TERMINAL RATES **WOULD AID COAST** BUSINESS, CLAIM

would act unwisely in delaying shipments from producing sections of the East in the hope of an early downward revision of freight rates, according to J. H. Lothrop, manager of the Portland Traffic and Transportation association. Lothrop was one of the principal witnesses at an interstate commerce com-mission hearing, which closed here today, on the application of the railways for a freight rate on transcontinental shipments which would give them an even break in competition with water

HEARING IS FINISHED

The hearing closed soon after the noon hour and W. A. Disque, interstate com-merce commission examiner, left this afternoon for San Francisco, where a hearing on other phases of the same case will be held Thursday. Other hearings will be held at Reno, Nev.; Phoenix. Ariz.; Atlanta, New Orleans and New York city, where a final hearing is scheduled to open January 16.

Following the hearings briefs must be prepared by attorneys for the railroads and for the shippers and the final disposition of the case would not be reached before the late summer or autumn of 1923, Lothrop stated.

The forenoon session of the hearing was taken up with testimony from Lothrop, P. C. Patterson of the W. P. Fuller company, E. H. Parker of the Marshall-Wells Hardware company and E. N. Weinbaum of the Portland Chamber of Commerce. The witnesses declared that water competition does cut in on the transcontinental shipping of the railroads and that a return to pre-war relationships would prove beneficial both to the roads and to Pacific coast business interests.

BOAD PLEA FOUGHT

continental railways for permission to BELIEVES BOARD SINCERE put into effect a lower freight rate on shipments from points in Atlantic coast states to Pacific coast terminals was raised by representatives of intermountain business interests at the hearing.

to compete on equal terms with water Secretary Meacham of the Baker Chamident of the Basche-Sage Hardware company of Baker, and R. H. Bollman, a Walla Walla manufacturer, were the principal opponents of the proposed

Application of the lower rate on transcontinental shipments to Portland than vision that this money be later paid to points in Eastern Oregon would put them in full. It is almost certain the the jobbers and wholesale men of Baker and other towns in that section out of back strong, providing future payments business, Meacham declared. Evidence could be assured. By bringing back given at the hearing showed that the ntermountain interests were not opposed to a lower freight rate, provided they were given an equal advantage with terminal points in the proposed new rate. Low freight rates to Pacific coast terminals in effect prior to the war were bers could be paid for the milk that annulled when water competition ceased is now going to the market and with with the transfer of shipping from the assurance that back payments would Pacific to the Atlantic for naval and be settled for in the future, that the military transport duty. Since the remembership could be brought back near turn of the roads from the government to their owners and the reestablishment to their owners and the reestablishment league with a full active membership. of competitive dater transportation, the var coastal rate be agan made effective.

HEARINGS ARE HELD

pany; E. H. Parker of the Marshall Wells company; G. P. Gerlinger; J. H. Lothrop, secretary of the Portland OTHERS GIVE VIEWS Traffic and Transportation association; Arthur H. Devers of Closset & Devers and E. N. Weinbaum of the Portland

Chamber of Commerce,

Paul Hastings and F. D. Burroughs,
representatives of the standing rate committee of the transcontinental rate bureau, presented the carriers' reasons for asking the lower rate. The Union Pacific railway was represented by H. A. Scandrett and the Northern Pacific by B. W. Scandrett.

LARGE CUT IS ASKED

An indication of the sweeping nature of the reduction asked in the application of the roads is indicated by the prevail ing and proposed rates on iron and steel shapes and bars. The present rail rate on these products, according to Secretary Lothrop of the traffic and transportation association, is \$1.66\(\times \) per 100 pounds from Pittsburg to Portland, while the rate asked by the railroads to meet water competition would be \$1 per 100 from the eastern to the Pacific coast

R. L. Shepard of the Hawley Pulp & Paper company of Oregon City appeared as a witness at the hearing and objected to the rate on sulphur which had been put into effect from Louisiana to California coast points, unless the Northwest could have equally favorable rates The rate on sulphur to the California coast is 10 cents per 100 less than to Oregon City, according to Shepard.

NICK MACH ARRESTED Nick Mach was arrested at Thirteenth and Clay streets late Monday night by Patrolman Perkins and is being held in the city jail on a charge of carrying con-



Constabulary for Traffic Is Fought By Sheriffs' Body

The sheriffs of Oregon don't want a state constabulary to enforce traffic laws according to a committee report made by letter to Sheriff T. M. Hurlburt, president of the State Sheriffs' as-

The committee consisted of John W. Orr of Polk, ex-Sheriff Campbell of Tillamook and S. N. Warfield of Benton. It was appointed to investigate the best nethod of enforcing traffic laws.

An increase in the state force of traffic officers from 8 to 15 was recom-mended by the sheriffs. This force should pay particular attention to licensing provisions and to seeing that loads hauled over the highways are not heaver than the law allows, they stated.

Cars from outside of Oregon should e forced to register within 48 hours after crossing the state line, the committee said. Such a law is in effect in

DAIRYMEN FIGHT TO

(Continued from Page One)

the resignations of the board of direct ors, elect a temporary board, charge the new board with the duty of securing a complete statement of the league's affairs and hear its report at an early day CRITIC IS BALKED

He also dismissed from the floor E. J Brocks of Washington county, who desired to present in critical vein a financial statement which had been furrished him. "I can't understand these figures and I want to see if the rest of you can," declaimed Brocks.

Westcott recognized the demand for some kind of a statement from the management and called upon F. A. Baker, a member of the board of directors and Opposition to the application of trans- the executive committee,

Baker gave it as his opinion that the members of the board were sincere in their efforts to hold the league together. It is his opinion that the directors did The railroads ask a rate to Pacific not vote to dissolve the league in order coast ferminals which would allow them Washington county dairymen who voted transportation via the Panama canal. some time ago to force the directors to

That the league can go ahead and be successful is the opinion of Baker, providing a means of financing the business until it can get on its feet is provided. One means of financing that was suggested was the capitalization of the money now due dairymen with the promembership could again be brought the membership the volume of business would be increased with the result that costs per unit would be lowered.

FINANCIAL ANGLE SEEN

He also believes that if all the memleague with a full active membership and a sure system of financing would undoubtedly be again on the road to

prosper. Previous hearings on this application have been held at Salt Lake City, Spokane and other points in the intermoun-At the hearing held Monday J. N. Teal overhead was too great and that even appeared as attorney, for the Portland though steps were taken in the spring Traffic and Transportation association of 1921 to decrease these expenses and and other local commercial interests, they were cut down some \$10,000 per called were L. A. Lewis of month, yet the expense of operation this Allen & Lewis, H. B. Van Duzer, man- fall was about as great for each unit ager of the Inman-Poulsen Lumber com- pound because of the great falling off

Other directors who had spoken up until noon were J. S. Capps of Coos county, Theo. Brugger of Gresham, Multnomah county; Mark Johnson of Clatsop, A. B. Flint of Washington county. I. V. Condon of Coos Bay, was emphatic in his statement that the league would not get another pound of milk from his county until steps were taken to correct conditions which he said had been going from bad to worse and the dairymen were not now making

enough to pay a fraction of their ex-Most of the directors speaking backed up what Baker had said, many being of the opinion that there was a possibliity of success, providing a means of financing could be secured. All stated their sincerity in trying to help the league but agreed that it was a big undertaking to even try to understand every phase of the business.

CIGARETTES STOLEN

For the second time recently a store operated at 650 Milwaukie street by Mrs. M. Deuboer was entered Monday night and a quantity of cigarettes and tobacco Police believe boys robbed the store. Entrance was gained by breaking out a rear window.

MAYS like these you will enjoy the crisp, wholesome flavor of

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Everybody likes "Red Rock!" It's good in so many ways-on the table in salads or desserts -in the children's lunch baskets. Eat it daily-it's healthful!

Skin Troubles Soothed -With Cuticura

The Haseltine family, which has been quarreling in the courts over the division of the remnants of the fortune of the late J. E. Haseltine, founder of J. E. Haseltine & Co., got together in chambers and settled its differences, according to announcement made this norning by Circuit Judge Wilson.

Two of the sons, J. Ambrose and Carl Haseltine, who haven't been on speakng terms for a long time, walked out of Judge Wilson's courtroom arm in arm. It looked as if the family would have Christmas dinner together.

After hearing half of the plaintiff's evidence, Judge Wilson got down off the bench and told the attorneys in the case, W. M. Cake, Cassius R. Peck and John A. Beckwith, that he wanted to ee them in his chambers.

"This is simply a family row," he told them when he had them alone. "I want to know what has been done to settle

The attorneys were anxious for a set tlement, they said. Judge Wilson then called in the heirs, one at a time. He told them the litigation was casting shadows on the memory of their parents. He pointed out that he had been imed with the respect with which they had spoken of their parents on the witness stand. When the situation was driven home to them in this way, the sons and daughters appeared sorry and decided they would all make conces sions to settle the matter out of court. The suit was brought by Carl Haseltine and the executors of the estate against Ambrose Haseltine, to recover 0 shares in J. E. Haseltine & Co., given

to Ambrose by his father in 1916. The plaintiffs claimed Ambrose brought undue influence to bear on his father, who was then 83 years old. The defense was that though Haseltine was incompetent for several years before his death in January, 1921, he was competent when he made the gift in 1916. The same 70 shares of stock had been left to Carl Haseltine by the provisions of a wil made by the father in 1914, which wil was never altered.

The case was settled, according t

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gifts his estate amounted to about \$150,-000. It had dwindled considerably by the time he died.

SANTA CLAUS AND MOONSHINE PARTNERSHIP COMES TO END Harry Adams, old-time sailor man who swallowed the anchor several years ago, was sitting beside a bubbling moonshine still in the basement of his home, 3556 Sixty-fourth street southeast, "making Christmas presents for my friends," when deputy sheriffs raided the

Adams later told District Judge Deich that he had nothing else to give his friends and he thought they would appreciate a little bottled Yuletide cheer He said he couldn't pay a fine and the court postponed sentence. The old sailor explained that he had no relatives and lived alone, without a wife or child or low or dog or cat to cheer him. Adams had a 16-gallon still, with 100 gallons of mash and 24 gallons of moon-

Deputies raided a shack belonging to Frank Fabino, on the Foster road, two niles east of Lents, where they seized a 40-gallon still and 30 gallons of product. Fabino's home is said to be at 728

25,000 DAMAGE SUIT FILED

AGAINST NAVIGATION COMPANY A \$25,000 personal injury suit was filed Monday in the federal court by Adolphus V. Thompson of Vancouver Wash., against the Newport Navigation company of Newport, Thompson alleges that on July 30, 1921, while disembarking from the steamer Newport as Yaquina, he was tripped by a package which deckhands had left on the gang plank. As a result of his fall Thomp son alleges his left femur was frac tured causing paralysis of the leg. He alleges he will be a cripple for life. The action is brought as a libel suit against

FINED FOR SELLING COLD STORAGE EGGS AS FRESH

Poletes, 289 Burnside street, was fined \$25 by District Judge Deich today for selling cold storage eggs as fresh eggs. Poletes made the sale to E. L. Milton, deputy state dairy and food commissioner. The 1921 law requires that dairy and food products of the kind must be classified. The deputies are now scouring the state in search of vioators of the law. Few cold storage eggs are now being offered, however, the season's, demands having exhausted much of the supply.

LOCAL LUMBER COMPANY SUED FOR BREACH OF CONTRACT

Alleged breach of contract is charged

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Profit

OHN STRARMANN ON TRIAL; PAL SENTENCED TO 25 YEARS

John Strarmann, charged with assault morning before Circuit Judge Hamilton. Strarmann and Alexander Griggs are said to have been the two men who gagged and bound Wilbur Funk, taxi driver, east of Portland on the night of September 15, and then fied in his car after taking a feew loose dollars he had in his pocket. Funk was left tied to a tree, but he managed to wiggle free and got to a telephone to notify the police. The police had the license number of the car and picked up Strarmann and Griggs half an hour later on the East The two youths had hired Funk

to drive to Ruby farm.
Griggs pleaded guilty before Circuit Judge Tazwell some time ago and was entenced to 25 years in the penitentiary.

GAGE TRIAL DEC. 23 Trial of L. Dean Gage, alleged nar-cotic vendor, was set for December 23 this morning by Federal Judge Wolver-ton. Gage's wife was sentenced to six months in the county jail recently, after she pleaded guilty to a similar charge. Mr. and Mrs. Gage were arrested several months ago by the police after a quantity of morphine was found in heir apartments.

LABORER BANKRUPT

Earl D. Van Auken, laborer residing at Oregon City, filed a petition in bank-ruptcy today in the federal court. His iabilities are \$1516.64 and assets \$64 DIVORCE MILL

Suits filed: Maude S. against W. C. Stilwell, and Ida R. against Ira Ray-

Western Railroads Urge Rate Changes; Lines East to Act

Several changes in transcentinental rates have been proposed by western railroads, and are now dependent upon eastern lines for concurrence, according to advice received Monday afternoon by the Southern Pacific company. Lower The second the Tax and packing regulations are services and packing regulations are s charges are promised for packing hous products and fresh meats through re-

cations and received in eastern publications and received many orders for lumber, after which it instructed the local company to ship two cars. The plaintiff alleges the defendant refused to ship any lumber. The plaintiff asks alleged actual damages of \$10,228.75.

Marshfield, Dec. 6.-First definite ews of the fate of the tug Sea Eagle or November 20, south of the Columbia river, was given by Captain H. C. Lund of the five-masted schooner Ecols, which locked this morning at the C. A. Smith

gale on the day of the disaster. The tug whistled to cast off the hawser, he said. While this was being done the cable broke. The tug swung around with head to the wind and was apparently all right, high in the water, and riding fine. Ten minutes later the tug swung around and headed for shore and it was but a short time until it was seen that the tug's bow was in the air. A few secon later nothing of the tug was in sight. The mate offered to take a small boa and men in the hope of rescuing some o the tug's crew, but the captain said would have been impossible for a small boat to live in such a sea. The Ecola lost some of her sails in the gale and was up and down the coast for 14 days until she came into Coos Bay. Ecola will load lumber for Australia. Captain Lund's statement was the

first definite information received as to the fate of the tug's crew, as the Ecola has no wireless and nothing had been learned of Captain Gove and the six other men on the sea Eagle until the schooner arrived.

The Ecola, hatling from Honolulu, was off Coos Bay three weeks ago and was to be towed in by the Sea Eagle, which had been engaged as a bar tug by the Port of Coos Bay. But the storm came up and tug and schooner were carried The tug was wrecked south of the Columbia river. For some time the fate of the Ecola was not known. She is to load a cargo of 1,800,000 feet of

Sisson Urges Bodies To Give Arms Views

Tacoma, Dec. 6.—Professor Edward O. Sisson of Reed college, Portland, addressed the Tacoma Public Forum here Sunday night on "The American Citizen and Disarmament." He urged the plan of organizing public opinion locally under a large and representative committee, which should agree upon a public attitude concerning disarmament of nations and forward this view to state rep-

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Youth From Echo On Debate Squad At Washington U.

University of Washington, Seattle, Dec. 6.-Vernon Davis of Echo, Or., has been picked on the men's varsitg debate quad at the University of Washington, Davis is a junior in the college of busiess administration and is debating his first year on the varsity squad. The folowing debates will be scheduled by the men's debating teams this year: January 13, dual debate with University of British Columbia; February 10, dual lebate with Whitman college; March 3, Captain Lund said there was a furious rlangular meet with Stanford and Ore

Mary Newton of Portland has been elected on the women's varsity debate squad of 15 at the University of Washing, from which the varsity team will

Fair Is Indorsed by Forest Grove Club

Forest Grove, Dec. 6.-Indorsement of the 1925 Oregon fair was given by the Forest Grove Commercial club. John A. Thornburgh, president of the Forest Prove National bank, told club members t would mean an almost negligible tax for each person and prophesied great good from it for Oregon. A. G. Hoffman presided and Loyal M. Graham, former representative from Washington county, introduced the resolution indorsing the

Deschutes Water Allotment Final if No Appeal Taken

Salem, Dec. 6 .- The order entered by the state water board with relation to allotting waters of the Deschutes river for storage in the proposed reservoirs at Benham Falls and Crane Prairie for the irrigation of land in the Deschittes valley, will become final at the expiration of 30 days from the date of its entry. unless appeal is taken, according to a letter prepared by Percy Cupper, state engineer. Cupper's letter was in reply to a communication received from the Columbia Hydro-Electric League of Portland, urging that the water allotments be suspended until such time as the board has had an opportunity to make formal apportionment of all storage on the Upper Deschutes river between irrigation and power. Request also was made that, prior to making also was made that, prior to making such apportionment the water board afford opportunity for representatives of business organizations and municipalities affected by or interested in Deschutes power and irrigation to confer with the water board and with the federal authorities having jurisdiction, and to cooperate in working out a satisfac-tory plan of engineering development in the interest of all.

FLYNN TO BE REAPPOINTED Salem, Dec. 6.-Governor Olcott has announced that he will reappoint J. K. Flynn of Portland as a member of the state board of conciliation, representing employers. Flynn's new term will begin January 1.



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No. 2200-full-fashioned, pure thread silk-black, white, navy, cordovan,

African Box of Three Pairs \$6.50 War tax 3c per pair extra.

No. 3190-pure thread silk, full-fashioned-fancy hand-embroidered clock — black, \$3.50 cordovan

Box of Three Pairs \$10.00 War tax 15c per pair extra.

"Holeproof" Hosiery for Men

No. 810-medium weight mercerized-high spliced heel-black, cordovan, navy

Box of Six Pairs \$3.00

No. 260-finest quality light weight mercerized 50¢ No. 400-pure thread silk, ribbed lisle top. 75¢ No. 900 extra heavy pure thread silk, ribbed lisle

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No. 350-Misses' light weight merc., 4 to 6 40c. No. 300-Misses' medium weight, 5 to 8 50c, 81/2

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