

Daily Democrat

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Lessee.

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LUMBER RATES.

One who has investigated the lumber situation thoroughly says:

The Portland lumber interests, under the guise of charging the Southern Pacific company with discrimination in rates on lumber to California in favor of lumber manufacturers in the Willamette valley, are in reality, making another effort to destroy the lumber industry along the Southern Pacific lines south of Portland. Not only is the Willamette valley interested, but also the Umpqua and Rogue River valleys. The same tactics were resorted to by them in 1907 in a hearing before the Interstate Commerce Commission over the Willamette-Valley California rates, at which time they demanded that the commission give them a preferential rate of 2 1/2 cents per 100 lbs. to Utah, when previously the rates from the valley were the same.

It is the old cry of the Portland lumber interests whose articles in the "Portland Evening Telegram" show conclusively a disposition to be not satisfied with the advantages they already have, but demand further concessions in order that no one else shall be allowed to have even a fair chance to compete with them. That the time has arrived for the merchants, lumber manufacturers, farmers and residents of the Willamette valley and Southern Oregon to take some action to protect their interests is quite evident, as unmistakable efforts are being made to kill the lumber industry in the territory south of Portland.

We have listened in recent years to many allegations and charges of discrimination by the railroads, but on reflection it has been found they have generally originated with and in the interest of purely selfish persons and communities. Since the amended interstate commerce act was passed in 1907 and the creation of state railroad commissions, nearly all of the rates carried by the railroads, particularly in the west, have been passed upon and revised by either one or both of these bodies and it is safe to say that if, as alleged, discrimination was practiced the carriers themselves have assisted in removing the same and that such conditions do not now exist.

It is very easy for anyone to quote figures, dollar-per-car charges and whatnot, and make almost any kind of a showing to suit the particular end sought. The investigations by the commissions have disclosed the underlying principles surrounding rate-making by the railroad and the commissions themselves, while they have made changes, have in many instances approved the rates established by the carriers after investigation in which the sound policy surrounding the making of the rates was disclosed and other regulative measures been busy during late years in removing what they considered was a disparity of rates, etc., they have at the same time surrounded the transportation companies with many conditions which have in numerous ways prevented the public from enjoying the full measure of help of the railroads, particularly in interior territory.

One of the greatest handicaps placed upon the interior communities has been the refusal of the commissions to permit the carrier to recognize market competition in making their rates as the railroads were wont to do at one time; now it is strictly a transportation condition that permits of competition. People and communities located in inland territory must recognize that they are subject to only one mode of transportation and that their success is dependent wholly upon the development of the inland district. In their struggle to even commence the inland development, they must be enabled to reach the outside markets and if they are to be prevented from doing this we may as well bid goodbye to our future hopes of becoming a substantial

commonwealth. Without championing the cause of the Southern Pacific or any other railroad company, but because in this instance we believe the Southern Pacific, on whose lines most of the lumber mills south of Portland are located, is entitled to the greatest credit as it can honestly be said that they have made every effort to assist in the development of the lumber industry in the face of the strongest kind of opposition, and we do not believe that they can in any wise honestly be charged with discrimination.

TOOK PAPER 'LEVEN YEARS.

I've stopped the paper—yes I have. I don't like to do it. But the editor he got too smart, And I allow he'll rue it. I am the man who pays his debts, And will not be insulted. So when the editor gets smart I want to be consulted.

I took the paper 'leven years And help him all I can, sir. But when it comes to dunnin' me, I didn't think he would, sir. But that he did, and you can bet. It made me hot as thunder; I says "I'll stop that sheet, I will. If the doggone thing goes under."

I hunted up the editor And for his cunning' caper I paid him 'leven years to quit— Yes, sir, I stopped the paper. —Ex.

MISFITS

The new G. T. man of Corvallis wants Misfits to meet him at the st. pr. assn. at Salem. This newspaper man was taught when young to keep as far away from danger as possible.

The statement of the G. T. that it hates to miss our fits is appreciated. Mix all the Carranzistas and the Vilistas and you simply have a mass of letters without much behind them.

Two great events in November, Thanksgiving day and Misfits birthday.

Get Mr. Turkey plump and he will be eaten with zest and cranberry sauce this year as an expression of thanksgiving and the manner in which he has treated the Armenians.

Some mighty smart men can't forget the result of an f. b. game.

This doesn't refer to Fawcett of the O'n.

A month to city election, with brilliant prospects of a diminutive war on hand.

Billy Sunday has been accused of using sensational expressions; but Billy can never get in the class of the Kansas editor who wrote the following: "I want to know what the person is who wrote the article from Motion in last week's Courier, signed 'A Patron.' I want to see the illegitimate offspring of illegitimate parents who is ashamed to give his name, who is a coward by instinct, a thief by practice, a liar by intuition, a sneak by inclination and a slanderer by profession; a person who has no more honor or manhood or respectability attached to him than there is to a miserable hound dog who had sucked eggs and killed sheep ever since he was pupped. For such is that person."

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At the Schmitts—

Dr. and Mrs. Herbert Schmitt, of Portland, returned home yesterday, after a visit at the home of A. C. Schmitt. They were accompanied by Mr. Schmitt's brother, Dr. K. O. Schmitt, of Iowa, who has been visiting here for several days. He was not certain whether he would be back at Albany before going East.

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J. C. CHRISTY

Attorney-at-Law

Room No. 3, 230 West 1st St.
a2tf

DAN JOHNSTON,

Attorney at Law

Room 205 First National Bank Bldg.
Albany, Oregon.

L. G. LEWELLING

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