

BIRTHRIGHT OF AN EMPIRE AT STAKE IN FAMOUS CASE

The Columbia basin rate case was the quest for the birthright of an empire.

It resulted primarily from a conviction voiced by The Journal that justice and obedience to natural law demanded recognition of the Columbia water grade by the grant of railroad rates lower between the Inland Empire and the ports of the Columbia than between the Inland Empire and ports of Puget sound.

This newspaper for years has used every resource of appeal, demand and argument in behalf of the great issue. It has helped bear the expense of the fight. It has been an organizing influence.

The development of the Oregon country and the opportunity of the men and women of today and tomorrow in the Columbia basin were at stake.

The Northwest rate structure, based upon the excessive costs, hazards and delays of the mountain routes to Puget Sound, has for many years taken unjust and unjustifiable toll from every bushel of wheat, every ton of agricultural products and every pound of merchandise constituting the rail traffic of the Columbia basin.

NATURAL WAY IGNORED

The water grade, its economy, safety and speedy transportation, was simply ignored as a factor in rate making by the forces that controlled.

The first step toward organized demand for justice was the organization of the Inland Empire Shippers' league and the Puget Sound Shippers' league. The league called upon the interstate commerce commission for lower rates from the interior.

Portland swung into the fight, asking the commerce commission for a lowering of rates to and from the Inland Empire. The Port of Portland, the Portland Traffic and Transportation Association and the Portland Chamber of Commerce were the agencies representing Portland.

The Oregon public service commission promised its entry into the contest on a remarkable study showing conclusively that distances and transportation costs favor the water grade between the Inland Empire and Portland.

The United States railroad administration and the railroads serving the Pacific Northwest were named as defendants in the complaint filed by the Inland Empire Shippers' league, Portland and the Oregon public service commission.

INTERVENERS APPEAR

The communities that favored or opposed the rate based upon the Columbia water grade then appeared as interveners. Vancouver, Wash., affected by identical the same conditions as Portland, coincided with Portland's plan. Vancouver was represented by the Clark county commission, the port and city of Vancouver and the Vancouver Commercial club.

Yakima and Kennewick appeared as interveners sympathetic to the viewpoint of the Shippers' league.

Spokane came in as a neutral intervener in other words, the commerce commission should issue an order in any measure recognizing the water grade, Spokane, on the eastern rim of the Columbia basin, desired the benefit for her merchants and manufacturers from the viewpoint more friendly to the complainants was expressed by the public utilities commission of Idaho.

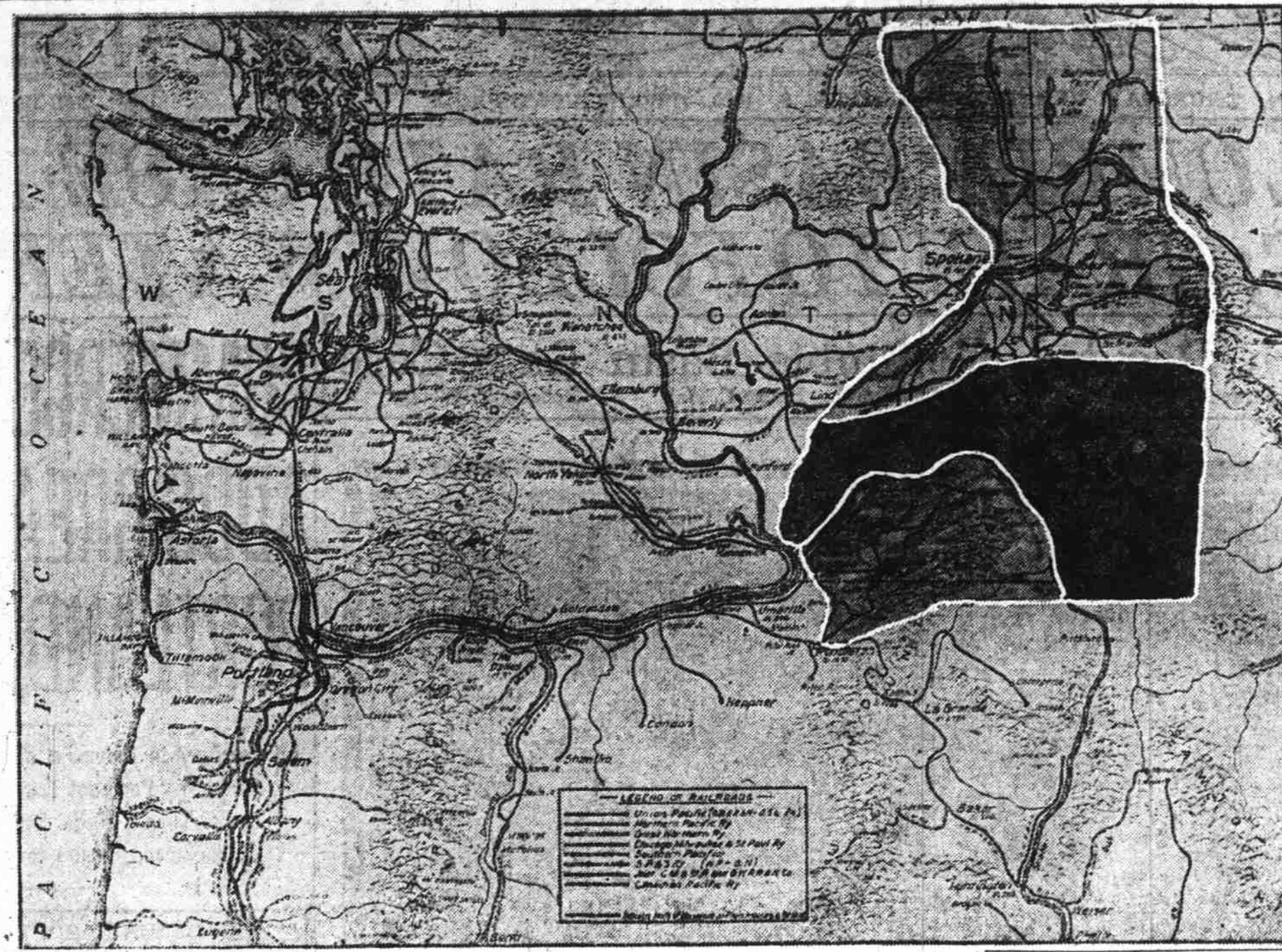
But Seattle, Tacoma and Everett, as might have been expected, came out in violent hostility to every phase of the petition for recognition of the water grade. It would have been absurd to argue that it costs no more to lift a train a half mile or more in the air than to move it along a water level route, but Seattle, Tacoma and Everett pointed to the desirability of providing competitive ocean terminal markets for the benefit of the interior and argued that since transportation, cities, ports and ocean traffic had been built (they appearing as the beneficiaries) on the existing rate structure, more harm than good would be worked by a change.

The Washington public service commission, ignoring the effect of just rates upon the development of Eastern Washington and the upbuilding of Vancouver as a port and distributing center, joined the lists as an intervener on the side of the Puget Sound corner of Washington. The Washington commission endeavored to show that the cost of the mountain haul to Puget Sound was actually less than along the water level routes of the Columbia.

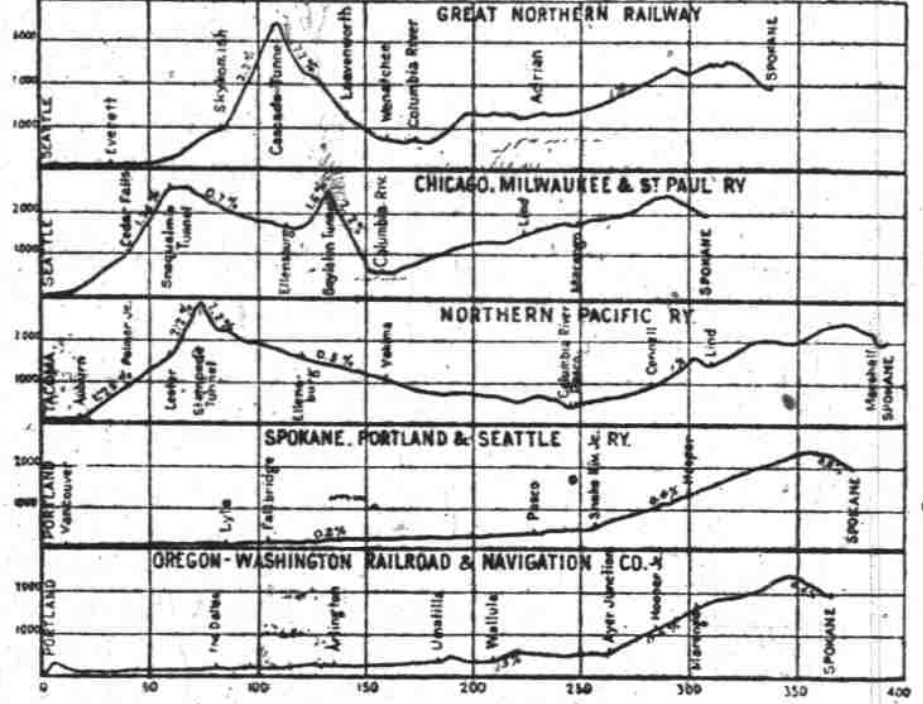
ASTORIA FOR PARITY

Astoria, through one of the ports of the Columbia, appeared in the anomalies

NEW RATE ZONE PRODUCES 10,000,000 BUSHELS WHEAT



LEGEND OF RATE ZONES:
 Zone 1. Eastern part of the region.
 Zone 2. Middle section.
 Zone 3. Southwest section.



Above—Map of the Oregon-Washington-Idaho country affected by the interstate commerce commission's ruling in the Columbia basin rate case. Three zones are shown in the eastern part of this region. In the upper two rates remain unchanged, being the same to Portland and Seattle. In the third and southernmost zone, that including territory south of the Snake river, new rates are ordered placing the zone in Portland's exclusive territory. Below—Chart showing contrast between elevations climbed by northern routes reaching Puget Sound and water grade routes to Portland.

Lift a train up one foot of grade as to move it over 344 feet of straight and level track. In the same way the energy which would move a train a mile on a one-degree curve would move it 7.2 miles on a straight and level track.

COST OF HAUL

The studies of the Oregon public service commission showed rather startlingly that regardless of distance the cost of service from nearly the whole of the Columbia basin is less to Portland than to Puget Sound. Wherever distance and cost of service favored Seattle the rate was lower to Seattle.

Whichever distance and cost of service favored Portland the rate to Portland and Seattle were the same.

IS NOT BLANKET FAIR?

"The question, then, is whether the rate blanket under consideration is properly proportioned and its benefits and advantages fairly distributed between the ports in question, or whether this is not the case and the blanket takes from Portland substantially more than it gives. In the latter event it should be confined within more appropriate limits."

RATES NOT UNREASONABLE

"It may also be said that the cost study of the Oregon commission does not tend to sustain the charge of unreasonableness. We deem it unnecessary to set forth the evidence in detail. It was fully considered by the examiner in his report and his conclusion that the rates were not shown unreasonable was not strongly contested upon argument."

DISTANCES FAVOR PORTLAND

"Turning to the lower portion of the Columbia river basin which lies south of the Snake river, we think the opposite conclusion is justified. Distances uniformly favor Portland in this territory."

"The following table shows Portland's advantage in distance compared with Seattle via short line routes:

Miles	
Athens, Or.	63
Dayton, Wash.	58
Pendleton, Or.	85
Pomeroy, Wash.	44

one hand and Portland and Vancouver on the other have not been shown to be unduly discriminatory or unduly prejudicial as compared with the rates contemporaneously in effect between the said Columbia river basin points on the one hand and Seattle, Tacoma and Astoria, Or., and other ports on Puget Sound, Grays Harbor or Willapa Bay on the other; but that the rates for interstate application on classes and commodities between points in said Columbia river basin south of the Snake river on the one hand and Portland and Vancouver on the other are unduly prejudicial to Portland and Vancouver insofar as they exceed 50 per cent of the rates contemporaneously applied on like traffic between the Columbia river basin points on the one hand and Astoria, Leath or Tacoma or points on Grays Harbor and Willapa Bay on the other.

"Except as stated below, no order will be entered for the present, but defendants will be expected to file within 30 days from the service of this report rates revised in accordance with this finding. While we do not find that the rates in question are now unreasonable, our recommendation is that this revision be accomplished by reducing the rates to and from Portland and Vancouver and by raising the rates to and from other ports by approximately equal amounts."

An order dismissing the complaint in No. 10448 (the grain rate case) will be entered.

CITY REJOICES AT RATE DECISION NEWS

(Continued From Page One)

return but that those who should pay will do so."

"We will be given great impetus in our campaign for industries in addition to the increased wheat movement we may expect in this direction," said John H. Lothrop, manager of the Portland Traffic & Transportation association, an important factor in the rate case.

RAILROADS ACCEPT IT

The O-W. R. & N. railroad, and very probably the northern lines, will obey the order of the interstate commerce commission without protest or appeal. It was said this morning from an authoritative railroad source. The railroads, in fact, are unable to see where they have been left any room for appeal to the United States supreme court. Their problem now becomes the purely technical one of removing the existing rate discriminations in exact conformity to the will of the commerce commission.

Few Sign Anti-Rum Petition

Yakima, Wash., Dec. 2.—(U. P.)—Petitions circulated in Yakima to deny alcoholic stimulants to patients in hospitals could only muster 117 signers. The W. C. T. U. was back of the plan.

Now Playing BILLIE BURKE in "The Frisky Mrs. Johnson" with Al St. John in "Trouble" Orchestration



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\$1,000,000,000 IN DELINQUENT TAXES DUE U. S.

Washington, Dec. 2.—(I. N. S.)—Republican leaders, striving to work out an economic program, were informed by government actuaries today that federal revenues next year may be increased by nearly \$1,000,000,000 in delinquent taxes.

This additional revenue will be possible, they were informed, as a result of new audits by experts showing that thousands of individuals and corporate concerns understated their tax obligations to the government on returns filed in the two or three preceding years. Revenues from this source, it was said, may mean a lightening of the tax load in some other directions.

Corporations are the chief offenders in under-estimating their taxes, under the income and excess profits provisions of the war revenue law. Auditors have found that some corporations scaled down their payments as much as \$1,000,000 under the amount actually due the government.

Many instances were discovered of men of wealth giving themselves the "benefit of the doubt" in sums ranging from \$100,000 to \$500,000. These amounts must be made good by the government, according to the plans of officials. All delinquent taxes of this character will be assessed by the government against such individuals and corporations, for payment in 1921.

Robbed, Bound and Pitched Into Vacant Lot by 3 Bandits

W. N. Huginin, 5308 Sixty-sixth street southeast, reported to the police late Wednesday night that he had been held up, robbed, bound hand and foot and thrown into a vacant lot by three highwaymen. He said they took \$17.50 in money and \$3 worth of groceries, stopping him at Sixty-sixth street and Forty-eighth avenue.

He managed to wriggle from his bonds after three hours of struggling in the cold and darkness, he said. Persons returning from a theatre discovered him in the vacant lot and helped him remove his bonds.

Water Supply of Oswego Restored

Oswego's water service, which was interrupted Monday afternoon, when fire destroyed the pumping station, was restored Wednesday afternoon. The Oswego Lake Light & Power company, owner of the water system, installed emergency pump and motor which will be used until a new station is erected and new pumping equipment secured.

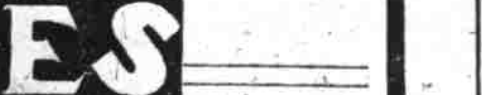
The Eternal Search for Happiness

Philosophers say that the search for happiness underlies all human motive.

How many women are happy when their feet hurt?

Shoes are such an every-day affair that women (and some men) put up with uncomfortable feet as if it were a punishment handed down from Eden, not to be avoided.

If you are one whose feet have suffered much or little, let us show you a good-looking shoe that waters call "the most comfortable shoe I've ever had on."



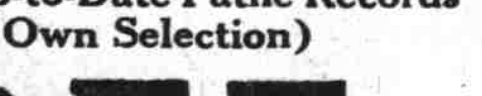
It is the Cantilever Shoe, grown in popularity and demand year by year, because of its good look, its flexible shank supporting the foot arch in a natural manner—without any appliances—its correct shape covering the foot snugly without pressure anywhere except that gentle, restful support under the arch.

In Cantilever Shoes, you stand with less fatigue and greater patience. You walk with pleasure and a zest.

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505 COMMERCIAL STREET

COMMERCE COMMISSION DECIDES BIG RATE CASE

(Continued From Page One)

ful in their construction provided they are well balanced.

"Nor is there anything in our decision in the second Astoria case which precludes consideration of any changes in the rate structure in issue. We were then dealing with the rates between Astoria and