

SMALL SHIPPER IS CHAMPIONED

NEW DEMURRAGE RULES PREVENT DISCRIMINATION

200,000 Miles of Railroad Accept New Code, the Result of Labors of Railroad Commission—Big Corporations Have Been Violating Demurrage Rules.

Washington, Dec. 2.—Yesterday a uniform set of demurrage rules, which will do more to prevent discrimination between shippers and to give the small man a chance, than any other act since the passage of the anti-rebate law, was put into effect on more than two hundred thousand miles of railroad in the United States. The adoption of the rules, which, by agreement among the railroads and states railroad commissions, will be made uniform all over the United States, is the first real piece of constructive regulation of railroads ever done by the interstate commerce commission, and the credit of the accomplishment is due largely to Commissioner Franklin K. Lane of California, whom President Roosevelt once described as "the best man on the interstate commerce commission."

The rules were adopted at Washington recently by the National Association of Railway commissions, composed of the federal and state railway commissions and which is purely an advisory body, having no existence under the law. They were threshed out by a committee which worked for a year, holding meetings in various large commercial centers to which both shippers and railroad men were invited. Commissioner Lane was chairman of the committee.

After the adoption of the demurrage code by the association, the traffic managers of the biggest railroads in the country recommended their adoption by the roads and they will go into effect at once.

Big Shippers Violate Rules.
In the course of its investigations, the committee unearthed an astounding condition of affairs. It found that big shipping interests had substituted violation of demurrage rules for the old habit of demanding rebates and that by refusing to pay demurrage charges, they maintained a supremacy over other shippers who were forced to return cars on time or pay the consequences. "The private car" was being used, the committee found, practically to eliminate smaller shippers, because no railroad could exact demurrage charges from shippers who owned their own cars.

In the old days, the steel interests of Pittsburgh had been able to amass millions of dollars annually by exacting rebates from the railroads on pain of diverting their traffic or building their own line. The committee found that the steel barons of today had varied the program slightly by refusing to return empty cars on time or to pay any charge for keeping them overnight. In one case a steel foundry diverted its traffic, amounting to several hundred thousands of dollars a year to another line, because a railroad insisted on collecting a demurrage charge of \$150. The common practice was for the railroads to charge this up to "weather and bunching of cars" rather than risk losing the traffic of the big fellows.

The Rules Adopted.
This has all been swept away by the new code, which provides briefly: (1) All private cars in railroad service are to be subject to demurrage rules. (2) Forty-eight hours free time will be allowed for loading or unloading all commodities, but one day extra will be allowed when cars are held for re-consignment, switching orders or inspection. (3) Industries owning their own tracks and switching engines will not be allowed any extra time. (4) At the expiration of free time a charge of \$1 a day or fraction will be exacted. (5) No railroad can refund demurrage charges unless weather conditions are such that the freight will be damaged by loading or unloading or unless it is impossible for the shipper to get to the car. (6) Shippers can average their demurrage charges at the end of each calendar month by receiving credit for the cars they have loaded or unloaded before the expiration of the free time.

Use Cars for Warehouses.
Among the most flagrant abuses that the committee remedies by the new code are those of shippers using cars for warehouses while waiting for a rise in prices under the guise of

holding cars for re-consignment. It was found that five or seven days was allowed in some parts of the country for re-consignment. The so-called "Industrial Rule" which gave shippers their own tracks and engines more time than the ordinary shipper to load and unload cars was abolished because it was utilized to freeze out less wealthy shippers.

The vast importance of having a code of demurrage rules that is uniform all over the country will, in the opinion of railroad experts, render a repetition of the car shortage of 1907 impossible, and may even clean up the empty cars from New England, the "graveyard of cars" when the west is howling for transportation to get its produce to market.

In concluding its report, the committee said "Car service rules are used to no small extent as a means by which favored shippers secure unlawful concessions. In some sections of the country where the failure to enforce demurrage rules has been particularly notorious, the railroads are carrying on their books at the present time uncollected demurrage charges in the amount of hundreds of thousands of dollars."

TELEPHONE METER WILL MEASURE OUT TALK

Chicago—Chicagoans will soon have their telephonic talk measured. For two years the commission created by the telephone franchise has been hunting for an accurate and effective meter and it announced to the council last night that it had been successful. In addition, the commission has ordered the company to install a "meter."

In the report of engineers are the following comments on the meter suggested:

"Such a meter would be suitable for use to replace the service of the present nickel or token box types given by the Chicago Telephone company. It is a question of policy whether these meters should be placed on business telephones.

"Such a meter could be installed on any telephone line without interfering with the subscribers use of the telephone, except for the time required for him to register, and would give him, at his station, an accurate, visible record of the total number of calls made by him, and for which he has to pay. The central office wiring in any exchange would not have to be changed."

A HUMAN GROTESQUE

Man's Head Gradually Assuming Shape of Lion's Caput.

Cincinnati.—The head of Charles Meyers, a shoemaker, 22 years old, is gradually losing its human characteristics and assuming the shape of a lion's caput. The man, who is an inmate of the city hospital here, was exhibited recently before the medical association as the victim of one of the rarest diseases known to medical science.

The disease is known as a leonistis acies and only a couple of cases are on record.

During the last three years the bones of Meyers' skull have gradually enlarged his eyes retreated and the whole configuration so changed that he now bears a far stronger resemblance to the king of beasts than a human being. The doctors declare that in a short time he must either become insane or die.

PHILADELPHIA CLUB SEEKS FOR MANAGER

Philadelphia.—More sensations developed in the baseball situation when an unofficial statement was made in the new office of the Philadelphia Baseball club that Fred Lake, manager of the Boston American league baseball club last season, is the latest man to whom the owners of the Philadelphia club have turned their efforts to secure a competent manager to succeed William Murray, the incumbent.

The statement was made, however, that negotiations for Lake are to be governed entirely by the result of the effort to secure John Kling, former Chicago catcher, who is under the ban of the baseball commission. Under the new arrangement Fogel will remain as president, while the offices of Treasurer Elliott and Secretary Conway are to be advanced so as to make room for Morris Scheek as secretary.

WOULD ENCOURAGE GENTLE ART OF SELF DEFENSE

London.—With a view to the further encouragement and promotion of the art of self defense, the newspaper Sporting Life, with the approval of the Earl of Lonsdale and the promise of his assistance, has started a movement for an international board, for which Great Britain and the United States will each have two representatives, and Australia and France one each.

The objects of the board are to frame rules to govern international championships; to fix weights for such championships; to decide who is entitled to claim championships and to supply belts and trophies to recognize champions.

It is suggested that Lord Lonsdale be elected president of the board.

JOHN M. WARD IS NOT AFTER THE POSITION

New York.—John M. Ward, who has been prominently mentioned as a candidate for president of the National Baseball league, declares in an interview that he is not the particular man of Charles W. Murphy of Chicago or any other magnate.

"I am not looking for this place," said Mr. Ward, "and I am not trying to push any man out of a position, or looking for a place that rightfully belongs to another.

After exposure, and when you feel a cold coming on, take Foley's Honey and Tar, the great throat and lung remedy. It stops the cough, relieves the congestion, and expels the cold from your system. Is mildly laxative. Refuse substitutes. Koepfen Bros.



We have searched the novelty markets of America and Europe, and brought here for you, suitable things for Christmas presents. Many believe in making a long profit on short-lived goods. We believe in making a short profit that will move Holiday goods fast. Our stock not only contains novelties, but useful things for presents for women, men and little folks. Our counters are now ablaze with things suitable for presents.

Do Your Christmas Shopping Now Only 18 More Business Days---Then CHRISTMAS

Don't wait for the last minute rush and crowds

Newest Neckwear

Tasteful, attractive neckpieces make dainty and acceptable Christmas gifts. We offer a beautiful assortment for the Xmas trade, price at 25¢, 35¢, 50¢, 65¢, 75¢, and up to \$5.00 each. You may choose from stock Jabots and other styles, real Irish crochet and hand embroidered novelties. See them.

Furs

We are showing a good stock of collar pieces and muffs, such as Mink, Beaver, Fox, French Coney, Near Seal and Squirrel.

Our prices are very reasonable. A most acceptable gift. Make your selection early and have it put aside until Xmas.

Umbrellas

This line we are proud of, being one of the strongest Xmas lines. Umbrellas for both ladies and children.

Silk rainproof umbrellas in all the leading shades, blue, red, green, etc., the latest style handles.

Nemo Corsets

We are Pendleton agents for the famous "Nemo" self reducing corset. We have at this time eight models in all sizes. When in the store ask to see that "Nemo" No. 403 at \$4.

Gloves

We carry the Fownes Gloves for ladies, the stock at this time is at its best. We make a specialty of fitting gloves and ask that you give us a trial. Ask to see our silk lined mocha at \$1.50.

Handkerchief Linens

From 75¢ to \$1.75 yard.

A full showing of Handkerchief Linen in fine, sheer and medium weight. The kind in greatest demand right now for the Holiday sewing. Especially good value at all prices.

ROUND THREAD LINENS

From 35¢ to \$1.25 yard.

Another shipment of silk waistings, Persians, plaids and stripes, Prices 75¢ to \$1.75 the yard.

ALEXANDER'S

PENDLETON'S BIG AND BUSY DEPARTMENT STORE.

Might Be Mistaken.
He—Do you take me for a fool?
She—No, but my judgment is not infallible.

He—How did your father come to guess that we were engaged?
She—Why, the gas bill was only half as large as usual.

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