

# RAILROAD PLEA 4TH SECTION RELIEF TO COMPETE WITH OCEAN TRAFFIC BLOW TO OREGON INTERIOR TOWNS

The public should be advised of the many applications by the railroad companies which are now pending before the Interstate Commerce Commission for so-called Fourth Section relief, that is, permission to charge less for the hauling of freight to Pacific coast terminal points than to the intermediate points, the carriers contending that such relief is necessary to enable them to compete with the boats operating through the canal from coast to coast, and between Pacific coast seaports.

Should the carriers succeed in these requests, interior points will again be placed at great disadvantage through the intermediate territory again assuming the burden of support of the country's rail transportation system.

Under such conditions, I do not believe interior points can safely invest in local industrial and commercial enterprises for the reason that such investment may be jeopardized and perhaps confiscated by the subsequent lowering of rates to the coast points under the guise of meeting water, rail and market competition in one form or another. Such policy, to my mind, restricts opportunity and development as well as restricting increase in population and taxable wealth.

Rather than to reduce railroad rates to meet boat competition at coast terminals, would not the equalization of rates throughout the country have a higher beneficial effect by placing all communities upon an absolute equality? Those of the intermediate points will not object to their railroad rates as long as they are reasonable and free from unjust discrimination, undue preference and prejudice, for the intermediate points would then be upon an equal footing with all other localities and would thus be enabled to manufacture their products at home and compete in a healthy manner with other localities and will obtain the disadvantages of community betterments and prosperity, thus permitting the spending of their own money at home instead of allowing it to go to a few terminal industrial centers.

Such a schedule of rates would permit industrial development at the intermediate points, and increase the population, wealth and taxable property of such cities as Salem, Albany, Corvallis, Eugene, Roseburg, Grants Pass, Medford and Ashland, Baker, La Grande, Pendleton and The Dalles.

I am not an advocate of the theory of making rates on a mileage basis. I am, however, as a general proposition, opposed to the granting of a lower rate for the longer haul over the same route and in the same direction. Such practice should not be again permitted as existed prior to the war.

In 1918, the Interstate Commerce Commission issued a Fourth Section Order No. 6790, owing to the absence of boat competition during the war, under which tariffs filed by the carriers, dated January 21st, became effective March 15, 1918. These tariffs provided that rates to intermediate points could not be higher than to the terminals. These tariffs provided for increased rates to the coast points but not in any reduction to the intermediate points, since which time railroad rates have been on a parity, any many new industries at intermediate points have been fostered, with no appreciable detrimental effect upon the carriers, and the present rate arrangement has proven highly beneficial to such communities.

It is to reestablish the old basis that the carriers are now making numerous Fourth Section applications. Personally, I do not think these applications should be allowed.

I do not believe it necessary that the carriers be permitted, in every instance, to meet water competition, as they will be able to secure a great portion of the business without those lower terminal rates, for the reason that water transportation service is inferior to rail service in many ways.

It is slower, uncertain of arrival, and offers none of the privileges such as diversion, stopping in transit, with no switching services at terminal points. Claims for loss and damage are not so readily settled. The maritime laws seem to give more protection to the boats, and the shippers must go to the courts for redress, and there are other advantages which the railroad have over the boats.

I do not believe the public should expect a high standard of service, such as is offered by the railroads in normal times, at nearly as low rates as apply by water. It seems to me it would be as reasonable to expect the express companies to ship at as low a rate as by freight.

The points served by water can use boat transportation if they so desire, in fact, should do so, it doubtless being to their advantage, but this would seem to be a handicap to interior points to which the railroads do not add by further rate discrimination against them. It is true that big businesses have been built up at sea port points, many of which have invested on account of lower rates which obtain. The retaining of the present parity of rates would not, of course, inure to their benefit, but it would enable the intermediate points to retain their recently acquired industries, jobbing and wholesale houses. To illustrate: the disastrous effect the granting of the carriers' petition would have upon intermediate points, cattle, sheep and hogs, under the Fourth Section applications violations, could be shipped from the Sacramento valley in California to Portland and Seattle packing plants more cheaply than to the Salem and Albany packing plants, or to points as far south as Medford. Mercantile houses buying in the east or San Francisco, will be compelled to pay a higher rate upon their merchandise than that which will be enacted to the terminal points.

It is not to be overlooked that if the pending proposals of the carriers are to prevail, the following ports only of the Pacific coast are the designated terminals to which the reduced rates are to apply:

- California Terminals—East San Pedro, Oakland, Richmond, San Diego, San Francisco, San Pedro, Wilmington.
- Oregon Terminals—Astoria, Portland.
- Washington terminals—Bellingham, Everett, Seattle, South Bellingham, Tacoma.
- British Columbia Terminals—New Westminster, Prince Rupert, Vancouver, Victoria.

The carrier application for Fourth Section relief provide that "to points intermediate to the terminals" (designated above) it is proposed to apply rates made by adding to the rate therein proposed to the terminal" (designated above) which is nearest destination of shipment, the local rate published for use upon interstate traffic from nearest terminal point to such destination. H. H. COREY.

**FIRST PURCHASE OF MEDICINAL BEER**

MILWAUKEE, Wis., Nov. 15.—Jack Schneider, of this city, was the first resident of the United States to purchase medicinal beer under the new federal regulations.

**TRAIL ITEMS**

The work of the hatchery school is progressing nicely. Eleven pupils are enrolled.

Mr. and Mrs. Charley Haas were Sunday guests of Mr. and Mrs. Oscar Stewart.

# DR. BRUMFIELD IN LETTER TO FORGER FROM DEATH CELL

ROSEBURG, Nov. 14.—(Special.) "Chief" Balliet, a prisoner in the county jail, Saturday, received a letter from Dr. R. M. Brumfield now in the state penitentiary awaiting execution. While Brumfield was confined here "Chief" who is being held for the grand jury on a charge of passing worthless checks, promised that he would call on Brumfield at the pen as soon as he is sent to that institution. In the letter received, Brumfield stresses this promise. The letter is as follows:

"My Dear Chief: I have been here now for quite a while. I am quite a little stronger than I was and am improving each day.

"Chief, you have no idea of the caliber of the men running this institution—big hearted fellows who treat a fellow very much like a man. They certainly have been fine to me. The place is spotlessly clean and the meals as good as you could get at the Union. I am more closely confined and have less chance for exercise, my only objection, but a fellow couldn't well expect to find everything to his liking in a state penitentiary, could he? If the railroads and vultures of Roseburg knew how well I am being treated, I suppose they would raise an awful holler.

"Chief, I shall never forget you—never cease to appreciate what you mean to me for several weeks past. We were certainly about as agreeable companions as a fellow could find. We must not forget the promises we made each other.

"I hope Sam carried out his promise as soon as he returned to Roseburg. I am pretty sure he did if he could for Sam is a real white man. Remember me to him—also to Finis.

"My wife and sister will visit me this p. m. Merle is as much of a hick as ever—always brave—always ready to fight for me. They treat us quite differently from what Frank Hopkins did. They provide us with comfortable chairs and allow us to sit and hold hands and chat for two hours at a time. George has nothing to say in the matter.

"Chief don't forget. Be good, and write some day to your quondam cellmate. R. M. Brumfield."

**Marble Works Burns**  
LOS ANGELES, Cal., Nov. 15.—Fire of undetermined origin destroyed the works and the works of the Joseph Minto and Sons company here early this morning, causing a loss estimated by police at \$200,000.

**Spring Training Camps**  
St. Louis, Mo., Nov. 15.—The St. Louis national will return to Orange, Texas, and the Americans to Bogalusa, La., for spring training, the local baseball managements announced today.

# PRESIDENT TELLS METHODISTS THEY MUST NOT FAIL

DETROIT, Nov. 15.—If the churches fail in their high and holy tasks there is small hope for civilization. President Harding told a national conference of the Methodist Episcopal church here today in a message read by Bishop William F. McDowell, of Washington, D. C. The message was read at the opening of the conference, regarded by leaders of the denomination as one of the most important in the church's history.

"Whoever hails the churches must march forward more swiftly than they have done," the president's message continued. "The churches must not fail."

The president paid a tribute to the church for its work during the war, adding:

"The world never before was in such need of right morals, right ideals, right relations among men and nations, right spirit for meeting unparalleled conditions and sound religion in personal, social and public life."


The president closed his message by extending "best wishes for the work your churches and other churches are trying and planning to do in all the countries."

# SUPREME JUSTICE GETS NO BACK PAY

OLYMPIA, Wash., Nov. 15.—Petition of Justice Chester R. Hovey, filing out the unexpired term of the late Wallace Mount, for compensation of \$6,000 a year as provided by statute was denied today in a supreme court decision. The court held that the state constitution is specific on the point that a salary of a supreme court judge cannot be increased after election or during the term for which the judge is elected. Judge Mount received \$6000.

# Says Chemist Is Public Benefactor

"Being a doctor, and suffering for many years with stomach trouble, I feel I cannot do justice to no great a public benefactor in writing. May's Wonderful Remedy is everything you have claimed for it. I can now eat and relish victuals I have not dared to eat in many years. Am feeling like a newly born." It is a simple, harmless preparation that removes the extraneous mucus from the intestinal tract and allays the inflammation which causes practically all stomach, liver and intestinal ailments, including appendicitis. One dose will convince or money refunded. At all druggists. Adv.



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31x4	30.54	22.85	3.21	3.62
32x4	33.65	26.44	3.36	3.82
33x4	34.69	27.84	3.47	3.98
34x4	35.57	28.41	3.62	4.13
32x4	43.52	35.37	.	4.91
33x4 1/2	44.51	36.57		5.06
34x4 1/2	45.60			5.27
35x4 1/2	46.95			5.42
36x4 1/2	46.95			5.58
33x5	54.17			5.89
35x5	56.87			6.20
37x5	59.83			6.51

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S. S. S., the standard blood purifier and system builder, is the ideal remedy for skin eruptions. The effect of S. S. S. is to rid the system of the waste products which are causing the trouble. For over 30 years S. S. S. has proven to be of unusual merit. Begin taking S. S. S. today and write for 56 page illustrated booklet, "Facts About the Blood"—free.

Personal medical advice, without charge, may also be had by sending a complete description of your case. Address: Chief Medical Director, Swift Specific Co., 741 S. S. S. Laboratory, Atlanta, Ga. All good drug stores sell S. S. S.