

steamers six or eight dollars per ton on merchandise by measurement; and suppose the railroad company would charge six dollars per ton for hauling a ton of freight from Portland to Eugene city, eight dollars to Springfield, ten dollars to Roseburg, twelve dollars to Medford, and twenty dollars to Ashland, the first of which to Eugene would be one-third more than for the long haul from Portland to San Francisco, while the last twenty dollars to Ashland, would, for these 340 miles, or about one-half the whole distance to San Francisco, be five times more than the charge for the long distance of over 700 miles between Portland and San Francisco; and it is quite probable that something like this will be the result when the road is completed unless otherwise regulated by law.

In such an event, therefore, would I inquire, the provisions of this interstate commerce bill prohibit the railroad company from making these several higher rates for these several shorter hauls than are charged for the longer hauls between Portland and San Francisco? I imagine not, for the simple reason that the long haul is subject to the sharp competition by sea and therefore the railroad company may for this reason be forced to put through rates at an extremely low figure, in order to get any business as against ocean transportation; and, therefore it is that the transportation over the long haul is not, and would not be in such case, "under substantially similar circumstances and conditions" as that on any of the short hauls named. And thus, the "circumstances and conditions" being entirely dissimilar, the bill by its express terms does not, in my judgment, as it stands, inhibit a greater charge for the short than for the long haul.

Had my amendment been agreed to and these six objectionable words stricken from the bill, then it would clearly prevent such charges. Should a different construction, however, be given to this section by the courts as it stands, I shall be happily disappointed. Were it not that I gave public and emphatic expression to these views in the senate when this bill was under discussion, I should hesitate now to express them, as I do not wish to see the bill, should it become a law, brought into discredit in advance, but, on the contrary, hope it may have a fair trial; and should its practical workings prove satisfactory to the great interests it is intended to protect, all well; and if, on the contrary, found defective in its application to the business of the country, further legislation may supply the defects. Possibly a fair test may demonstrate to all that it is not wise to insert a long-and-short-haul provision of any character in legislation upon the subject of interstate commerce; and again it may be seen that a much more stringent measure on this subject than that contained in this bill is wise and imperative.

To be Continued.

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.52	5.21 11.45	Tualitan	10.15 2.30
.75	5.55 12.10	Winters	9.40 2.05
.88	6.11 12.25	Summit	9.21 1.46
1.00	6.32 12.45	Newberg	9.00 1.25
1.00	6.45 12.55	PWV Dundee JUN	8.45 1.15
1.00	6.55 1.15	ory Dundee	8.35 12.40
1.16	7.15 1.35	West Dayton	8.20 12.15
1.24	7.25 1.50	Lafayette	8.05 12.05
1.36	7.49 2.05	Dayton Junction	7.45 11.45
1.40	7.45 2.10	McMinnville Cs	7.40 11.40
1.48	7.55 2.20	Armstrong	7.30 11.30
1.56	8.05 2.30	Whites	7.20 11.20
1.72	8.25 2.55	Briedwell	7.00 11.00
1.75	8.29 2.59	Harrison	6.54 10.50
1.84	8.40 3.11	Broadmeads	6.43 10.33
1.86	8.42 3.13	Sheridan Jun'e'n	6.41 10.30
1.96	8.55	Ballston	6.21
2.14	9.15	Sheridan	6.00
1.94	3.45	Perrydale	10.00
2.12	4.07	Smithfield	9.40
2.24	4.27	Polk	9.20
2.37	4.50	Dallas	9.00
2.53	5.10	Cochrane	8.40
2.65	5.30	Monmouth	8.25
2.80	5.49	Luckianute	8.00
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The steamship Yaquina city, which has been undergoing repairs, and the Santa Maria will each sail on the dates below named:

FROM YAQUINA.	
Yaquina City	Thursday, Jan. 27
Santa Maria	Wednesday, Feb. 2
Yaquina City	Tuesday, Feb. 8
Santa Maria	Monday, Feb. 14
Yaquina City	Sunday, Feb. 20
Santa Maria	Saturday, Feb. 26
Yaquina City	Friday, March 4
FROM SAN FRANCISCO.	
Santa Maria	Friday, Jan. 28
Yaquina City	Thursday, Feb. 3
Santa Maria	Wednesday, Feb. 9
Yaquina City	Tuesday, Feb. 15
Santa Maria	Monday, Feb. 21
Yaquina City	Sunday, Feb. 27

Daily Passenger Trains (Except Sundays.)

Leaves Yaquina	6:20 a. m.
Arrive Corvallis	10:38 a. m.
Arrive Albany	11:30 a. m.
Leave Albany	12:40 p. m.
Arrive Corvallis	1:22 p. m.
Arrive Yaquina	5:45 p. m.

The Company reserves the right to change sailing days. Fares, between Corvallis and San Francisco, Rail and Cabin, \$14; Rail and Steerage, \$9.88.

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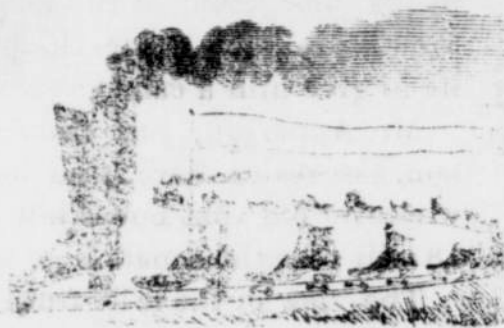
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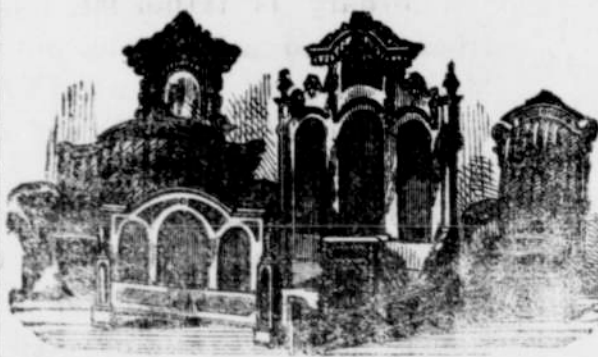


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