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## COST OF RAILWAYS

Washington Commission Reports on Its Investigations.

ENGINEER IS EMPLOYED

Action Is Forced Because the Main Lines in the State Allege They Are Unable to Give the Information.

OLYMPIA, Wash., Dec. 15.—(Special.) Portions of the forthcoming report of the Railroad Commission are now in the hands of Governor Mead, although the report itself is not complete or printed. Among the sections of the report already presented to the Governor is that dealing with the investigations made by the Commission to ascertain the cost of construction and equipment of the railway lines in the state. That portion of the report follows:

Section 12 of the Commission law requires "The Commission shall ascertain as early as practicable the amount of money expended in the construction and equipment per mile of every railway in Washington." The form of report submitted by the Commission soon after its organization called for the detailed cost of construction and equipment. This report was to be made under oath.

The Tacoma Eastern, Washington & Great Northern and Columbia & Puget Sound railroads, entirely within the state, reported in full and in detail, but not segregated as to the cost within the state. The Ilwaco Railroad & Navigation Company, Bellingham Bay & Eastern, Coos Bay & Mountain, Washington & Columbia River, Spokane Falls & Northern and Port Townsend Southern gave the total cost of construction, itemized only as to recent expenditures. The Oregon Railroad & Navigation Company, Great Northern and Northern Pacific made no attempt to show the cost in this state. The Great Northern replied as to this item, "Cannot state."

The Oregon Railroad & Navigation Company made no segregation from its entire cost. The Northern Pacific gave the amount paid for the property on reorganization as \$155,000,000, with the note, "Inasmuch as the property purchased at foreclosure embraced nearly 31,000,000 acres of land, it would be manifestly misleading to figure cost on amount shown."

As the three roads owning practically all the mileage in the state reported under oath that they could not give this information, the Commission found it must proceed without the aid of and independent of the railroads. We found it necessary to employ experts to examine the original records, vouchers and profiles of the roads, and in addition thereto, an inspection of the roads was necessary as a check upon the office records. After careful investigation, the Commission selected as its engineer in charge Mr. Herbert P. Gillette, of New York, a recognized authority and expert on cost data. The work of examining the records and vouchers of the railroads entailed an immense amount of detail work, and required the employment of many experienced engineers at a large outlay and expenditure of money.

The Supreme Court of the United States, in the case of Smith vs. Amos, Vol. 149, U. S. 486, laid down certain fixed rules and principles that must be considered in determining the reasonableness of any rate by a state tribunal. Among other things, the Court said:

market value of its bonds and stock, the present as compared with the original cost of construction, the probable carrying capacity of the property under particular rates prescribed by statute, and the sum required to meet operating expenses, are all matters for consideration, and are to be given such weight as may be just and right in each case. We don't say that there may not be other matters to be regarded in estimating the value of the property.

"What the company is entitled to ask is a fair return upon the value of that which it employs for the public convenience. On the other hand, what the public is entitled to demand is that no more be exacted from it for the use of a public highway than the services rendered by it are reasonably worth."

After consultation with Mr. Gillette we found that at a slightly increased cost we could ascertain the other elements mentioned by the court as necessary for consideration at the same time we were ascertaining the cost of construction. Our engineers were therefore instructed to ascertain and report the original cost of construction, or the money expended in the construction per mile of each railroad in the state, the amount expended for permanent improvements, the present as compared with the original cost of construction and the cost of reproduction, values of terminals and all other elements laid down by the different courts whose decisions we had examined as proper elements to be considered in fixing rates of estimating values for assessment purposes.

We made a careful examination into the plan pursued by the Commissioners of Texas, Wisconsin and Michigan, the only states that have procured this information, and adopted from each state what appeared to this Commission feasible and valuable.

In order to cheaply and expeditiously procure the necessary data we have employed in the St. Paul, Portland, Tacoma, Spokane and Seattle offices of the different railroads competent men checking in the roads and employing the data secured in the offices, efficient and experienced right-of-way experts, numbering in all nine; engineers, four right-of-way experts and a number of assistants employed in accounting and office work.

Our engineers were at first denied full access to the railroad records. Commissioners Fairchild and Lawrence visited St. Paul, and after an exhaustive conference with the officers of the Northern Pacific and Northern Railway Companies, the roads instructed their engineers to give Mr. Gillette and his assistants full access to their records and render them every possible assistance in procuring the data desired. Mr. Fairchild visited Portland, and after a conference with the officials of the Oregon Railroad & Navigation Company secured access to their records and the co-operation of their employees.

After weeks spent in the examination of records our vouchers our engineers found the original records showing the actual cost to the companies of a large portion of the roads in the state, with a detailed classification of the items going into the construction. This will greatly simplify and expedite the remainder of the work as our engineers by examining the lines can check and verify the correctness of these records.

Profiting by the experience of other Commissioners, we feel justified in stating that we will have the most exhaustive and satisfactory report yet produced along these lines. We expect a complete report from our Mr. Gillette before the adjournment of the Legislature, which we will be glad to lay before the members of that body.

In another portion of this report reference is made to the necessity of an amended bill to the laws authorizing the Commission to make findings on the result of this work and giving such findings conclusive effect as evidence, to draw your attention is especially invited.

**FOURTH CHILD DIES OF BURNS**  
Little Victims Are to Be Buried in One Grave.

NORTH YAKIMA, Wash., Dec. 15.—(Special.)—Another victim was added to the list that destroyed the home of Mr. and Mrs. Lawrence Talbert, of the Cowichan, last night. Ethel Talbert, the 6-year-old child, who was burned so badly, died early this morning. The death list includes: Hugh, aged 10; Alice, aged 9; Nellie, aged 8, and Ethel, aged 6.

a match on going to bed and threw the burning end of it on the floor after she had nestled under the covers of her bed. She was in a room down stairs. The other three children were in a room on the second floor. The fire burned around the stairway and cut off all communication from the second floor by the time the parents came in from the outside.

The bodies of the little ones were brought to this place and prepared for burial. They will be buried Sunday in one grave. The total loss to property by this fire is estimated at \$1000, with no insurance.

**Defendants Plead for Delay.**  
SAN FRANCISCO, Dec. 15.—The attorneys for Janitor Duffy and Supervisor Nicholas today entered a demurrer against the indictments against them, contending that it does not contain a statement of facts constituting an offense and that more than one offense is charged against the same act. The defendants made a plea for delay. Assistant District Attorney O'gara and Judge Lawler objected, but it was finally agreed to put the case over until next Thursday on the condition that Murphy furnish the District Attorney with the points on which he intends to reply.

## Charcoal Kills Bad Breath

Disagreeable Odor Arising From Indigestion or From Any Habit or Indulgence, Can Be Instantly Stopped.

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Other people notice your bad breath where you would not notice it at all. It is nauseating to other people to stand before them and while you are talking, give them a whiff or two of your bad breath. It usually comes from food fermenting on your stomach. Sometimes you have it in the morning—that awful sour, bilious, bad breath. You can stop that at once by swallowing one or two Stuart's Charcoal Lozenges, the most powerful gas and odor absorbers ever prepared.

Sometimes your meals will reveal themselves in your breath to those who talk with you. "You've had onions," or "You've been eating cabbage," and all of a sudden you belch in the face of your friend. Charcoal is a wonderful absorber of odors, as every one knows. That is why Stuart's Charcoal Lozenges are so quick to stop all gases and odors of odorous foods, or gas from indigestion.

Don't use breath perfumes. They never conceal the odor, and never absorb the gas that causes the odor. Besides, the very fact of using them reveals the reason for their use. Stuart's Charcoal Lozenges in the first place stop for good all sour breath and belching of gas, and make your breath pure, fresh and sweet, just after you've eaten. Then no one will turn his face away from you when you breathe or talk; your breath will be pure and fresh, and besides your food will taste so much better to you at your next meal. Just try it.

Charcoal does other wonderful things, too. It carries away from your stomach and intestines, all the impurities there massed together and which causes the bad breath. Charcoal is a purifier as well as an absorber.

Charcoal is now by far the best, most easy and mild laxative known. A whole boxful will do no harm; in fact, the more you take the better. Stuart's Charcoal Lozenges are made of pure willow charcoal and mixed with just a faint flavor of honey to make them palatable for you, but not too sweet. You just chew them like candy. They are absolutely harmless.

Get a new, pure, sweet breath, freshen your stomach for your next meal, and keep the intestines in good working order. These two things are the secret of good health and long life. You can get all the charcoal necessary to do these wonderful but simple things by getting Stuart's Charcoal Lozenges. We want you to test these little wonder workers yourself before you buy them. So send us your full name and address for a free sample of Stuart's Charcoal Lozenges. Then after you have tried the sample, and been convinced, go to your druggist and get a 25c box of them. You'll feel better all over, more comfortable, and "cleaner" inside.

Send us your name and address today and we will at once send you by mail a sample package, free. Address F. A. Stuart Co., 60 Stuart Bldg., Marshall, Mich.

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