

# "We Are Partners"

(Number 5)

THE VALUE OF THE PROPERTY OF THIS COMPANY DEVOTED EXCLUSIVELY TO THE STREET RAILWAY AS DETERMINED BY THE PUBLIC SERVICE COMMISSION, AS OF DEC. 31, 1916, WAS \$18,233,371.

The same items as valued by the Commission were appraised by engineers in the employ of the company at more than \$23,000,000.

The figures given, in both cases, include the proportion of the company's investment in electric generating plants required to furnish electric energy to operate the street railways.

The actual results of operation of the street railway for the fiscal year ended June 30, 1917, were as follows:

Operating revenues	\$2,787,855
Operating expenses, taxes, bridge tolls and depreciation (at rate determined by Public Service Commission)	2,282,581
Net operating income	\$ 505,274
Deductions—	
Street railway proportion of interest and discount on funded debt	\$668,176
Interest on street improvements, assessments still unpaid	48,986
	717,162
Deficit	\$ 212,088

Approximately 70 per cent of the total value of the street railway is represented by funded debt. The remaining 30 per cent represents the investment of the stockholders.

THE STREET RAILWAY FOR THE FISCAL YEAR SHOWN FAILED TO EARN INTEREST ON 70 PER CENT OF ITS VALUE AND THE STOCKHOLDERS NOT ONLY FAILED TO RECEIVE ANY RETURN UPON THEIR INVESTMENT BUT SUSTAINED THE ADDITIONAL LOSS OF \$212,088.

The operating costs for the last fiscal year may not be relied upon in forecasting the future. During the course of the year costs of labor and materials have steadily increased, and we are able to estimate within a very small margin the cost of operation for the year ending June 30, 1918, based upon present prices for materials and labor costs.

We hope and believe the traffic of our street railway for the present fiscal year will be 15 per cent greater than during the last fiscal year.

We are now operating 13.4 per cent more streetcar service than at this time last year.

If compelled to operate on present fare basis, and assuming cost of operation on present basis, without any allowance for the increases now requested by our street railway employes, the current fiscal year would result substantially as follows:

Operating revenues	\$3,206,033
Operating expenses, taxes, bridge tolls and depreciation	2,793,240
Net operating income	\$ 412,793
Fixed charges and interest on street improvement bonds	717,162
Deficit	\$ 304,369

THERE WOULD BE NO RETURN WHATEVER ON THE STOCKHOLDERS' INVESTMENT AND A FURTHER LOSS OF \$304,369—TO ABSORB.

Now consider that, because of increased cost of living, we are faced with requests for increases of wages for our street railway employes aggregating more than \$600,000 annually, that materials and supplies required in operation and maintenance are still rising in cost, and ask yourselves if we are correct in saying—

THE NICKEL CAN NO LONGER CARRY THE LOAD

The net return for the street railway for the year ended June 30, 1917, on its value as determined by the Public Service Commission was 2.77 per cent.

On basis of present costs and earnings the net return on the same valuation for the present fiscal year would be 1.35 per cent.

IF RECOGNITION SHOULD BE GIVEN THE NEEDS OF OUR STREET RAILWAY EMPLOYEES AND THE FARE BE NOT INCREASED THE OPERATING EXPENSES WOULD EXCEED THE GROSS EARNINGS AND THE DEFICIT FOR THE CURRENT FISCAL YEAR WOULD BE MORE THAN \$900,000.

Bear in mind the value determined by the Commission is most conservative. If there ever was any water in our values the Commission certainly squeezed it out, and, without in anywise reflecting upon the sincerity and competency of the Commission, we believe that with the water, if any, it squeezed a liberal amount of blood.

Operating expenses, taxes and interest on borrowed money must be paid. Failure to do so means bankruptcy and the confiscation of the investment of 7000 bondholders and stockholders.

STOCKHOLDERS HAVE RECEIVED NO RETURNS ON THEIR INVESTMENT FOR MORE THAN THREE YEARS BUT, ON THE CONTRARY, HAVE PAID INTO THE TREASURY IN THAT TIME \$2,500,000 OF ADDITIONAL CAPITAL TO PRESERVE THE COMPANY.

They are entitled to consideration.

Permit us modestly to assert that the present unhappy situation is not due to extravagance or incompetency in either financing or managing. It is caused entirely by the fact that the ingenuity of man is no longer able to cope with the increased cost of furnishing you the service for the same compensation you paid us when the cost of furnishing transportation was one-half what it is today.

(Number 6 will appear Saturday)

## Portland Railway, Light and Power Company

By FRANKLIN T. GRIFFITH, President.

### CHINESE COME OUT

Oriental Who Have Been in Hiding Emerge for Truce.

### LASTING PEACE POSSIBLE

Leader Believes That Armistice Will Be Forerunner of Pact That Will End Wars in All Pacific Coast Cities.

Portland's Chinatown took on a new appearance last night after the ten-day armistice which has been entered into by the warring tongues of the city becoming effective.

Last night, when the bulletin was posted on the wall opposite the police station announcing the truce, Chinese that have been in hiding for the past several weeks emerged from their rooms and appeared on the streets.

While there is no danger of an outbreak among the tongues of Portland the next ten days, there is a possibility of warfare being renewed as soon as the truce expires.

Lee Mee Gin, head of the Chinese Peace Society in Portland, was instrumental in getting the members of the warring tongues to sign the armistice. He is optimistic regarding the possibility of permanent peace.

While the Bing Kong-Bow Leong tong are still seven men behind the Hop Sing-Suey tong in the number of fatalities, it is thought that this debt will be settled in money instead of human life.

It is understood that a prominent member of the peace society will soon arrive in Portland to try to effect a permanent peace pact, and it is thought that it will be possible to have this agreement reached before the truce expires.

### HOTEL MEN RENEW FIGHT

\$17.50 DIFFERENTIAL WILL BE CONTESTED AT NEW HEARING.

Assistance to Be Given Shriners in Effort to Bring 1918 Convention to Portland for Session.

Because the Southern Pacific Company has succeeded in obtaining a new hearing upon the celebrated case of the \$17.50 differential formerly charged tourists who wished to come to Portland or Seattle from California, hotel men of Oregon and Washington must put up another fight to retain the present condition. The Interstate Commerce Commission once ordered the case settled in favor of the hotel men

and the ruling has been in vogue since April.

An order from the Commission, received yesterday, was discussed at a meeting of the Oregon State Hotel Men's Association, held in the Multnomah Hotel and presided over by R. W. Childs. It was decided to be represented at the hearing, which has been fixed for 10 A. M. September 17, at Seattle, by attorney, Examiner Marshall will hear the case for the Commission.

A delegation of local hotel managers will be sent to attend the Pacific Coast Tourist Association, to be held in San Francisco, September 25-26. A. T. Lundberg, manager of the Benson; E. E. Larimore, of the Oregon; H. H. Cloutier, of the Multnomah, and Victor Brandt, of the Carlton, were named.

W. J. Hofmann, representing the Shriners, appeared at the meeting to interest the hotel men in providing funds for bringing the Shrine convention to Portland in 1918. This will be supported strongly by the association, it was decided. A committee will be named later to attend to it.

### INCREASE INSISTED ON

SHIPBUILDERS THREATEN STRIKE IF GOVERNMENT DELAYS.

Owners Will Be Allowed on Contract Price of Ships.

Unless the Federal Government grants liberal wage increases to the men employed in shipyards working on Government contracts or on vessels commandeered by the Government, the men say the year going to strike.

It is apparent that the men will continue to work under existing conditions for a reasonable length of time, but many of them are growing impatient over the Government's seeming delay. The union officials are urging them to stay at work until the Government acts.

They point out that existing contracts were made—most of them—a year ago, some of them more than a year ago and all more than six months ago. Since then the cost of living has advanced more than 50 per cent for the men employed in the yards.

Meanwhile, too, the Government has taken over the work on all vessels under construction and has placed additional orders with the yards for its own account. These vessels were contracted for on the basis of the then existing conditions and the then existing wage scale.

Now the operators are ready to grant liberal concessions to the men, but they want the Government to make allowances for such increased expenses. The Federal authorities have appointed a committee to inquire into conditions and recommend action. The committee now is at work at Washington, D. C.

On the promptness with which this committee concludes its investigations depends the continuity of work in the local yards.

Rev. A. F. Bishop Recovers.

Dr. Arthur F. Bishop, who has been ill for several months, has recovered and will be back in his pulpit in Sunday morning.

### FARRELL WILL IN SUIT

RELATIVES OF DECEASED ASSESS CLAIMS TO ESTATE.

Mrs. John B. Yeon, Chief Beneficiary of Probated Instrument, Said to Have Influenced Testator.

On the charge that John B. Yeon, Mrs. Elizabeth Yeon, and Mrs. Mary Mook, mother of Mrs. Yeon, poisoned the mind of Mrs. Anna Eliza Farrell, deceased, against her brothers and sisters to such an extent that they were practically cut off from the \$50,000 estate left by Mrs. Farrell, a contest was started in the County Court yesterday against the estate. The plaintiffs are Lydia Lett, Marriet Paddock and Albert Sunderland, sisters and brothers of the deceased Mrs. Farrell.

The petition to set aside and vacate the probate of the will, sets forth that Mrs. Farrell had made a former will in which the plaintiffs and other relatives, for whom they are bringing suit, were made beneficiaries. It is alleged that Mr. and Mrs. Yeon exercised undue influence over Mrs. Farrell, who had suffered a paralytic stroke, and induced her to make out a new will, cutting off the petitioners with \$1 each, leaving the balance of the property to Mrs. Elizabeth Yeon.

The petition further alleges that while Mrs. Farrell was under the care of her sister, Lydia Lett, a letter was received from Mrs. Yeon commanding Mrs. Farrell to leave her sister. At that time, the petition asserts, Mrs. Farrell made the statement that she would have to die and leave her property to Mrs. Yeon in order to have peace.

Mrs. Farrell died March 1, last, leaving a will in which Mrs. Yeon was made the chief beneficiary. Mrs. Yeon was also named in the will as executrix to serve without bonds. She was appointed under an order signed by Judge Tazewell, March 12.

The petitioners allege that they are entitled to a one-eighth interest each in the estate and would have received such legacy had not Mr. and Mrs. Yeon and Mrs. Mook induced Mrs. Farrell to destroy a former will.

In addition to the petitioners it is asserted that the following relatives are entitled to a portion of the estate: Milton Sunderland, Rosa Gupton, Mary Mook, Frances Fleckenstein and the children of Mrs. Christina Kelly, a deceased sister of Mrs. Farrell.

### INDIANS TO PICK BERRIES

Members of Puyallup Tribe to Go to Lower Columbia District.

ASTORIA, Or., Aug. 30.—(Special.)—W. M. Round, acting for the cranberry-growers on the Washington side of the Columbia River, has made arrangements to have the Indians of the Puyallup tribe come to the Twaco Peninsula during the cranberry picking season and help harvest.

The berry-picking season in the Puyallup district will be over when the cranberry season begins, so the Indians

can complete the work in their home section before coming to the Columbia River. Indian Frank, chief of the Puyallup, is delighted with the prospect and wants the tribe to make the trip by water, via Puget Sound and the Pacific Ocean to the Columbia.

### TILLAMOOK FAIR OPENS

Interest Centers in Large Exhibit of Livestock.

TILLAMOOK, Or., Aug. 30.—(Special.)—Tillamook's annual County Fair opened yesterday and promises to be a marked success. There is a big exhibit of livestock and a lively interest is being shown in the different breeds

of cattle. The attendance is expected to be larger tomorrow and the latter days of the fair.

There are concerts by a bagpipe band and there are interesting horse races. There was a ball game yesterday, in which Tillamook evened up old scores and beat Wheeler, 7 to 6. The feature of the game was a three-bagger with the base ball by Charles Mahan.

### SAMUEL HILL TO GIVE BALL

Residents of Klickitat County Are Invited to Maryhill.

WHITE SALMON, Wash., Aug. 30.—(Special.)—Saturday evening, September 1, the mansion of Samuel Hill, at Maryhill, Klickitat County, Washington, will be the scene of a grand ball, an invitation affair for the residents of the county, to whom a large number of invitations have been sent, that will be well attended. Those who go in their cars will alight within the residence, as the driveway passes through the building.

This residence of Mr. Hill, on the heights, affords a broad panoramic view of the Columbia River and of Oregon and Washington. One of the finest hard-surfaced highways in the state leads from the North Bank station to his residence.

Auxiliary to Meet Tonight.

The Women's Auxiliary of the Portland Ambulance Company, Dr. J. J. Sellwood, captain, will meet at Manchester Hall, 854 Fifth street, tonight

at 8 o'clock. All interested are cordially invited to attend.

### MOTHER SAID TRY IT

Lydia E. Pinkham's Vegetable Compound Cured Mrs. Copner after Doctor's Failed.

Cincinnati, Ohio.—"I want you to know the good Lydia E. Pinkham's Vegetable Compound has done for me. I was in such bad health from female troubles that I could hardly get off my bed. I had been doctoring for a long time and my mother said, 'I want you to try Lydia E. Pinkham's Vegetable Compound.' So I did, and it has certainly made me a well woman. I am able to do my house work and am so happy as I never expected to go around the way I do again, and I want others to know what Lydia E. Pinkham's Vegetable Compound has done for me."

—Mrs. JOSIE COPNER, 1668 Harrison Ave., Fairmount, Cincinnati, Ohio.

No woman suffering from any form of female troubles should lose hope until she has given Lydia E. Pinkham's Vegetable Compound a fair trial.

This famous remedy, the medicinal ingredients of which are derived from choice roots and herbs, has for forty years proved to be a most valuable tonic and invigorator of the female organism.

Both Men and Women

Suffer with backache, pain in kidney and bladder regions, headache, vertigo, dizzy feelings and sometimes fail to recognize where the trouble lies. Congested kidneys cause a lot of distress and should never be neglected. Take

BALMWORT TABLETS


right away if you would be well and free from distress after urination, such as burning, scalding, pain and other agonies.

HAVE YOU ASTHMA


Write today for free sample bottle and full information about AS-NO-MOR

AS-NO-MOR 25¢ a bottle FREE

AS-NO-MOR CO. Dept. 100 One Maine, Iowa



## For Labor's Holiday



### Up the Willamette Valley:

Reduced Round Trips to Valley Cities on Oregon Electric Railway. Good going Saturday and Sunday, returning Monday. Also tickets sold Monday, return limit Tuesday.

### Aquatic Sports and Regatta at Astoria

Saturday, Sunday, Monday. Round Trip, \$3

### Clatsop Beach—Gearhart and Seaside

Escape the smoky town and enjoy the ocean breezes. Fashion show on the beach Sunday afternoon.

Scandinavian-American Annual Picnic at Holladay, near Seaside, Sunday.

Tickets sold Saturday and Sunday, return Monday  
Tickets Sold Monday with return limit Monday. Round trip \$3

## Deschutes River Up the Columbia

The Stream for the Sport Royal Visit the Mineral Springs at Carson; Week-end Fares to Canyon Points \$2.20 Round Trip.

Round-Trip Tickets, one-day limit, sold Monday to North Bank points east to Stevenson

City Ticket Office—Fifth and Stark Streets