PLATT DISCUSSES CITY'S PROBLEMS

Contempt Shown by Public Service Corporations Cited by Board Member.

COUNCIL HELD AT FAULT

Lack of Co-operation in Control of Streets Is Alleged-Increase in Engineer's Salary and New Sewer System Needed.

"One of the most serious matters with which the present street committee of the Executive Board has had to deal has been the contemptuous disregard of the public service corporations, not merely for the city officials, but for the rights of the public," declares Robert T. Platt, a member of the street com-T. Platt, a member of the street committee of the Executive Board, in a statement issued yesterday. Mr. Platt sets forth in a vigorous style some of the difficulties met by the committee and board and recites the troubles encountered in dealing with \$6,000,000 worth of hard-surface pavements.

Mr. Platt takes the stand that the City Engineer is underpaid; that he

Mr. Platt takes the stand that the City Engineer is underpaid; that he should receive not less than \$600 a month, instead of \$200, that he should be a permanent employe and should have assistants enough to handle the great volume of work passing through the office in proper manner.

The charge is made that the Executive Board could not set the concernitive Board could not set the concernition.

tive Board could not get the co-opera-tion of the City Council in an effort to secure an ordinance whereby a fine could be levied against anyone cutting the streets open without authority from the board. He also declares that, in the near future, the West Side must have a new and modern sewer system or sooner or later suffer a pestilence, and tells of the rand growth of the and tells of the rapid growth of the city in all directions and of the efforts being made by the administration of Mayor Simon to cope with the situ-

Mr. Platt's statement, which is made in reply to an attack on the administra-tion by Robert S. Farrell, follows: Statement by Mr. Platt.

Under date of the 16th Inst., Robert S. Farrell published a letter in The Oregonian, making a vigorous protest against cutting into newly laid hard-purface streets, and instanced two re-Oregonian, making a vigorous protest against cutting into newly laid hard-burface streets, and instanced two recent occurrences of that nature upon Lovejoy street and closed his communication as follows: "Where lies the blame—City Engineer's incompetency, or too much business? Slience answers unsatisfactory to Robert S. Farrell."

I have waited, hoping that the Mayor, the City Engineer or the chairman of the street committee of the Executive Board would take notice of this protest and place the present administration in a proper light before not only Mr. Farrell but the public generally, with reference not only to the matters covered by Mr. Farrell's communication but many other similar protests of an unwritten nature, which are current.

In the first place, as to the City Engineer. I believe him to be a thoroughly conscientious, competent and much overworked but very painstaking and efficient man. For a paltry stipend of \$200 per month he is handling, at the present time, over \$6,000,000 worth of current street improvements and sewer work. His assistants are equally underpaid and are entirely insufficient in number adequately to take care of the vast amount of improvement going on in this widely scattered city.

As to the diagonal gash, 150 feet in length, on Lovejoy street, referred to in Mr. Farrell's communication, this was done by the Pacific Telephone & Telephone by the Pacific Telephone and the should have been vigorously punished under some criminal statute applicable to such a case. One of the most serious matters with which the present street committee of the Executive Board, and whoever in that corporation was responsible should have been vigorously punished under some criminal statute applicable to such a case. One of the most serious matters with which the present street is committee of the public. When it is suited their business requirements so to do; not only this, but they were doing s

And the second state of th

phone and telegraph companies to place their wires underground in order to do away with the unsightly poles and the hazard to property and life of overhead wires, and the Executive Board cannot in the orderly administration of the afairs of the city, refuse a proper request seasonably proffered. At the same time, it is the announced policy of the Executive Board to regulate the granting of such requests wherever possible.

Municipal Conduit Advocated.

It may not be inappropriate at this point to say that the municipal conduit system, suggested, and, to some extent, advocated under the administration of Mayor Lane, is what ought to have been put in force. Like many another municipal improvement of large scope, it would cost a considerable amount of money at the outset, but it would have been a scientific, harmonious and easily administered municipal facility once it had been installed, and instead of having the spectacle of several public service corporations digging up the same street, to lay down their various facilities, there would have been one simple, adequate and comprehensive municipal conduit, wherein privileges would have been rented by the city government to the various public service corporations requiring those facilities, at a price sufficient to have paid an adequate return upon the cost, and with a sufficient sinking fund.

It has been well said that when you find a city with its streets in some confusion and considerably torn up, you

FOUNDER OF FORBES PRESBY-TERIAN CHURCH GIVEN . COLLEGE HONORS.



Rev. W. O. Forbes.

Rev. W. O. Forbes, of this city, founder of the Forbes Presby-terian Church in this city, and for many years its pastor, has again received college honors, the honorary degree of doctor of divinity having been publicly conferred upon him June 8. Dr. Forbes is now doing general missionary work in Washington.

will find a city that is growing with great rapidity, and when you find a city with no street work in progress, and no excavation, and no inconvenience to the public, you will find a dead city. The citizens of Portland, generally, perhaps do not fully appreciate the extent of the hard-surface campaign of the present administration. Unless something interferes to prevent there will be hardly a street on the West Side of the Willamette River, within the ordinarily traveled section, except in South Portland, that will not be improved by hard-surface pavements by the close of the present paving season. A very great volume of improvements is taking pace on the East Side at the same time. More than 18 miles of hard-surface pavement have already been laid this season, and more than four miles a week are now being laid by the five companies actively engaged in the business. The citizens of Portland were promised by this administration 90 miles of hard-surface improvement for the paving season of 1916. Unless there is an early and rainy Fall there is every prospect of this promise being fulfilled. What that means for a newer and more beautiful Portland everyone who reads can understand.

What Portland is doing in the way of street improvements must soon be done, particularly on the West Side, in

EUREKA IN DANGER? LORD NORTHCLIFFE

Frightened Passengers on Vessel Draft Resolutions.

CONGRESS IS PETITIONED

Travelers Who Say They Were Four Days in Need of Succor Would Have Law Compelling All Craft to Equip With Wireless.

Encountering rough weather on the voyage to Humboldt Bay, which they say continued four days and placed their lives in jeopardy, 20 passengers on the steamer Eureka, which is due today on her first round trip, have petitioned Congress to enact a measure compelling all passenger craft to be equipped with wireless aparatus and to communicate with shore at least once

equipped with wireless aparatus and to communicate with shore at least once every four hours.

Local officers of the North Pacfic Steamship Company say the Eureka might have been buffeted about somewhat by the northwester that has prevalled off the coast for over a week, but scout the idea that conditions aboard her were perilous. They assert that she is an excellent sea boat

2	ER INTELLIG	
TO THE B	ue to Arriva.	
Beaver Falcon Breakwater Geo. W. Elder Golden Gate. Sue H. Elmor Bear. Rygja. Roanoke. Bose City.	Prom Hongkong. San Franci San Franci Coos Bay. San Pedro. Tillamook. Tillamook. San Franci Hongkong. San Franci Hongkong.	sco In port sco June 27 July 2 July 3 July 3 sco July 4 July 10 July 10 sco July 11

For Date
San Francisco July
San Francisco July
Coos Bay July
Tillamook July
Tillamook July
San Pedro July
San Pedro July
San Francisco July
San Francisco July
San Francisco July
San Francisco July Broakwater... Sue H. Elmore. Golden Gate... Geo. W. Elder.

and while small, is one of the best craft that could be secured for crossing bars of outer harbors.

The Geo. W. Elder and Roanoke are equipped with wireless, as is the Santa Clara, which is being repaired, but it was said yesterday that it had not been determined to keep the Eureka on the Portland-Humboldt Bay run and for that reason she has no wireless.

Captain Thomson, master of the Eu-

Captain Thomson, master of the Eu-reka, has been in some of the largest vessels on the Coast and has had a long experience as master of ocean-going tugs. The petition, which was complied at sea and forwarded from Eureka, is appended:

Eureka, is appended:

At sea, on board the Eureka, about 40 miles off the Northern California shore, June 21.—To the Senate and House of Representatives of the United States of America. We, the undersigned passengers of the above-named vessel, all en route from Portland, Or., to Eureka, Cal., on above date, hereby petition your honorable body and respectively show:

That whereas, during the progress of the present trip this vessel has for nearly two days encountered dangerous storms and heavy seas and the lives of all on board were in great peril.

ON SEASICKNESS

Gentlemen:—Your letter of the 14th of September reached me on my return to England from a journey to Newfoundland and back, during which I have seen and heard abundant evidence of the fact that Mothersill's Seasick Remedy appears to be, in ninbteen cases out of twenty, an absolute cure for mal-de-mer, and also for what Americans call "Car-sickness." I have taken it on many occasions, with excellent effect and no after-effect. You are quite at liberty to make use of this letter, as I think it a duty to express my opinion on the subject.

Yours truly, NORTHCLIFFE, Sutton Place, by Guildford, Surrey, England.

land.

Mothersill's Remedy Quickly Cures
Sea or Train Sickness. Guaranteed safe
and harmless, 50c and \$1.00 a box at all
Drug Stores and Drug Departments. If
your druggist does not have it in
stock he can get it for you from any
Wholesele Druggist in New York,
Philadelphia, Chicago, Pittsburgh, Baltimore, San Francisco or Canada.

Oneonta her first sea bath Friday, whe she will cross the Columbia River bar in command of Captain John Reed. The new vessel, which was yesterday turned over to the Port of Portland Commission by the Willamette Iron & Steel Works, will leave for Astoria at 8 o'clock in the morning, with Captain Reed at her helm, Chief Engineer A. B. Hughes in charge of her machinery, and C. H. Norrlin, her designer, and Harry Camplon, superintendent of the Port of Portland towing and pilotage, as passengers. She will relieve the tug Wanderer, whose charter expires tomorrow, and will be returned to her owners, the Puget Sound Tugboat Company Company.

Columbia Slough to Ship Lumber. Columbia Slough is to bud forth as a shipping point, and the first cargo of consequence to be turned out there will consequence to be turned out there will enter a territory that local manufacturers have not reached in years, South Africa. The Pacific Export Lumber Company, which is to load the British steamer Towergate for J. J. Moore & Co., has purchased the material on the slough and the vessel is to start working there August 10. She will cary about 3,000,000 feet.

Flour Shipments on Increase.

At least 2500 tons of flour will be dispatched from Portland to the Orient July 10 on the Norwegian steamer Her-cules, and there are prospects that an-other large lot will be loaded aboard the steamer Rygja, which is due July 24. The Hercules will finish today at Alaska dock and shift to Oceanic to begin working flour, while 250 tons of wheat will be taken and 500,000 feet of lumber.

Paul Fulgence's Body Recovered.

Word was yesterday received by offi-Word was yesterday received by om-cials of the Shaver Transportation Com-pany that the body of Paul Fulgence, deckboy on the steamer Cascades, who was drowned in Beaver Creek, had been recovered. The accident took place a week ago yesterday. A representative of the corporation will go to Clatskante to identify the body, which will be buried there.

Ship Carpenters Flocking North.

Lack of boat construction at San Francisco is assigned as the reasons for so large a number of unemployed ship carpenters being in the city, and each morning application is made at local yards for work. Joseph Supple formerly consigned cars of shipkness regularly to the Bay City, but for the past two years the demand has practically ceased.

From Wallace Slough another cigar-shaped raft is to be started tomorrow for San Diego. The tug Hercules is due in the lower harbor today and she will tow the raft south.

Having completed taking on spruce, the American bark Pactolus was yes-terday shifted from the Standard Box Factory to the Inman-Poulsen mill for the remainder of her cargo. Rock, placed aboard the launch Grace

M. for the purpose of giving her greater draft, so open seams would soak and swell, caused her to sink at the foot of Stark street yesterday.

Preparatory to being raised on the Port of Portland drydock today, the Government dredge Chinook was yes-terday towed to the dock from the St. Johns plant of the Marine Iron Works. Clearances at the Custom-House showed that the steamer Fair Oaks steamer Cascoe will leave today with 550,000 feet of lumber for San Francisco, while the steamer F. S. Loop goes later with 850,000 feet.

Movements of Vessels.

Movements of Vessels.

PORTLAND, June 29.—Sailed.—Steamer Rosnoke, for San Pedro; steamer Fair Oaks, for San Francisco, via Tongue Point; steamer Rosecrans, for San Francisco; steamer Washtenaw, for San Francisco; steamer Washtenaw, for San Francisco; steamer Washtenaw, for San Francisco. Arrived.—Steamor Newport, from Bandon; steamer F. S. Loop, from San Francisco.

Astoria, June 29.—Condition at the mouth of the river at 5 P. M., smooth; wind, southwest, 8 miles; weather, cloudy Arrived down during the night and sailed at 4.30 A. M.—Steamer Elmore, for Tillamook. Arrived and left up during the night—Sloop Condor. Sailed at 5 A. M.—Steamer Catania, for San Francisco. Arrived down at 9:15 and sailed at 19:30 A. M.—Steamer Quinault, for Willapa Harbor. Arrived down at 10:15 A. M.—Gasoline schooner Oshkosh. Sailed at 11:15 A. M.—Steamer Golden Gate, for Tillamook. Arrived at 2:20 and left up at 3:40 P. M.—Steamer Rainier, from San Francisco.

Yokohama, June 29.—Arrived previously—Inaba Maru, from Seuttle.

Probolingo, June 27.—Sailed.—Needles, for San Francisco.

Hongkong. June 29.—Arrived previously

Probolingo, June 27.—Sailed—Needles, for San Francisco.

Hongkong, June 29.—Arrived previously —Steamer Tenyo Maru, from San Francisco.

New York, June 29.—Sailed—Steamer Lusitania, for Liverpool; Adriaitic, for Southampton; Bluecher, for Hamburg; Oceania, for Liverpool.

San Francisco, June 29.—Arrived at noon —Steamer Jim Butler, from Portland. Arrived last night—Steamer J. A. Chanslor, from Portland.

San Francisco, June 29.—Arrived—Steamers Bangor, from Willapa; Raymond, from Grays Harbor; Jim Butler, from Columbia River. Salled—Steamers J. A. Chanslor, for Astoria; Mariposa, for Tabiti; Lurline, for Honolulu; brigantine W. G. Irwin, for Roche Harbor; schooners Snow and Burgess, for Puget Sound.

Los Angeles, June 29.—Arrived—Steamers Chehalis, from Grays Harbor; Yosemite, from Astoria; George W. Fenwick, from Astorna; Whittier, from Ventura. Sailed—tors.

Steamers Governor, for San Diege; Santa ers.

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We cure these aliments by a method peculiarly our own. Our cure removes every obstruction from the urinary passage, allays inflammation, cleanses and heals the bladder, kidneys; invigorates and restores health and soundness to every part of the body of-flicted with aliments.

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I delly demonstrate that varicose veins can be cured, in nearly all cases, by one treatment, in such a satisfactory way that a healthy circulation is rapidly re-established, and instead of the depressing conditions I guarantee you a cure or refund the money. **Blood and Skin Ailments**

If you have sore throat, sores and ulcers, bone pains, falling hair or any other symptoms of this ailment, you should consult us and be forever rid of it. Our treatment cleanses and eradicates every taint and every impurity of the blood and system. All danger of transmission or recurrence is removed. Why take poisonous drugs for years when a thorough cure can be obtained without? Consult us at once.

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Tacoma, June 29.—Arrived—Steamer President, from San Francisco. Departed—Schooner Nokomis, for San Pedro.

Seattle, June 29.—Arrived—Steamer Olsen and Mahoney, from San Francisco; steamer Atlas, towing barre No. 3, from San Francisco; steamer Wasp, from San Francisco. Salled—Steamer Atlas, for Tacoma; steamer Senator, for Nome; steamer City of Puebla, for San Francisco; U. S. T. Buford, for Alaska; steamer Olsen and Mahoney, for Tacoma; steamer Dolphin, for Skagway.

San Pedro, June 29.—Arrived—Steamers Geo. W. Fenwick and Yosemite, from Columbia River.

Tides at Astoria Thursday.

6:32 A. M. . . 6.4 feet|0:47 A. M. . . . 2.6 feet 7:12 P. M. . . . 8.0 feet|0:37 P. M. . . . 1.0 foot Chamberlain's Stomach and Liver Tablets gently stimulate the liver and bowels to expel poisonous matter, cleanse the system, cure constipation and sick headache. Sold by all deal-

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Healthy cuticles are only possible where the circulation is pure; and therefore the cure of any skin trouble can only come from a thorough cleansing

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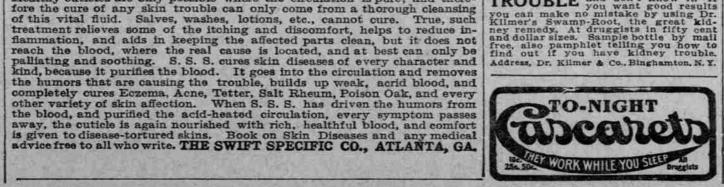
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RUN DOWN COME TO ME

AND BE CURED THE DOCTOR THAT CURES PAY WHEN CURED MY FEE FOR A CURE IN UNCOMPLI-

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men and women when others
falled. If you suffer, call or
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