BIRTHRIGHT OF AN EMPIRE AT STAKE

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 influ-

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 Co-

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, 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 commission of public docks, the Portland Traffic and Transportation association and the Portland Chamber of Commerce were the agencies representing Port-

The Oregon public service commission and Empire and Portland.

The then United States railroad addefendants in the complaints filed by the a parity with Puget Sound and Port-Inland Empire Shippers' league, Port-land. Astoria feared that if Portland

INTERVENERS APPEAR

The communities that favored or opwater grade then appeared as interven-Vancouver, Wash., affected by identically the same conditions as Port-land, coincided with Portland's com-plaint. Vancouver was represented by the Clarke county commission, the port and city of Vancouver and the Van-

couver Commercial club. Pendleton and Kennewick appeared as interveners sympathetic to the viewpoint of the Shippers' league.

Spokane came in as a neutral intervener. In other words, if the commerce commission should issue an order in any Spekane, on the eastern rim of the Co-

petition for recognition of the water come so far West to conduct a case. spade. It would have been absurd to argue that it costs no more to lift a July 21, 1919. After a week here the train a half mile or more in the air paraphernalia and the actors of the than to move it salong a water level contest removed to Seattle, where an-route, but Seattle, Tacoma and Everett other week was consumed in submitpointed to the desirability of providing ting evidence. competitive ocean terminal markets for the benefit of the interior and argued that since transportation, cities, ports appearing as the beneficiaries) on the existing rate structure, more harm than good would be werked 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 or Astoria. the lists as ar, intervener on the side of the Puget Sound corner of Washington. The Washington commission endeavored show that the cost of the mountain haul to Puget Sound was actually less

ASTORIA FOR PARITY

Asteria, though one of the ports of the Columbia, appeared in the anoma-

FOR a tittle supper in your apartment after the Theatre or in the evening, there is nothing to equal an





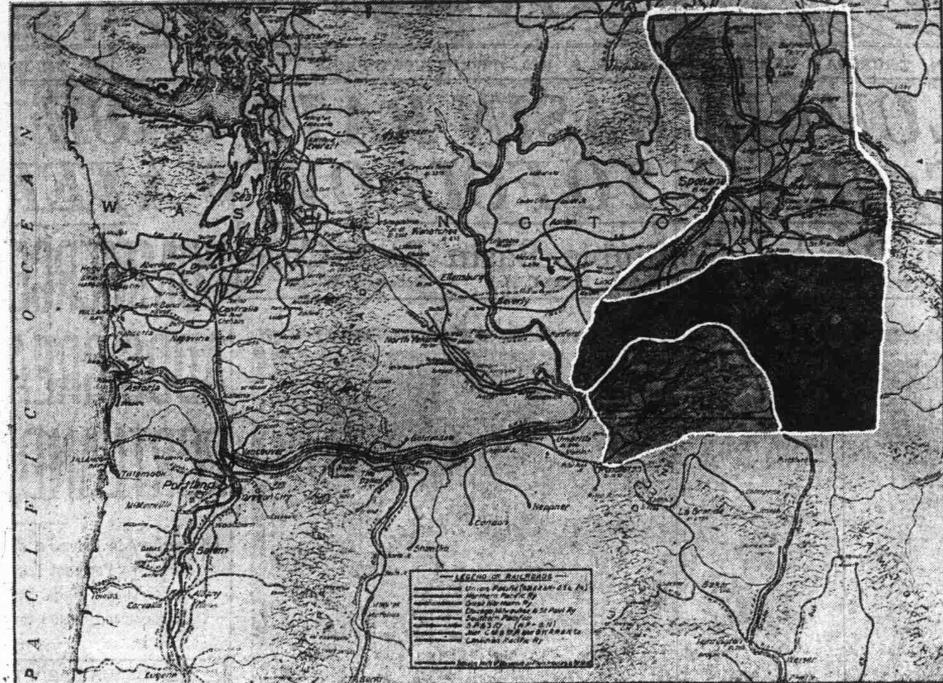
In it you can prepare real Welch rarebit and countless other tasty dishes.

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NEW RATE ZONE PRODUCES 10,000,000 BUSHELS WHEAT



lous position as an intervener on the side of Puget Sound, or, perhaps, more remarkable study showing conclusively accurately, against the appeal of Portthat distances and transportation costs land and Vancouver. Astoria for many favor the water grade between the In- years paid a rate 90 cents a ton higher from the Inland Empire than Puget ministration and the railroads serving Sound or Portland paid. The Astoria the Pacific Northwest were named as rate case resulted in putting Astoria on land and the Oregon public service com- should be granted a lower rate, corresponding reductions would subsequently be made to Puget Sound and she would again be left "hanging on the end posed a rate based upon the Columbia of the pole." It was this fear that prompted Astoria's course, her representatives overlooking the fact that with a parity between Puget Sound and Astoria and a lower rate to Portland-Vancouver a condition would be at once created tremendously favorable to the commerce plans of all ports of the Columbia, including Astoria. Such was the lineup of the contest-ants. Such were the elements of peti-

tion which were involved. Since the recognition of the water grade and the granting' measure recognizing the water grade, portation and distance would involve measure recognizing the water grade, a national precedent, the interstate lumbla basin, desired the benefit for commerce commission began by recoglumbia basin, desired the benefit for nizing the importance of the Columbia her merchants and manufacturers. A hasin rate case. Interstate Commerce viewpoint more friendly to the complain-ants was expressed by the public utiliman, accompanied by Henry Thurtell, But Seattle, Tacoma and Everett, as might have been expected, came out in and Seattle. It was the first time so violent hostility to every phase of the many members of the commission had

TENTATIVE FINDING FILED

and ocean traffic had been built (they parties to the issue having previously been filed. Chief Examiner Thurtell on a straight and level track. submitted a tentative finding. He rec- COST OF HAUL ommended, in short, that between Portland. Vancouver and a zone south of

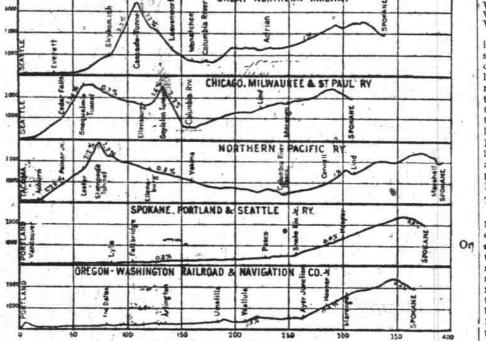
As the confirmation of the recommendation of the chief examiner by the interstate commerce commission would, for instance, reduce the rate on 10,- favored Portland the rate to Portland to be reasonable. 000,000 bushels of wheat produced in than along the water level routes of this zone annually a cent a bushel, or 30 cents a ton, profiting the grower and adding that much to the exclusive trade territory of Portland and Vancouver, the outcry, which immediately followed on the part of Seattle. Tacoma and the northern railroads can be imagined.

All involved in the case, of course, took exception to the tentative finding. The Inland Empire Shippers' league and Portland-Vancouver felt that the area affected by a lower rate should be broadened. For instance, at was pointed out that if a zone south of Snake river was entitled to a lower rate, then the corresponding zone north of Snake river was equally entitled to reduction, because affected by almost filed, verbal argument was conducted interstate commerce commission sitting as a whole at Washington, D. C., and with this hearing the issue was brought to the direct connary to its formal finding and order.

ARTIFICIAL RATE STRUCTURE Since about 1887 the parity of rates affecting Puget Sound and ports of the tail in respect to other communities. Columbia has been based on the long. that would make it appear there was and, by the laws of economy, impermanno Columbia water level haul-merely ent. become vested right.

Yet every train hauled on the North- for progress and development. ern Pacific has to be lifted 2852 feet through the Stampede tunnel. The Chicago & Milwaukee was compelled to lift its trains 2562 feet high to get through the Snoqualmie tunnel, and then again about 2300 feet high through the Boylston tunnel. The Great Northern has the greatest climb of all, its trains passing through the Cascade tunnel at an elevation of 3375 feet.

Merely to recite the maximum elevations of the mountain routes, however, falls far short of depicting the hazards of steep mountain ascents and descents. the resistance of curves, the constant they are well balanced. danger to track and trains, the endless delays and the vast expenditure of fision in the second Astoria case were required to move 10 cars on some which precludes consideration of Seattle via short line routes:
of the mountain grades, a small loco-



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.

tance and cost of service favored Seattle the rate was lower to Seattle. and Seattle were the same.

Pendleton, 216 miles from Portland and 304 miles from Seattle, paid the same rate to Portland as to Seattle. and 312 miles from Seattle, paid the same rate to both cities.

Portland and the equated mileage 397 miles in favor of Portland.

of Portland; the equivalent mileage, 153 in favor of Portland; the resistance mileage, 215 in favor of Portland, and ants have themselves abandoned atthe equated mileage, 348 in favor of tack on these rates and while Port- lieves the recent general rate increases Portland.

These studies were carried out in de-On every possible basis of compari-

(Continued From Page One) ful in their construction provided

"Nor is there anything in our de-

lift a train up one foot of grade as to the Inland Empire which included, of these orders fell below the maximum move it over 344 feet of straight and but is much larger than, the Colum- therein prescribed. Little evidence was level track. In the same way the energy bia river basin now under constder- class rates in effect at the time of the On January 8 this year, briefs of all which would move a train a mile on a ation. The conclusion that in genhearing and that which was offered was sarties to the issue having previously one-degree curve would move it 7.2 miles eral rates should be maintained on insufficient to overcome the presumption a parity to and from the Inland history of these rates. The studies of the Oregon public serv- Empire as between Seattle, Tacoma, GRAIN BATES COMPARED ice commission showed rather start- Portland and Astoria involved no Snake river the rates should not exceed 90 per cent of the rates between the same zone and either Puget Sound the Columbia basin is less to Portland tory in which this parity in the Inland Empire over the the Columbia basin is less to Portland than to Puget Sound. Wherever distance than to Puget Sound. Wherever distance than to Puget Sound. Wherever distance the constant and Oregon Washington, Oregon Short Line never thereafter be reduced or en- and the Camas Prairie railroads to

IS NOT BLANKET FAIR?

the rate blanket under consideration able by the Washington commission for Walla Walla, 241 miles from Portland is properly proportioned and its longer distances to Puget Sound over The equivalent rise on westbound traf-ic from Pendleton to Seattle and Port-tion or whether this is not the prosperity of the Oregon-Washington fic from Pendleton to Seattle and Port-land was found to be 4362 feet in favor of Portland; the road cost, 46 cents and the blanket takes from Port- to unprofitable and unnecessary vena ton in favor of Portland; the sum of land substantially more than it tures in branch and competitive line conthe road and indirect costs, 63 cents a gives. In the latter event it should ton in favor of Portland; the equivalent be confined within more appeared lattons showing that these rates commileage 195 in favor of Portland, the resistance mileage 275 miles in favor ate limits.

be confined within more approprilations showing that these rates compare favorably with corresponding rates

From Walla Walla, the equivalent rise tion of the Columbia river basin land on the whole has certain ad- are a more important factor and convantages in distance and cost of tinues service in the territory between the Portland from the territory south of mountainous haul of the Northern Pas son, by every test and on the premise Milwaukee and the Snake river, Snake river than the rates from the population and the influence in this Tacoma and Astoria, and where necesterritory both positive and potential of the short line of the Mil- and Willapa Bay.

DISTANCES FAVOR PORTLAND

"Turning to the lower portion of from points in Idaho, Eastern Oregon south of the Snake river, we think Distances uniformly favor Portland in this territory.

"The following table shows Portland's advantage in distance compared with

Starbuck, Wash.

the will of the commerce comm is the advantage which Portland possesses from its water-level routes. Our conclusion is that the portion of the Co-lumbia river basin south of the Snake coholic stimulants to patients in hospi-sons returning from a theatre discov river is now fairly a part of the terri- tals could only muster 117 signers. The ered him in the vacant lot and helped tory in which a parity should be main- W. C. T. U was back of the plan. tained and that to and from points in this district it is reasonable that Portland should have rates lower than Puget Sound ports and Astoria and also lower than the ports on Grays Harbor and Willapa bay. This conclusion applies as well to Vancouver as it does to

TEN PER CENT APPROVED

"What the differential should be is largely a matter of judgment. Relative costs of service are important, but there are other matters which should fairly be taken into account. Some of the considerations which warrant a parity of rates in the territory north of the Snake river have at least an influence in the territory to the south and the transition be too abrupt. In his proposed report the examiner recommended a differential of 10 per cent and we think that this figure may well be adopted.

"It remains to determine whether this readjustment of rates should be effected by a reduction of the Portland rates or by an increase in the other

"As aforesaid, the existing class rate structure was founded upon our order in Portland Chamber of Commerce vs. O. R. & N. Co., supra and upon, con-temperaneous of the Oregon and Washington commission. In numerous instances the rates established as a result offered to show unreasonableness in the

"A more serious attack will be made Wherever distance and cost of service larged if modifications were shown Portland, Vancouver and Astoria. The evidence in support of this complaint was founded largely upon the theory that the grain rates via these water level "The question, then, is whether routes to the Columbia river ports had benefits and advantages fairly dis- the mountain haul routes. Evidence was struction. In support of the grain rates pare favorably with corresponding rates in other parts of the country. "Considering first the larger por- RATES NOT UNREASONABLE

"It may also be said that the cost on westbound traffic was found to be which lies north of the Snake river, study of the Oregon commission does not identical conditions of transportation 3415 feet in favor of Portland; the road it has not, we think, been shown tend to sustain the charge of unreasonland; the sum of road and indirect that the existing parity of rates is spleness. We deem it unnecessary to set costs, 51 cents in favor of Portland; unduly preferential of the Puget considered by the examiner in his report the actual distance, 71 miles in favor Sound ports and Astoria. North of and his conclusion that the rates were the line of the Milwaukee complain- not shown unreasonable was not strongly contested upon argument,"

The opinion says the commission be-

cific between the Inland Empire and of every argument of justice, logic and Puget Sound. The water grade as a common sense the showing was conclusive factor in rate making was ignored. The sive that a rate based on expensive so substantial that to disregard the traffic and revenues of the Columrate makers built up a rate structure mountain hauls was wrong, arbitrary them in the adjustment of rates bia river lines and to decrease the traf-It was equally shown that the can be said to overstep the limits fic and revenues of the roads operatmountain routes. Regardless of original basing of rates on the cost and distance of reasonableness. We have in saind In view of this fact and of the recent mountain routes. Regardless of original basing of rates on the cost and distance of reasonable that involved in the water level haul would the history of the rate equalization. unmerited advantage accorded them had bia and the Inland Empire—the whole its long standing, the maintenance difference of 10 per cent between the of the Columbia basin—their big chance of equal ocean rates to and from by an increase of approximately 5 per rate in question should be established the various ports, the distribution of cent in the rates to and from Seattle,

> PINDINGS SUMMARIZED "We find, therefore, that the rates on

the Columbia river basin which lies and Eastern Washington on the lines of the Oregon, Washington, Oregon Short Line and Camas Prairie railroad to the opposite conclusion is justified. Portland, Astoria and intermediate points on the lower Willamette and Co-lumbia rivers in Oregon and to Vancouver and the rates on classes and commodities between Portland and Vancon-Columbia river basin, as defined herein of the mountain grades, a small loco-motive would move a train of 50 cars or more on the water grade. It was found that the same energy was required to with the rates between Asteria and

one hand and Portland and Vancouver on the other have not been shown to be unjustly discriminatory or unduly pre-judicial as compared with the rates con-temporaneously in effect between the said Columbia river basin points on the one hand and Seattle, Tacoma and As-toria, Or., and other ports on Puget Sound, Grays Harbor or Willapa Bay on the other; but that the rates for intermodities between points in said Colum bia river basin south of the Snake river on the one hand and Portland and Vanconver on the other are unduly pre-judicial to Portland and Vancouver in-

Washington, Dec. 2 .- (I. N. S.)-Republican leaders, striving to work out an economic program, were informed by government actuaries tobor and Willapa Bay on the other.
"Except as stated below, no order will day that federal revenues next year may be increased by nearly \$1,000,-000,000 in delinquent taxes.

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, new audits by experts showing that our recommendation is that this revision be accomplished by reducing the rates to and from Portland and Vancouver and concerns understated their tax obligaby raising the rates to and from other tions to the government on returns filed orts by approximately equal amounts. in the two or three proceding years. Rev-"An order dismissing the complaint in No. 10448 (the grain rate case) will be some other directions.

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 to 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.

W. N. Hugumin, 5203 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,

sofar as they exceed 90 per cent of the

rates contemporaneously applied on like traffic between the Columbia river basin

points on the one hand and Astoria, Ce-

attle or Tacoma or points on Grays Har-

be entered for the present, but defend-

ants will be expected to file within .90

(Continued From Page One)

return but that those who should pay

"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

Traffic & Transportation association, an

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 authorita-

tive 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 tech-

nical one of removing the existing rate

discriminations in exact conformity to

Few Sign Anti-Rum Petition

important factor in the rate case. RAILROADS ACCEPT IT

Lothrop, manager of the Portland

CITY REJOICES AT

".oa ob Iliw

This additional revenue will be possible, they were informed, as a result of new audits by experts showing that Philosophers say that the search thousands of individuals and corporate for happiness underlies all human enues from this source, it was said, may mean a lightening of the tax load in 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
ever had on."

Many instances were discovered of

Robbed, Bound and Pitched Into Vacant Lot by 3 Bandits

Few Sign Anti-Rum Petition He managed to wriggle from his Yakima, Wash., Dec. 2.—(U. P.)—Pe-bonds after three hours of struggling titions circulated in Yakima to deny al- in the cold and darkness, he said. Perhim remove his bonds



Water Supply of Oswego Restored

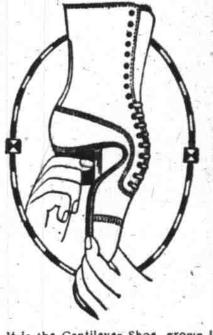
Oswego's water service, which was interrupted Monday afternoon, when fire destroyed the pumping station, was restored Wednesday afternoon. The Oswego Lake Light & Power company, owner of the water system, installed emergency pump and motor which will be used until a new station is erected and new pumping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

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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.

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with less fatigue and greater patience. You walk with pleasure and a These are the shoes that will give

you comfort, health-and happiness. Come and see.

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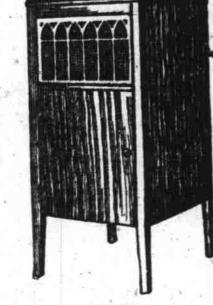


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