

RAILROAD COMMISSION HEARING

Arguments For and Against the Teal Bill Were Heard

The house and senate committees on railroads held a joint session today evening. Chairman Bingaman, of the senate, and Chairman Teal, of the house, presided for the committees. The former called the order and asked the champions of the Teal bill, or Teal bill, for a broad commission to make an argument. Mr. Teal said it had been widely circulated and he did not know as any one was opposed to it. It was up to those opposed to the bill to make an argument. After some delay Mr. Cottan was asked to enlighten the committee. He said a railroad commission was only for the purpose of making rates, and there was no complaint of any general complaint. Section 16 gave the only power over a shortage, and that section gave commission power to suspend rates in existence. The legislature could enact the demurrage section and give the governor the power to suspend the rest of the law when necessary and save the expense of a commission. He read rates to show at the Booth-Kelly Lumber company got the same rate as Portland, \$10 a ton for 2500 miles. It was more than one-half cent per ton per mile, and was less than the railroads charged each other. Fruit was carried east from Ashland at same rate

as from Portland. He stated that the rates from Willamette valley points to Portland on products of the country were less than same rates on other railroads. Fruits and products from southern Oregon went east as low as from Hood River or any point in the east. Eastern Oregon and southern Oregon paid higher rates on merchandise than terminal points. Mr. Teal at Spokane demanded that Spokane pay the coast rate with local added. If Portland controls the commission they would make rates to give the merchants of that city a monopoly of Oregon markets. This commission bill he said authorized the commission to investigate of its own accord, file charges, and then prosecute the charges. He objected to a commission having power of initiative. There should be the widest latitude in making complaints, but that power should not be lodged in the commission. He claimed that the power to review rates was withdrawn under this bill, except on the ground that the rate was unlawful. There was no need of such a power being vested in any three men. Under section 31 there was no right to set aside a rate that was unjust to an individual. The transportation committee of the Portland chamber of commerce had asked such special rates as would give them a monopoly of the Boise market—500 miles east of Portland on eastern made goods. He would never agree that if such concessions were made to the Portland jobbers, that local rates in the interior of Oregon, would ever be made. He asked that they be given a right to review rates if unreasonable, but not as provided in this bill as "unlawful." He discussed section 26, the demurrage provision relating to car shortage. There was no occasion to organize a commission to cure car shortage,

something they all deplored. He read testimony of Mr. Kelly, of the Booth-Kelly company, to show their business had increased forty to sixty-four per cent the past year, and from 25,000,000 to 60,000,000 feet of lumber sent out of the state in the past four years. They had hauled the past year an increase of 24 per cent local freight traffic, increased 64 per cent lumber freight traffic, and 46 per cent of general business. An increase of 10,000 cars of lumber from Oregon to the Missouri river was an immense draft on their motive power. They had supplied their cars freely to all the little roads. Traffic off the little roads had been doubled up the past year. They were not opposed to a demurrage law, a commission law, or any reasonable law, but give them a reasonable right to review the action of the state. Mr. Muir spoke for the commission bill. It met the wishes of the whole state. It was not anti-railroad legislation. The business men who were back of this movement for a commission were not making war on railroads. These men made no complaints about rates as Mr. Cottan had said. It was a bill for control and regulation more than to make rates. The commission was a necessary feature of the bill. The railroad had a public duty to perform, and where it failed to perform that duty, the shipper now had no redress. The commission was a power open to the citizen. He went over the features of the bill briefly. He thought the state should exercise the power it had fairly and justly. The right of the state was protected and the rights of the citizen promoted by this bill. As to demurrage, and car shortage, the state had made constant growth. Money earned in Oregon had been improperly expended. The members of the commission would not become

a political target unless they failed to do their duty. The industries of the state had a right to live by right and not by favor. Mr. Teal said he would not enter into personalities, but he referred to several matters that showed he was able to hold his own in personal matters. He would not defend the wicked jobbers of Portland. They were able to take care of themselves. The railroads were public highways and the people had the greatest right to use them. On the face of earnings the rates of the O. R. & N. were extortionate. It was not necessary to show that any particular rate was wrong. The rates were unfair on the face of them. As long as these gentlemen had unrestrained power they would abuse that power. If a proper commission was created a great deal of trouble would be saved and few cases would be appealed. The state commission had no control over interstate rates. He read from the message of Governors Hughs and LaFollette that commissions should have the right of initiative in making investigations of abuses. He showed by statistics what the equipment of the companies were. The commission should have the right to investigate and require a proper equipment. **Wise Counsel from the South.** "I want to give some valuable advice to those who suffer with lame back and kidney trouble," says J. R. Blankenship, of Beck, Tenn. "I have proved to an absolute certainty that Electric Bitters will positively cure this distressing condition. The first bottle gave me great relief and after taking a few more bottles, I was completely cured; so completely that it becomes a pleasure to recommend this great remedy." Sold under guarantee at J. C. Perry's drug store. Price 50c.

FARM SELLS FOR MILLION.

Thomas D. Ryan and Associates to Buy Large Tract of Land in Mexico.

Salt Lake City, Jan. 29.—The Herald today says that the Wood-Hagenbarth ranch in the states of Sonora and Chihuahua, Mexico, has been purchased by Thomas D. Ryan, Thos. F. Cole and Colonel W. C. Greene, copper mine owners, from J. Wood, Frank J. Hagenbarth, W. S. McConeck and H. C. Wood, all of Salt Lake City. The consideration of the ranch alone is approximately \$1,000,000, and the transfer of 25,000 head of cattle at \$12.50 to \$35 a head brings the sum involved far above the million mark. The ranch contains 4000 square miles. It is twice as large as the state of Connecticut. It is under 200 miles of fence. Title is vested in a Mexican corporation and delivery will be made by the transfer of stock.

Asks for Decree of Ownership.

Proceedings have been begun in department No. 2 of the Marion county court by Maud I. Rudolph against Maye Belle Griswold, asking that the said plaintiff be decreed the owner of certain lands and property set forth in the complaint, and that the defendant be enjoined and debarred from asserting any claim in the said lands.

CASTORIA

For Infants and Children. The Kind You Have Always Bought. Bears the Signature of *Wm. D. Mitchell*

It Takes Nerve

Everything depends upon your nerves. It is nerve force that causes the brain to direct the motion of your body; it is nerve force that causes your heart to pulsate, and send the blood through your veins; it is nerve force that causes your stomach to digest food, your kidneys to filter the blood, and the liver to secrete bile. In fact, nerve force is the power that runs your body, so if you feel worn-out, irritable, nervous, cannot sleep, or eat well, have pain or misery anywhere, your nerves are weak, and your system run-down. To restore this vitality take Dr. Miles' Nerve which will strengthen and build up the nerves. You cannot be healthy without strong nerves. "For eighteen years Dr. Miles' Nerve and Anti-Pain Pills have been my close companions. Early in married life, while raising children, my nerves became all worn-out—could not sleep; had no appetite; indigestion very bad, and had such awful dizzy spells. Then I began using Dr. Miles' Nerve, and at once I began to improve, and soon found myself in perfect health." **MRS. S. L. YOUNG,** 324 Pittsburg St., New Castle, Pa. Dr. Miles' Nerve is sold by your druggist, who will guarantee that the first bottle will benefit. If it fails, he will refund your money. Miles Medical Co., Elkhart, Ind.

Taxpayers' Meeting.

A meeting of the Taxpayers League is called for January 30th, at 8 p. m., at the office of Wm. Brown, No. 129 South Commercial street. Important business to consider.

Metropolitan Life Insurance Co.

INCORPORATED BY THE STATE OF NEW YORK. STOCK COMPANY
JOHN R. HEGEMAN, President.

OVER TWO MILLION DOLLARS

Additional Voluntary Contribution to Industrial Policy-holders over and above all obligations expressed or implied in their Policies. A Cash Dividend of \$1,000,000 for Whole Life Policies Over Five Years Old. A Mortuary Dividend of \$1,000,000 on all 1907 Claims Under Policies Over Five Years Old. Benefits During Second Six Months Increased 100 per cent. Whole Life Policies Over 15 years in force when the Insured is 80 years of age paid as Endowments.

CASH DIVIDEND

Repeating its generous action of the last eight years, and doubling the amount of the annual bonus, there has been declared by the Company this year a cash dividend estimated at one million dollars. This dividend has been declared on all Industrial Whole Life policies issued prior to January 1, 1903. As has been the company's practice heretofore, there will be included in these benefits the Whole Life Industrial policies of all those companies whose business has been assumed by the Metropolitan.

A MORTUARY DIVIDEND

has been declared by the Industrial Department, applicable to all death claims incurred during the current year, where policies on the day of death had been in force over five years. The scale of dividends is as follows: Where death occurs after policy has been in force
 Over 5 years, a Dividend of 5 per cent. Over 15 years, a Dividend of 15 per cent.
 Over 10 years, a Dividend of 10 per cent. Over 20 years, a Dividend of 20 per cent.
 Over 25 years, a Dividend of 25 per cent.

For example: A policy for \$200, issued on January 11, 1907, matures by death during 1907 on or after January 12th. The policy was in force over ten years, and the Company will pay a Mortuary Dividend of 10 per cent, or \$20, the heirs receiving \$220, instead of \$200, as named in the policy. Or a policy for \$300, issued February 7, 1880; death occurs in 1907 on or after February 8th; the policy was in force over twenty-five years, the Company will pay the beneficiary a Mortuary Dividend of 25 per cent of \$300, or \$75, making a total of \$375.

LIFE POLICIES PAID AS ENDOWMENTS

During the year 1907 any person insured in the Industrial Department of the Metropolitan, who is eighty years of age or over, and who has paid premiums for fifteen years or more on any policy, may receive the face value of his or her policy in cash; or if a full paid-up policy is preferred, in order that the amount of insurance may be available as a burial fund.

At the time of death the Company will issue a paid-up policy for the face of the policy. This voluntary conversion of Whole Life policies into Endowments or into fully paid-up insurance is one of the most liberal concessions ever made by any Industrial Insurance Company.

This makes \$12,000,000 distributed voluntarily among holders of Industrial Policies during the past twelve years, in excess of amounts called for by the policy contracts

INCREASE IN BENEFITS

New Tables with large increases of benefits in Industrial policies have been adopted. The payment of premiums on all new Industrial policies will cease at age 75. Reductions have been made in the premiums charged for Ordinary policies.

The Company wrote more insurance than any other company in the world. **1906** In its Ordinary Department the company wrote more paid-for business than any other company save one. The Company gained more insurance in force than any other company in the world. It gained more Ordinary Business than any other company save one.

Its Expense Ratio Was Largely Reduced and Was the Lowest in the Company's History.

MORAL:--INSURE IN THE METROPOLITAN