

SCRUTINY IS ASKED

Pacific Phone Company's Report Is Discussed.

MORE DETAILS REQUESTED

Charles P. Church in Address Before East Side Business Men's Club Declares Data Furnished Are Insufficient.

Charles P. Church, in an address before the East Side Business Men's Club, urged that the affairs of the Pacific Telephone & Telegraph Company be given a close and critical examination.

Mr. Church said: "We have met to take into consideration the justice or merit of charges put against our citizens in every privately-conducted utility having its home among us somewhere down the line, either in the newly-adopted Marley bill, or the enlarged possibilities given to the Railroad Commission, measures of relief seem now to be open to us, where before there appeared to be no specific road to relief."

"Among other corporations of the kind named which it seems to me may well be the subject of a close and critical examination the Pacific Telephone & Telegraph Company is one. The statement on file with the city auditor covering to September 30, 1912, appears to me to be so given as to be of little or no use for purposes of the examination referred to. We gather from it the following data, but the company does not connect itself with its relations to this city and county in such a way that it can properly be considered with the end in view for which this body is called together."

Figures Are Quoted.

"We find it is a corporation with a capitalization of \$50,000,000; its home in California, its stockholders numbering 12,420. But \$4,600,000 of its properties are credited to Multnomah County, which is assessed at \$2,921,250, or 46 per cent of the valuation, and the tax it pays should pay to the county \$47,022."

"The revenue derived from this system, presumably all in Multnomah County and mostly in this city, for the quarter ending September 30, 1912, was \$281,898, or over \$230 daily. The patrons of the line in the city number 37,468, and their average payment is \$2.56 monthly."

"Against the \$281,898 of receipts for the quarter, they enter a statement of expenditures, as follows: General expense, \$1,372; Operating expense, \$104,719; Rental, \$11,334; Miscellaneous, \$11,707."

"If any payment on interest or dividend account was made in this city, it is not specifically mentioned, but if it takes \$2400 a day for maintenance of the 66 stations claimed by the company and its other requirements in the city, it seems incredible. The items going to make its \$4,600,000 in the county are given as follows: Real estate, \$328,118; Right of way, \$2,643; Aerial cable, \$475,984; Aerial wire, \$1,000,000; Underground conduit, \$16,875; Underground cable, \$1,308; Advertising cable, \$10,000; Central office equipment, \$33,540; Sub-station equipment, \$25,400; Construction in progress, \$41,848; Office furniture and fixtures, \$26,333; Tools and other implements, \$27,956; Supplies, \$4,600,000. Total, \$4,600,000."

Data Declared Menger.

"We see in this statement that but 4 1/2 millions are acknowledged for the \$50,000,000 of its company capitalization; and that this share of the assets is earning less than 1 per cent for the three months of its operations, and nothing paid on taxes, dividends or interest on its preferred stock."

"It is quite apparent, therefore, that we do not have sufficient data from this report on which to found a proper investigation, and the company should be called upon to give a minute and particular statement, affecting every item of value mentioned in its report; the sizes of cables and wires, the number of feet of conductors, where laid, as well as other wires over and under ground, their records for the quarter ending September 30, in detail, and such other general information as will enable this committee, intelligently, to connect up the reasonableness of its valuations, by comparison with other and like investments, which is authorized by law, to the end that justice may be done in the premises to all concerned."

"A simple resolution of this body directed to the Railroad Commission compels them forthwith to ask of this company an account of the circumstances in which your body will be recognized as the complainant and the work of investigation must proceed at once."

PERSONAL MENTION.

- E. J. Judd, a Bend merchant, is at the Perkins. Minot Davis, of Tacoma, is registered at the Bowers. C. D. Wegel, a Seattle merchant, is at the Imperial. A. A. Hilton, of Seattle, is registered at the Portland. C. M. Speck, of Medford, is registered at the Cornells. R. E. Jope, a Tillamook cheese-maker, is at the Perkins. Charles A. Park, of Salem, is registered at the Seward. Joseph Mitchell, of Roseburg, is registered at the Imperial. O. A. Spinye, a merchant of Falls City, is at the Perkins. J. G. Megler, a canneryman of Brookfield, is at the Portland. F. H. Caldwell is registered at the Cornells from Ontario. C. A. Harrison, a Seattle hotelman, is registered at the Oregon. L. K. Harlan, editor of the Condon Globe, is at the Portland. F. Rajotte, a Centralia contractor, is registered at the Oregon. O. A. Brown, a Boise stockman, is registered at the Perkins. C. A. Peplow, a real estate operator of Seattle, is at the Oregon. Ralph S. Fisher, a business man of The Dalles, is at the Bowers. Henry Turrish, a Duluth lumberman, is registered at the Portland. E. H. Morgan, a Spokane capitalist, is registered at the Cornells. Mr. and Mrs. Edgar Wilson, of Boise, are registered at the Bowers. Mrs. R. J. Pennington, a Mrs. Pennington, of Whinnipeg, are at the Seward. A. C. Egbert, superintendent of the

BEARS THE RUN

Marine Men Interested In Arrival of Barmbek.

METROPOLIS NEARS PORT

British Bark May Get Charter to Portland Flouring Mills Company Renewed - Jersbek Starts on Voyage.

So many fast voyages have been made by ships of the "Bek" fleet this season that wagers are laid on the arrival of the German bark Barmbek, which it was learned yesterday, had sailed from Santa Rosalia, November 29 for the Columbia River. The fact that the steamer was a well-known line of "Der Eaderland" is but a feature in the betting, as the interest centers in her unusual charter party. She is expected to arrive this month, when she will get a rate of 42 1/2 cts. for wheat to the United Kingdom. Should she arrive in January, or rather for loading in the month of February, it will be 40 shillings.

Goldbek Takes 21 Days.

The Goldbek, which began discharging ballast at the Eastern Western mill yesterday, was 21 days on the way from Santa Rosalia, and the Adelaide, which left up from Astoria last night, was 21 days making the river from the same harbor.

The Barmbek may be aided by favorable conditions, especially in getting out of the Gulf of California without loss of time, and at this season she will no doubt find few drawbacks along the coast.

The British bark Metropolis, which sailed from Buenos Ayres and lost her charter through failure to arrive last November, was reported off the river last night. She was under engagement to the Portland Flouring Mills company to carry wheat to Europe and it is probable the firm will take advantage of an option to continue the charter.

Bark Lisbeth Arrives.

There was one arrival in the square-rigged class yesterday, the German bark Lisbeth, which came from Callao in 44 days. The German bark Jersbek quitted the harbor yesterday in tow of the steamer Monarch, and bound for Queenstown or Falmouth for orders, with a cargo of 152,202 bushels of wheat valued at \$138,722. The rechartered bark will leave down tomorrow.

SEATTLE AWAITING BIG PLUM

Port Townsend to Retain Custom-House Headquarters.

Fears of steamship masters that in visiting Puget Sound the entrance of vessels might not be as convenient when the headquarters of the Custom-House district is moved from Port Townsend to Seattle, have been quieted temporarily, as private telegrams from Washington, received at Port Townsend, to the effect that President Taft had not seen the report of a special committee appointed to investigate the custom service with a view to making changes in the round-trip fare, will be \$10 for the same dates. Connections are made from Portland for the speedy turbines and Mr. Bollaun thinks that will be a number of Oregonians in the southland for the coming holidays.

No bids were received yesterday by Major Melndoe, Corps of Engineers, U. S. A., for dredging a channel around the island and through Baker's Bay to be used in towing barges of rock to Port Canby. As a matter of fact no tenders were looked for in accordance with the regulations, as it is understood the Port of Portland will shift one or two of its dredges there soon and cut the channel by Spier.

A. L. Upson, chief clerk in the office of Major Melndoe, Corps of Engineers, U. S. A., received news yesterday that his mother, Mrs. J. A. Upson, died Monday at her home in Marshalltown, Ia., after an illness of three months. Mrs. Upson was 88 years of age and had made a few visits to Portland. Other members of the family reside in the East.

VANCE'S DAMAGE NOT GRAVE

Schooner Emerges From Tussle With Storm in Fair Shape. Port Townsend wreckers have pumped the hold of the schooner Oceanic Vance free of water and they have found that the hull does not leak as badly as was supposed, also that less damage was sustained than early reports set forth. She is being towed to Port Townsend pending action in libel proceedings filed by the Charles Nelson Company in the sum of \$5000, because the stamer Riversdale, at its towed the schooner into Puget Sound.

The Oceanic Vance loaded on the Columbia River with lumber and sailed for Astoria for San Diego on November 26. She ran into heavy southerly weather and was blown North and dismantled. She was first reported 20 miles off Willapa Harbor by the steamer Yukon, and later the Riversdale hoisted in sight. The schooner was found to be waterlogged and at first was deemed seriously injured.

ROANOKE HAS NEW MASTER

Captain Dickson En Route From San Francisco to Ship. Captain George H. Dickson, who will be remembered among those in touch with the movements of oil tankers as having been in the Standard Oil fleet and made this port frequently, will arrive today from San Francisco to assume command of the steamer Roanoke, queen of the North Pacific Steamship Company's line. Captain C. P. Furrington, who has

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been skipper of the Roanoke since the death of Captain Dunham, except for a short time during which Captain Paulsen had the vessel, left the company's service here. As Captain Paulsen was recently signed as skipper of the steamer Geo. W. Elder, following the resignation of Captain Oscar Thompson, who was to have gone on a tug in San Francisco Bay, it gives the fleet two new masters.

BOSTON GETS NAVY STORES

Militiamen Want Wireless Equipped for Sending Messages.

Paints, oils and other material which Uncle Sam does out in liberal quantities at that station ships in the fleet may retain their natty appearance, were delivered at the foot of Stark street yesterday from the Bremerton Navy-Yard and loaded aboard the cruiser Boston by her crew of caretakers. Of course there is no intention of touching up the white sides of the cruiser at present, but with the first assurance of good weather in the Spring the brush squad will go over the side.

During the Winter there is an abundance of painting inside and various equipment and gear is gone over when it can be protected from the weather. One thing many of the Oregon naval militiamen have in mind would be forwarded by the Navy Department in a sending set for the wireless plant, but it has been indicated that official Washington is not prepared to shoulder the expense of fitting training ships with such conveniences at present. There has been a receiving set rigged between the Boston and the Columbia, but it is not probable they will persist until they obtain sending apparatus. The wireless has proved an attraction on board and some of the crew are already well and shortly blossoming out as operators.

Marino Notes.

Captain J. H. Dart is skipper of the steamer Liberty, having supplanted Captain J. M. Bertrand.

Resides the steamer Lurline, of the Kaiser fleet, the tug, the Triumph and Cruiser are at the yards of the Portland Shipbuilding Company undergoing repairs.

Two moves were made by the British steamer Rosdale yesterday in collecting her Oriental cargo, the first being from the Crown mill to Montgomery dock No. 2 and from the latter to the Portland Flouring Mills. In addition she had an assorted cargo gathered by the American-Hawaiian line for the Atlantic Coast.

To complete her lumber cargo the steamer Aurelia left yesterday for San Pedro. She cleared with 500,000 feet for San Pedro. The Yellowstone sailed from St. Helens for San Pedro with a full load.

As repairs on the steamer Daley had been finished she will shift from the Port of Portland drydock to the upper harbor today and begin loading lumber for San Francisco. What remains of her cargo, valued at \$30,000, was sold to the Port of Portland and will be used in repairs and new work on the floating plant.

Frank Bollaun, Portland agent for the steamer Yale, called yesterday, was advised yesterday that a special round-trip rate of \$8.70 has been made between San Francisco and Los Angeles for December 20, 21 and 22, and to San Diego, San Jose and San Francisco for the same dates. Connections are made from Portland for the speedy turbines and Mr. Bollaun thinks that will be a number of Oregonians in the southland for the coming holidays.

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Bound for Melbourne the British steamer Cape Breton is to leave the harbor today with a full cargo of lumber, of which 1,223,332 feet was loaded here and is valued at \$22,200. It consists of 1,250,000 pieces of lath, 125,000 pickets and 1,400,000 feet of lumber. At San Francisco the vessel will load 75,000 feet of yellow pine and at Eureka she took on 93,747 feet of redwood, so she had a total of 2,746,280 feet, valued at \$51,689.24.

Movements of Vessels.

PORTLAND, Dec. 10.-Arrived.-Steamer Klamath, from San Francisco. German bark Adelaide, from Santa Rosalia. Sailed.-Breakwater for Coos Bay steamer Navajo, for San Francisco. German bark Jersbek, for Queenstown or Falmouth for orders. Astoria, Dec. 10.-Arrived at 7:30 and left at 9 A. M.-Steamer Klamath, from San Francisco. Left up at 9 A. M.-German bark Lisbeth, from Callao. Arrived at 1 and left up at 2:15 P. M.-Steamer Yukon, from Astoria. Outside.-British bark Metropolis, from Buenos Ayres. Sailed.-Dec. 10.-Arrived.-Steamer Clearmont, from Columbia River; steamer Lochiel, from Portland; steamer Beaver, from Astoria. Sailed.-Dec. 10.-Arrived.-Steamer Wasp, from Columbia River. Sailed.-Steamer Northland, for San Pedro at 2 P. M.-Steamer Camino, for Portland. Arrived last night.-Steamer Axalon and Lander, from Portland; steamer Johan Poulsen, from Columbia River. Sailed.-Dec. 10.-Sailed at 8 A. M.-Steamer A. F. Lucas, for Astoria. Arrived yesterday.-Steamer Graywood, from Portland. Sailed.-Dec. 10.-Arrived.-Steamer Santa Rosalia, Nov. 29.-Sailed.-German bark Lisbeth, from Callao. Sailed.-Honolulu, Dec. 10.-Sailed.-Schooner Sehome, from Columbia River. Sailed.-Wellington, Dec. 10.-Arrived.-Inveric, from San Francisco. Sailed.-Dec. 10.-Arrived.-Steamer Northwestern, from Northwestern Alaska. Sailed.-Steamers Dolphin, for Skagway.

A DIRECT SUGGESTION

TO LOVERS OF COMFORT IN TRAVEL

THE OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY. A through solid electric-lighted train leaves Portland Union Depot daily, 10:00 A. M. Portland and Puget Sound EXPRESS Leaves Portland Union Depot daily at 8:00 P. M. Block signals all the way.

Chicago, Denver, Omaha and all points East. Phone and find out how little it will cost to make that trip East. A PLEASURE TO ANSWER QUESTIONS City Ticket Office, Third and Washington Phones: A 6121, Marshall 4500

PERFECTION SMOKELESS OIL HEATER. Efficient. Will heat a good sized room even in the coldest weather. Economical. Burns nine hours on one gallon of oil. Ornamental. Nickel trimmings; plain steel or enameled turquoise-blue drums. Portable. Easily carried from room to room; weighs only eleven pounds; handle doesn't get hot.

Eat Anything Without Fear

Tightness of the Stomach Caused by Undigested Food Stopped With a Stuart's Dyspepsia Tablet. When you feel as if your stomach was being tightly choked—when the pain is intense and you break out in a cold and clammy perspiration and there is a lump in your throat and you are weak and nauseated—all you need is a Stuart's Dyspepsia Tablet to clear away the wreckage of undigested food left in the stomach and intestine and restore you to your normal self again. And this can all be accomplished within a few moments.



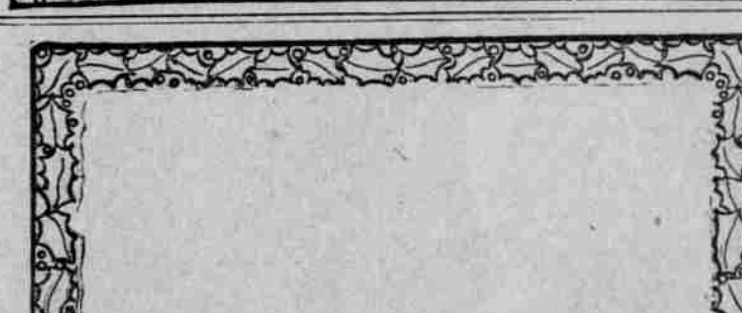
A Christmas Present You Will Be Proud to Give. A Christmas Present Any One Will Be Glad to Get. Use them freely—they are as harmless as sugar would be—and are not to be classed as "medicine." They have no effect whatever on the system except the benefits they bring you through the proper digestion of your food.

Don't Blame Your Overworked Stomach

When your stomach will not digest food, the worst thing you can do is to take a lot of digestive medicines. True, they give temporary relief, but your stomach is the sufferer. Loss of appetite, indigestion, dyspepsia and headache can only be permanently relieved by removing the cause. In many cases, various remedies taken to relieve these conditions result in ruining the stomach and preventing it from digesting food in a natural way. If you want your stomach to do its own work properly, without resorting to artificial digestives or predigested foods, use Jayne's Tonic Vermifuge. Take small doses regularly, preferably before meals. In a little time your stomach will again do its own work and you will eat heartily. Keep well and enjoy living. Jayne's Tonic Vermifuge is not a digester in itself, but it tones up the stomach and intestine, giving you all the nutrition and strength from the food you eat. Many forms of supposed indigestion are the result of intestinal parasites, for which Jayne's Tonic Vermifuge is unsurpassed. Insist on Jayne's accept no other. Millions have praised it for more than eighty years. Sold by druggists everywhere. Dr. D. Jayne & Son, Philadelphia, Pa.

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BOWELS SLUGGISH LIVER TORPID, HEADACHY, BILIOUS? - "CASCARETS"

No odds how bad your liver, stomach or bowels; how much your head aches; how miserable and uncomfortable you are from constipation, indigestion, biliousness and sluggish intestines—you will get the desired results with Cascarets.

CANDY CATHARTIC

10 CENT BOXES - ANY DRUG STORE WORK WHILE YOU SLEEP