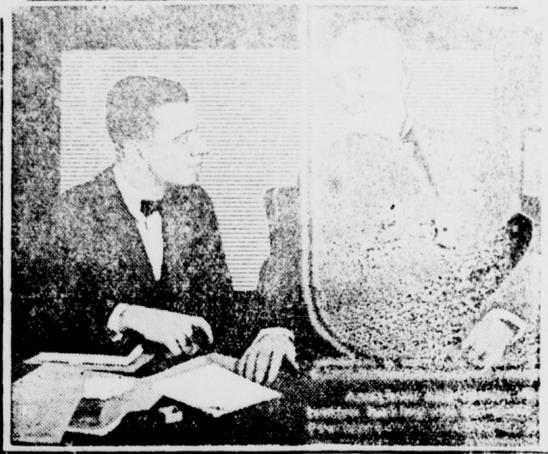


UNCLE JOE HAS SERVED LONGEST IN CONGRESS



Uncle Joe Cannon of Danville, Ill., has just rounded out his forty-fourth year as a member of U. S. Congress, establishing a new record. Uncle Joe will be 85 years old May 7. The previous record for service in Congress was held by Justin Smith Merrill of Vermont, who served 43 years, 9 months and 24 days. The picture shows Uncle Joe with the new "baby" of the House of Representatives, Charles J. McLeod of Michigan, who at 25 years of age has been appointed to serve out an unexpired term from the First District.

PUBLIC SERVICE COMMISSION REVIEWS 2-YEAR ACHIEVEMENT

SAVES CITIZENS OF STATE THOUSANDS OF DOLLARS BY
REGULATING RATES CHARGED BY PUBLIC
UTILITY COMPANIES

"The latent resources of our state are unequalled, our undeveloped water power exceeds that of any other state in the Union. Our irrigable acreage will in the future years support vast populations. It is well known that capital is slow to seek investment in our public utilities, which constitute the means of developing and distributing power, for irrigation and the operation of factories and industries which are soon to come. By a single rash blunder we could drive utility investors from our borders and indefinitely retard the development of our natural resources. We have sought in the performance of our duties to take a broad and comprehensive view of our field of operation with forward vision," says E. V. Kuykendall, chairman of the state public service commission in the annual report of the commission submitted to the governor today.

The report shows that no court in the state has ever yet held that any rate prescribed by the commission was too high or unfair from the commission's order, have been taken by utilities against which the decisions of the commission were rendered, and thirty per cent by municipalities or individuals affected.

Profiteering Justly Charged.
Many manufacturers, packers, oil and sugar producers and other industries have been justly charged with profiteering during and since the war, according to the report. These concerns are unregulated and have no commission or authority over them to value their properties, examine their revenues and expenses and limit their profits to a reasonable return upon their investment. They fix their sale prices at will. The report shows that it is not so with the public utilities subject to regulation. They alone of all industries have not been subject to the charge of profiteering. They must file any proposed increase with the public service commission thirty days before the effective date, and must be prepared to show that their demands are necessary and reasonable.

"It is safe to say that the cheapest commodities purchased by the people of the state are those furnished by the public service concerns," declared Mr. Kuykendall. "A slight increase in rates by the utilities of the state which would be both possible and probable in the absence of regulation, might easily cost the public more in one year than the expense of maintaining the commission for ten years."

Four Paramount Topics.
The report takes up four paramount topics which are the railroad situation, express rates, artificial gas situation and ferry boats. These four situations have confronted the commission throughout the year, keeping them ever in the public eye. During the period of federal control the commission in common with other state commissions had little to do with railroads. All regulatory functions had been withdrawn from the states and vested in the Director General of the Railroads. On March 1, 1920, the railroads were returned to their owners, pursuant to the

provisions of what is known as the 1920 Transportation Act. That act provided that the Interstate Commerce Commission should from time to time determine and make public what percentage of the aggregate value of the railroad properties should be designated by the commission and provide further that during the two years beginning March 1, 1920, the commission should take as such fair return a sum equal to five and one-half per cent of such aggregate value, with the discretion of adding thereto one-half per cent to make provisions for improvements, betterments and other necessities. In order to obtain the return specified by Congress increases in freight and passenger rates were granted by the Interstate Commerce Commission as to interstate traffic, and the various state commissions were called upon to grant similar increases as to interstate traffic. The hearing upon the application of the various railroad systems for such increases were conducted before the Interstate Commerce Commission and a committee selected pursuant to the terms of the Transportation Act by the state commissions, to represent them at such joint hearings. The act contemplates cooperation between the Interstate Commerce Commission and the state commissions in allowing a rate of return that will yield the revenue prescribed by Congress. The act also provides that if any investigation it shall be found that any state rate causes any unjust discrimination against interstate commerce, the Interstate Commerce Commission shall prescribe the rate thereafter to be charged in such a manner as to remove the discrimination.

Railway Increase Granted.
The transportation system of the country had reached a low ebb owing to the lack of adequate facilities for moving freight, terminals were congested, freight movements were blocked and general distress was apparent in all lines of commerce. The time had unquestionably come for the rehabilitation of the National Railway system. After careful consideration the Washington public service commission permitted the increases prescribed by congress and the Interstate Commerce Commission to apply to state traffic.

The chief contention before the Interstate Commerce Commission in relation were first, that the increases prescribed by the act should not be made upon a percentage basis; second that if the percentage increase was permitted at all, the percentage allowed should be lower in the Mountain-Pacific states than in the middle western states. Through the effort of the state public service commission the producers and shippers of this and other Mountain-Pacific states were saved an increase of substantially 10.2 per cent. The annual saving thus achieved to the people of Washington alone would amount to approximately \$2,500,000 or a yearly saving double the cost of maintaining the commission since its creation fifteen years ago. This accomplishment emphasized the importance of the public service commission not only as a regulative body, exercising

supervision over the utilities of the state, but as an advocate representing the state in all matters which are of public interest in matters which are constantly arising before the Interstate Commerce Commission and which vitally affect the welfare of the people of the state of Washington.

Express Rates Kept Down.
In the early part of the year the American Railway Express company made an application to the Interstate Commerce Commission for an increase in rates of about 25 per cent. Various hearings were held throughout the United States and at Washington, D. C. This Commission, securing the cooperation of the commissions of Montana and Idaho, strenuously contended at the hearings that the express company had failed to justify more than one-half the increase demanded. The company is under contract with the railway lines to pay them slightly more than fifty per cent of its gross revenue for transporting express shipments. Hence one-half of any increase would inure to the carriers. At the hearings this commission demanded that the carriers were entitled to an increase in their charges for carrying express, and failing in that, any increase granted the express company should be reduced by half and the contract with the carriers so modified that the increase allowed should accrue to the express company alone. The company failed to establish that the carriers were entitled to additional revenue on express business. The Interstate Commerce Commission sustained the contention of this Commission.

Prevents Gas Crash.
In dealing with the artificial gas situation the commission was confronted with the alternative of lying idle until the inevitable crash came, or of endeavoring to meet the situation by experimentation and investigation. We directed our engineering Department to consider the problem which would arise from all standpoints and be prepared with data and information which would indicate the best solution of the question when the shortage of gas oil became an actual fact. Our chief engineer arranged for the cooperation of the gas companies in Seattle, Tacoma and Spokane in financing a set of experiments which would develop the information desired. These experiments were conducted by Mr. Geo. Whitwell, Chemical and Industrial Engineer, and a member of the faculty of the University of Washington. The question of the effect of lowered B. T. U. on the consumer became of paramount importance. On August 31, the commission received a preliminary report from Mr. Whitwell, stating that in the continuation of tests it had become necessary for some work to be done on plant operation at a lowered B. T. U. if the work was to fulfill the object desired, and that in his opinion the experiment began about September 17th by a gradual lowering of the B. T. U. content of the gas in order to study the effect upon the consumers' utilization as well as upon plant operation. These experiments have continued to date. We are now sending out questionnaires to various consumers and are assembling all of the data and information available, and a hearing had been set for December 20th and 21st for a thorough and exhaustive investigation of the question as to whether the rule heretofore adopted in this state, requiring 600 B. T. U. as should be modified. Experiments have been conducted in Seattle, Tacoma and Spokane and are being carefully watched by the commission experts. The gas companies have been required to have available a force of men skilled in the adjustment of appliances, so that all complaints may receive instant attention. Many states prescribe a lower B. T. U. content of gas some going as low as 450 B. T. U.

Aware of Criticism.
We are aware that we have been subjected to some criticism by virtue of this experiment. We feel that the existing conditions justify our course and that the results finally achieved will show the wisdom and foresight of our action. It is not visionary to predict that new methods of manufacture may be evolved which will ultimately supply consumers with satisfactory gas at lower prices in the future, than have been charged in the past. In this matter, as in other problems which have confronted us, we have looked to permanent and future results rather than for immediate commendation. From time to time the state public service commission has assumed jurisdiction over the regulation of rates and service of ferry boats throughout the state. A question arose, however, in the minds of the commissioners as to whether, under the law, the commissioners were entitled to exercise such jurisdiction. A case was brought directly to the supreme court involving this question and the supreme court in the case of the State of Washington ex rel. James Allen, state highway commissioner versus the state public service commission, decided that the old ferry statute con-

Our Clearance Sale Continues for One More Week

ALL DEPARTMENTS IN OUR VARIED STOCK CONTRIBUTE TO THIS MONEY-SAVING EVENT.

- A few items at random. Many more to interest you:
- Best "Big 3 Overalls," the ones we sold heretofore at \$3.25, now **\$1.48**
 - Boys' All-Wool Mackinaws we sold heretofore at \$9.00, now **5.95**
 - Flannelette Nightgowns we sold heretofore for \$2.75, now **1.75**
 - 50-inch All-Wool Dress Goods we sold heretofore for \$2.40, now **1.39**
 - 54-inch All-Wool Coatings we sold heretofore for \$6.50, now **3.95**
 - 36-inch Silks and Satins, the ones we sold heretofore for \$3 and \$4, now **1.69**
 - 27-inch Heavy Kimono Cloth, the ones we sold heretofore for 50c, now **.25**
 - 32-inch Dress Gingham, the ones we sold heretofore for 59c, now **.25**
 - 81-inch Sheeting, bleached, the kind we sold heretofore at \$1.10, now **.55**
 - 72-99 Pequot Sheets, the ones we sold heretofore for \$2.95, now **1.95**
 - 45x36 Pequot Pillow Slips, the kind we sold heretofore for 75c, now **.39**
 - Comforters, "Californias," the kind we sold heretofore at \$4.75, now **1.95**
 - Shoes for everybody, value we sold heretofore at \$5.00, now **2.95**
 - Shoes for everybody, values we sold heretofore at \$10.00, now **4.95**
 - Men's Wool Shirts, the ones we sold heretofore at \$3.95, now **2.95**
 - Men's Wool Shirts, the ones we sold heretofore at \$5.00, now **3.95**
 - Men's Wool Shirts, the ones we sold heretofore at \$6.50, now **5.50**

Men's and Boys' Suits are marked down \$10 to \$20 a suit.
Ladies' Suits, Coats, Furs are marked down over 100 per cent.
50c and 75c Fancy Ribbons, wide widths, are now 25c a yard.

The Mottman Mercantile Co.

BUICK

YOU can depend on Buick for a full day's work every day. Equipped with the Buick Valve-in-Head motor, Buick operates with the sturdiness and economy important affairs demand.

The new Buick Nineteen Twenty One models are beautiful as well as dependable and are roomy and comfortable as well as powerful.

Wherever you travel, you will find Authorized Buick Service.

Effective January 1, regular equipment on all models will include cord tires



Bronson Motor Car Co.

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

ferring jurisdiction upon county commissioners over ferries in their counties was still in effect and that the commission was without jurisdiction. The commission has received communications from various parts of the state urging them to recommend to

the legislature that the law be so amended as to confer regulatory powers over this utility.

The Federal Trade Commission has ordered that the A. A. Berry Seed Company, "cease and desist from sell-

ing or offering for sale any seed under the name 'Standard Seed Company,' without fully disclosing to the trade and purchasing public that said 'Standard Seed Company' is one and the same as respondent A. A. Berry Seed Company."