

RUIN IS FACED, DECLARE ROADS IN NEW ENGLAND

By Ravid Lawrence
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Washington, Dec. 21.—Questions raised before the interstate commerce commission by practically all the New England railroads indicate that the entire financial policy of congress toward the railroads of the whole country, as declared in the transportation act, may break down unless relief of some kind is immediately forthcoming.

Congress plainly said that the railroads of the country should earn at least five and a half to six per cent on the value of their property. The New England railroads have contended before the interstate commerce commission that they are earning nothing as a whole and are insisting that all the other railroads east of the Mississippi should be compelled to give up at least \$25,000,000 in revenue on freight rates to enable the New England lines to meet their deficit.

RISE MAY BE NEEDED
But the other railroads, on the other hand, contend that they too are falling by many millions to earn the six per cent which congress intended and they

claim there isn't going to be any surplus revenue to divide with the New England group of roads.
In fact, the Eastern railroads, which include some of the most important lines of the country, have been so hard hit by the sharp decline in freight shipments since October that they contend they are earning less than five per cent on the value of their property, and a serious question has been raised as to whether the interstate commerce commission will not find it necessary to award general increase in freight rates in order to carry out the command of congress that the railroads should get at least five and a half per cent on their investment.

DEMAND TRANSFER
The eastern railways contended that the New England lines ought to increase their local freight and passenger rates within New England in order to meet the emergency, but New England shippers declare they couldn't stand any such rise and particularly they oppose any increase in rates which are sectional and not general in application.

The whole controversy hinges on the claim of the New England roads that the interstate commerce commission, in valuing the railroads in the eastern group, included the property of the New England lines, estimated to be worth \$840,000,000, on which the government guarantee of six per cent would entitle them to over \$50,000,000 annually. But \$840,000,000 was grouped with all other railroad properties in the East, thereby increasing the value of all railroads east of the Mississippi upon which the interstate commerce commission based its increase of 40 per cent in freight rates. Had New England's property been withheld from the group, it is estimated that the other railroads would have obtained about \$28,000,000 less. New England's railroads ask that this be transferred to them.
Howard Elliott, formerly president of the New York, New Haven & Hartford

railroad and now president of the board of directors of the Northern Pacific railroad, has appeared before the interstate commerce commission to support the New England railroads. He states emphatically that it will be a most serious thing for all the railroads of the country if the New England lines are permitted to go into the hands of a receiver, as the New England railroads' representatives here have told the commission will surely be the case if relief is denied them.

It is known that many railroad executives besides Howard Elliott are deeply concerned over the outcome of the New England case and while the other railroads east of the Mississippi do not feel like digging down into their pockets to help out the New England roads by permitting the division of joint freight rates to be increased, nevertheless they are hoping that some way may be found by which the new transportation difficulty may be made to work. They realize that a breakdown in the government guaranty method in one case might seriously affect the whole structure of transportation finance and might be especially serious at this time when economic conditions generally are in delicate stages of readjustment.

Big Idaho Apple Man Perishes in Flames

Mesa, Idaho, Dec. 21.—(I. N. S.)—Fire of undetermined origin burned to death Charles P. Seymour, a member of the firm of Van Hoesen & Seymour, Saturday night, and destroyed the packing plant and storage warehouses, together with 50,000 boxes of apples in the big M. & A. orchard near here, owned by that firm. The loss is estimated at close to \$150,000, partly covered by insurance.

EASTERN OREGON CASES COMPRISE GRIST FOR WEEK

Salem, Or., Dec. 21.—The grist from the supreme court as handed down Tuesday morning was an all Eastern Oregon product, six appeals in civil cases originating in Baker, Union, Malheur and Gilliam counties, monopolizing the attention of the court this week.

The summary of the opinions follows:
Percy M. Johnson vs. Homestead Iron Dyke Mines company, appellant; appeal from Baker county; action for alleged breach of contract. Opinion by Justice Brown. Judge Gustave Anderson affirmed.

Edward O. Wilson vs. North Powder Milling & Mercantile company et al, appellants; appeal from Union county; suit to foreclose mortgage. Opinion by Justice Johns. Judge J. W. Knowles affirmed.

J. A. Richmond, appellant, vs. J. B. White et al; appeal from Gilliam county; suit for accounting. Opinion by Justice Burnett. Appeal from decree by Judge Biggs dismissed.
G. S. Clerin vs. R. S. Eccles and R. S. Eccles as administrator of estate of W. H. Eccles, appellants; appeal from Baker county; action to collect money due on note. Opinion by Justice

Burnett. Judge Gustave Anderson affirmed.
First National Bank of Elgin, appellant, vs. J. D. Casey et al; appeal from Union county; suit to collect money on note. Opinion by Justice Burnett. Judge J. W. Knowles affirmed.
Petition for rehearing denied in Adams vs. King.
Application for permission to appropriate 30 second feet of water from Mill creek in northern Umatilla county for a supplemental municipal supply was filed with the state engineer's office here Monday by the city of Walla Walla. The project contemplates the construction of a concrete dam 13 feet high and a pipe line four miles long at a total estimated cost of \$52,000.

Petition for permission to construct a grade crossing at Fourth and Charnelton streets, Eugene, was filed with the public service commission Monday by the Southern Pacific railroad.
The Idaho Power company has filed with the public service commission an application for permission to file an inventory and appraisal of its properties with the commission on which to base a valuation of its holdings in Oregon.

Gasoline sales by the Standard Oil company in Oregon during November totaled 2,570,065.5 gallons, according to a statement filed with the secretary of state's office, which also shows distillate sales aggregating 1438 gallons during the month. A statement filed by the Associated Oil company, covering its November business in Oregon, shows a total of 577,337 gallons of gasoline and 27,858 gallons of distillate. The checks of the two companies, covering the motor fuel oil tax for the month, aggregate \$31,619.44.

A motor operated tool in which knives are revolved has been designed for stripping insulation from the ends of wires.

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