

DEOPENING BASIN RATE CASE DENIED

Puget Sound Cities Lose
Fight on Portland.

DIFFERENTIAL IS KEPT

All Grain From Snake River Basin
Is Affected by Commis-
sion's Order.

(Continued From First Page.)
terstate commerce commission a
second time, and the effect will be
far-reaching in our favor."

"There is nothing further that the
interests back of the effort to obtain
a new hearing can do," asserted
William C. McCulloch of the Portland
law firm of Teal, Minor & Winfree,
who prepared the major portion of
the case, and who made up the petition
of the city to the petition for rehear-
ing. "Our rights have been established
beyond question. There is no
appeal from the interstate commerce
commission's decision, and the only
thing that remains is for the new
tariffs to be published and put into
effect."

"There can scarcely be any exag-
geration of the importance of the
decision," said John H. Lohrop, man-
ager of the Portland Traffic and
Transportation association. "It is
final, official justification of our con-
tentions and will mean that the
rates, ordered by the interstate com-
mission when it rendered the decision
that was the basis for the petition for
rehearing, must be put into effect
without undue delay."

NEW TARIFFS MAY BE FILED

Oregon Public Service Commission
Reminds Carriers of Order.

SALEM, Or., April 23.—(Special.)—
The Oregon public service commis-
sion, acting upon the assumption that
the interstate commerce commission
had denied in toto the application of
the Puget sound interests for a re-
hearing of the Columbia river basin
grain rate case, in a statement issued
today, said it was the natural assump-
tion that the order carried a provision
requiring the carriers who incidentally
were not a party to the last pro-
ceedings to file tariffs placing in ef-
fect the differential of 10 per cent in
compliance with the preceding order
of the interstate commerce commis-
sion.

This order by the interstate com-
merce commission recommended that
the revision be accomplished by re-
ducing the rates to and from Portland
and Vancouver and by raising the
rates to and from the other points
approximately equal amounts.

"The Columbia river basin case was
presented to the interstate commerce
commission some two years ago upon
formal complaint of the Oregon public
service commission, Inland Empire
Shippers' league, Portland Chamber of
Commerce, Portland Traffic and
Transportation association, and the
commission of the public docks of
Portland, setting forth violations by
the defendants relating to traffic to
and from the Columbia river basin
ports," read a statement given out
by the public service commission today.

"After a hearing extending over
two weeks, which was attended by
three members of the interstate com-
merce commission and their chief ex-
aminer, during which time all the
different points involved were visited
and inspected, the case was submitted
to the chief examiner for a prelimi-
nary report," continued the statement.

"After the proposed report of the
chief examiner was served on the in-
terested parties, objections to the re-
port were filed by all parties repre-
sented at the hearing. The matter
was then argued before the entire
commission at Washington, D. C.,
April 17, 1920, and November 5, 1920,
the commission rendered its decision.

"Four months later the decision
was attacked by the Puget sound
interests, with the further request
that the case be reopened for the
introduction of additional testimony.
The carriers did not openly partici-
pate in this application for a rehear-
ing. According to this decision, the
carriers were required to prepare and
file within 90 days from the service
of the commission's report revised
rates in accordance with the findings
set forth therein.

"No tariffs have as yet been filed,
and it is reasonable to assume that
the commission will require an im-
mediate compliance with the original
order."

"The importance of this case and
the establishment of the differential
recognizing Portland's natural advan-
tages cannot be overestimated, and
very naturally the commission is
hopeful that the news transmitted to
us will be found accurate and again
place Portland to the fore on grain
shipments."

SEATTLE'S COURSE UNDECIDED

Appeal of Rate Case to Supreme
Court Declared Possible.

SEATTLE, Wash., April 23.—(Spe-
cial.)—In the face of the interstate
commerce commission's refusal of a
rehearing of the rate case giving the
10 per cent differential to Portland,
Seattle business men are undecided
tonight what action will be taken.

"This ends the case, as far as the
interstate commerce commission is
concerned," explained J. D. M. Smith,
traffic commissioner of the chamber
of commerce. "We could now take
the case before the United States su-
preme court, but such action has
not been considered as yet."

FIGHT MADE ON EDWARDS

(Continued From First Page.)

tions down through the whole service
and for selection of a chief of staff.
Members of the senate committee
expressed the belief that General Ed-

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\$50 buys a brand
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At the official timing contest for chronometers
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watches attained all the first prizes, three second
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average running, the unique prize for mean daily
variation, and the unique prize for best mean rate.
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