Germany today. Francesco Saverio Nitti was appointed counselor to the Italian embassy in Washington.

Accused of Forgery, Arrested

San Francisco, July 25.—(U. P.)—Charged with forgery in connection with the supposed disappearance of about \$100,000, E. Vaughn, Toledo, Ohio, hotel and cafe proprietor, is under arrest here today.

Kirschbaum Clothes for Young Men

Offer Style, Quality and Value

Just a glance at these new waist-seam models will convince the young man who knows style. A good look at the woollens and the workmanship will prove the case for quality. And the surpassing style and the fine quality of these Kirschbaum Clothes at our moderate prices insure good value—unusual value.

\$35, \$40 and \$45

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Police Save Man From Death on Flaming Couch

Shrieks of "help" and "murder" sent Patrolman Greville running to a house at 307 Sixteenth street north, at 1:30 this morning, where Charles Broadbent, alleged colored bootlegger, was nearer death's door than Daniel was when in the lion's den.

Blood streaming from a cut on his arm, and bruised from a fight, Broadbent was lying on an oil-soaked couch to which a match had been applied. John Perry, alleged partner of Broadbent, was missing with \$112 said to belong to the latter.

A barrel of whiskey found in the house by the police was the bone of contention, officers declare. In a quarrel with Broadbent, Perry, although crippled, is charged with having whipped Broadbent in a fight, slashed his arm, and tossed him upon the couch, prior to soaking it with oil, and touching off a match.

The fire bureau extinguished the flames, the ambulance took Broadbent to the hospital, and the police are searching for Perry.

Laborer's Chest Is Badly Crushed in Fall From Scaffold

Falling 15 feet from a scaffold Thursday afternoon, Mike Antonine, 419 East Thirty-sixth street, an employee of the Northwest Steel company, landed on his chest which, according to a report from nurses at the Good Samaritan hospital, is badly "rushed." It is not believed he will die, however.

Caught in a machine at the Albina Engine and Machine Works, C. H. Christensen, 5336 Ninety-sixth avenue southeast, lost the second and third fingers from his left hand.

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James C. Shepherd Passes at Molalla

Willamina, July 25.—Funeral services for James C. Shepherd, who died Monday in Molalla, were held at Sheridan Wednesday. Rev. Alfred Bates of Willamina officiating. Mr. Shepherd was born in Scotland and was 76 years old. He came to Polk county in 1876. He leaves six sons and one daughter.

STATE OFFICIALS GIVEN AIR RIDES

Aviators En Route to Sound From
Mather Field Held Up in Salem
by Cloudy Weather.

Salem, Or., July 25.—Governor Olcott, Warden R. E. Lee Steiner and Former State Treasurer Kay were among the many passengers carried by Lieutenant E. C. Kiel and Sergeant McKee in their two army airplanes during their stop here this